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HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

ISSUE 253

April 12 –
May 9, 2019



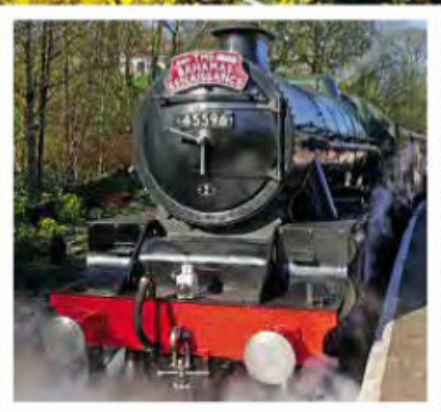
FLYING SCOTSMAN STORMS SWANAGE

**MANAGING
THE MOORS:**
EXCLUSIVE CHRIS
PRICE INTERVIEW



RELAUNCHED BAHAMAS BOOKED FOR VINTAGE TRAINS

- LOTTERY'S £853K GRANT SECURES SEVERN VALLEY VIADUCT
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- WELSH HIGHLAND £3M CAERNARFON STATION OPENS ■ 9466 FOR SALE

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OO Gauge (1:76 Scale)

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30-525 loco Class 49xx 'Hall' 4-6-0 4965 'Rood Ashton Hall' in Great Western green - split from 30-525 set £79
31-921 Class H2 Atlantic 4-4-2 32424 'Beachy Head' BR black early emblem £161.46

Diesel locos



32-119 Class 08 Shunter 08907 in DB Schenker red (RRP £124.95) **BARGAIN** £71
31-590 Class 70 70015 Freightliner air intake modifications (RRP £169.95) **BARGAIN** £133

Dapol - Diesel locos

4D-022-013 Class 68 68004 'Rapid' in Direct Rail Services blue £131.71
4D-022-015 Class 68 68026 in Direct Rail Services plain blue £131.71

Hattons Originals - Steam locos

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



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H4-FAE-005 FEA-E intermodal wagon 641014 in Freightliner green track panel carriers **NEW** £50
H4-FAE-002 FEA-E intermodal wagon 641023 in Freightliner green **NEW** £32
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H4-FAE-002 FEA-S intermodal wagon 640688 in GBRI blue **NEW** £32
H4-FAE-004 FEA-S intermodal wagon 640688 in GBRI blue **NEW** £32
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H4-FAE-005 FEA-S intermodal wagon 640921 in GBRI/Metronet yellow track panel carrier **NEW** £59
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NEW



H4-RHTT-006 Rail Head Treatment Train 'Water' wagon 3 water modules to extend either RHTT pack to 3 wagons - weathered **NEW** £63

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Diesel locos

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Electric locos

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Hornby - Steam locos



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R3616 Class 5MT 'Black Five' 5089 in LMS black **NEW** £153



R3638 Class 7P6F Streamlined West Country 4-6-2 34019 'Bideford' in BR green late crest **NEW** £166.50



R1177 Loco Class 8 4-6-2 71000 'Duke of Gloucester' in BR green late crest - Railroad Range - Split from Gloucester City Pullman Train Set **BARGAIN** £75



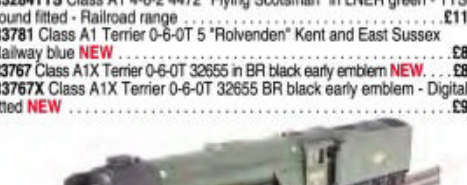
R3623 Class 8P 'Streamlined Coronation' 4-6-2 6221 'Queen Elizabeth' in LMS coronation blue £171



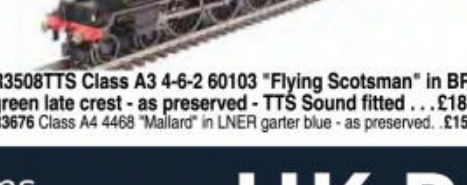
R3677 Class 8P 'Streamlined Coronation' 4-6-2 6229 'Duchess of Hamilton' in LMS crimson lake - as preserved £171
R3639 Class 8P 'Streamlined Coronation' 4-6-2 6244 'King George VI' LMS crimson lake £171



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



R3284TTS Class A1 4-6-2 4472 'Flying Scotsman' in LNER green - TTS sound fitted - Railroad Range £114



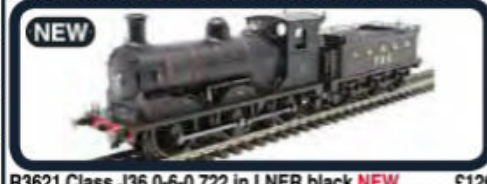
R3767X Class A1X Terrier 0-6-0T 32655 BR black early emblem - Digital fitted **NEW** £99



R3508TTS Class A3 4-6-2 60103 'Flying Scotsman' in BR green late crest - as preserved - TTS Sound fitted £187



R3622 Class J36 0-6-0 65311 'Haig' in BR black early emblem £126



R3621 Class J36 0-6-0 722 in LNER black **NEW** £126



R3635 Class LN 'Lord Nelson' 4-6-0 30863 'Lord Rodney' in BR green early emblem **NEW** £153



R3634 Class LN 'Lord Nelson' 4-6-0 851 'Sir Francis Drake' in Southern Railway olive green £153



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



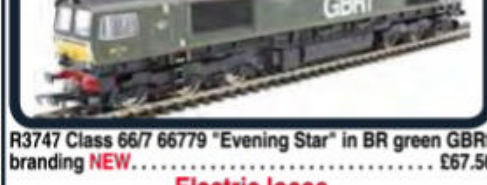
R3421 Drummond Class 700 0-6-0 30698 in BR Black early emblem (RRP £124.99) **BARGAIN** £59



R3661 Class 31 D5509 in BR green £153



R3491 Class 42 Warship D805 'Benbow' in BR green - Railroad Range (RRP £54.99) **BARGAIN** £34.50



R3747 Class 66/7 66779 'Evening Star' in BR green GBRI branding **NEW** £67.50



R3580 Class 87 87035 'Robert Burns' in BR Blue £144



R3480 Class 92 92016 'Brahm's' in Railfreight grey EWS 'Beastie' vinyls (RRP £99.99) **BARGAIN** £52



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

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R1184 Western Express digital train set eLink TTS sound Hall steam loco (RRP £329.99) **BARGAIN** £199

Coaches

R4876 Collett 57 'Bow ended' non-corridor brake third (Left-hand) 4971 in GWR chocolate and cream **NEW** £44.50

R4880 Collett 57 'Bow ended' non-corridor brake third (Left-hand) W5507W in BR crimson **NEW** £44.50



R4877 Collett 57 'Bow ended' non-corridor brake third (Right-hand) 4972 in GWR chocolate and cream **NEW** £44.50

R4881 Collett 57 'Bow ended' non-corridor brake third (Right-hand) W5508W in BR crimson **NEW** £44.50

R4874 Collett 57 'Bow ended' non-corridor composite (Left-hand) 6360 in GWR chocolate and cream **NEW** £44.50



R4878 Collett 57 'Bow ended' non-corridor composite (Left-hand) W6630W in BR crimson **NEW** £44.50

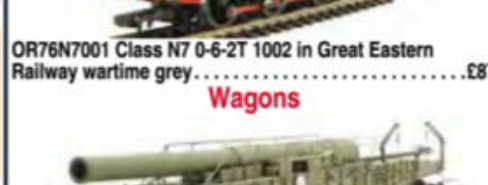
R4875 Collett 57 'Bow ended' non-corridor composite (Right-hand) 6362 in GWR chocolate and cream **NEW** £44.50

R4879 Collett 57 'Bow ended' non-corridor composite (Right-hand) W6631W in BR crimson **NEW** £44.50

R4525 Collett restaurant car 9578 in GWR chocolate & cream - Railroad Range (RRP £21.99) **BARGAIN** £10



R6931 20 ton brake van 'Hornby 2019' yearly wagon **NEW** £15.50



OR76N7001 Class N7 0-6-2T 1002 in Great Eastern Railway wartime grey £87



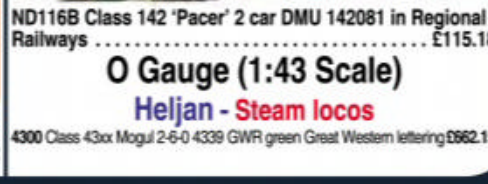
OR76BOOM02 BL 13.5 inch howitzer railgun 'Gladiator' £46



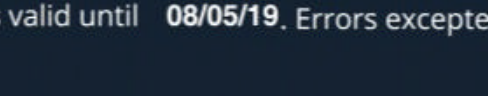
9951 Lynton & Barnstaple 2-6-2T 760 'Exe' in Southern Railway green £189.95



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



ND116B Class 142 'Pacer' 2 car DMU 142081 in Regional Railways £115.18



4300 Class 43xx Mogul 2-6-0 4339 GWR green Great Western lettering £562.15



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The 78th and newest member of George Jackson Churchward's GWR 2900 Saint 4-6-0 class, No. 2999 *Lady of Legend* undergoes a test steaming at Didcot Railway Centre on March 22, in readiness for its booked official launch by TV presenter and former British Railways Board member Prue Leith at 11am on Friday, April 5. *Lady of Legend* will run at Didcot in its first year to give time to make any adjustments in the running-in period, and while it may well be in demand for hiring by other heritage venues, there are no plans to run it on the main line, as its large cylinders are likely to cause clearance problems. FRANK DUMBLETON

A new *Legend* is born

THE completion of another mission impossible is always a pinnacle of the railway heritage movement, not least of all the realisation of a 45-year dream. For it was back in early 1974 that the Great Western Society bought GWR 4-6-0 No. 4942 *Maindy Hall* from Barry scrapyard with the intention of back-converting into an example of the extinct forerunner of its type, the Churchward Saint, considered to be the most important steam locomotive design of the early 20th century.

The Saint class in so many ways marked the watershed between the steam locomotives of the Victorian era and the modern world, and it is a tragedy that nobody saw fit to preserve one. That ship has now been righted.

Back then, such an aspiration may well have belonged firmly in the realm of cloud cuckoo land, for there was no standard-gauge new-build project which could act as a blueprint for guidance, even one which drew on the GWR concept of interchangeable components between classes.

In 1974, there would still have been people who would have seen the last Saints in BR service before the last four were withdrawn in 1953. In 2019, launched in the month that also marks the 20th anniversary of the first issue of *Heritage Railway*, *Lady of Legend* is nothing short of an exciting new window onto an old world, the fabled Edwardian era of *City of Truro* hitting a purported 102.3mph on Wellington bank and the like.

A baby born when the rusting hulk of *Maindy Hall* reached Didcot would now be well into middle age. The time that it took to take the project from the concept stage to hard steaming reality underlines so much of the heritage movement: a lifetime of hard slog

to produce a marvel that will entertain and educate crowds for generations to come. We owe such pioneers of perseverance in proactive preservation an immense debt of gratitude.

It is ironic that Prue Leith, who wrote the obituary for BR chairman Sir Peter Parker in *The Guardian* in April 2002, should have been chosen to officiate at the launch of Britain's newest standard gauge steam locomotive.

Lady of Legend will, it is anticipated, be followed in the coming months by a new Grange 4-6-0, No. 6880 *Betton Grange*. It appears that GWR fans have never had it so good!

Elsewhere, LNER aficionados will take heart from the National Railway Museum's strategy for locomotive operation for the next 15 years, which includes the potential return of the iconic V2 2-6-2 No. 4771 *Green Arrow* to steam and hopefully the main line.

Britain has the best railway museum in the world, yet not only by its nature but also because of the times in which we live, it can never have sufficient financial resources to please everyone. Of course, while purse strings will always be tight, there can never be a guarantee that *Green Arrow* will be restored, but the will is certainly there, and often in such cases, it may be up to public sponsorship to help make it happen. We all have a wish list of National Collection locomotives that we would love to see running again, but the butter has to spread evenly and thinly. Judging by the huge previous popularity of this LNER apple green giant, representing a type which played such a crucial role on our railways in the Second World War, the NRM strategists are spot-on here, and richly deserve our support.

Robin Jones Editor

CONTENTS

ISSUE 253

April 12, 2019 – May 10, 2019

News



6

Headline News

6

- *Flying Scotsman* fever takes Swanage Railway by storm
- Jubilee celebrations as *Bahamas* is officially relaunched at KWVR
- East Lancs completes purchase of Bulleid Light Pacific *City of Wells*
- Exciting plans at *Heritage Railway* with the launch of The Railway Hub
- Main line registered WR pannier No. 9466 offered for sale



10

News

10

- West Somerset Railway reopens for 2019 season amid much fanfare
- National Railway Museum explains its rolling stock strategy
- The *Duke* appeals for £105,000 to complete overhaul by 2020
- *Otter*, Britain's latest new-build steam locomotive unveiled
- Avonside 0-6-0T *Nancy* steams again after 60 years
- Lottery gives Severn Valley £853,000 to repair Falling Sands
- Bumper crowds attracted to Bluebell Railway branch line gala
- Tyseley to run 'last' passenger train to Coalbrookdale



58

Main Line News

56

- Steam Dreams to run an extra 56 trains from London this summer
- A4 No. 60009 *Union of South Africa* given 14-month boiler extension
- Bulleid *British India Line* heads Nigel Dobbing memorial train

With Full Regulator

64

Don Benn describes *Tornado's* main line return and looks back on the popular A1's 10 years of operation



Regulars

Subscribe Today

30

Centre

54

In a timeless GWR scene, Large Prairie No. 4144, visiting from Didcot, stands at the Severn Valley Railway's Bewdley station on March 20 with a photo charter.



54

Main Line Itinerary

62

Steam and heritage diesel railtours.

Railwayana

68

Geoff Courtney's regular column.

Platform

90

Where your views matter most.

Up & Running

94

Guide to railways running in the months of April and May.

The Month Ahead

106

Features

Pragmatic preservation

Gareth Evans talks to Chris Price, general manager of the North Yorkshire Moors Railway, who shares his views on a range of issues affecting the sector – and also what he's doing to ensure the future survival of Britain's most popular heritage line.



46



CONTENTS: With 232 years of raw steam power between them, Caledonian Railway 439 class 0-4-4T No. 419, making a tour of England and its first-ever visit to the Isle of Purbeck, leads LSWR T9 'Greyhound' 4-4-0 No. 30120 westwards from Corfe Castle station on May 29 during the Swanage Railway's Spring Steam Up event.
ANDREW PM WRIGHT
COVER: Pictured during its recent visit to the Swanage Railway, A3 No. 60103 *Flying Scotsman* is seen at Corfe Castle Common on March 26.
MATTHEW RAYNER



70

Steam in the Wild, Wild West!

In words and pictures, Robert Falconer shares his experiences of participating in a week of photographic charters in the USA, resulting in the capture of a host of wonderful images of steam amid the stunning landscape.



78

Severn Valley becomes Welsh Valleys!

Despite fears of bad weather and two hiccups, the Severn Valley Railway's tank engine-dominated, three-day spring steam gala in mid-March brought in the crowds, reports Robin Jones and Gareth Evans.

Great steam engineers of the nineteenth century Part Five: The 1870s

In the 1870s, the position of locomotive superintendent came to be known more widely as chief mechanical engineer. Brian Sharpe relates how the job became more complex as trains became heavier and faster and safety became more of a consideration.



82

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World's first for Warley show and GCR running

THE recipient of the Heritage Railway Association Peter Manisty Award for Excellence 2019, NER petrol-electric railcar No. 3170 – historically priceless as the world's first internal combustion-powered modern passenger train – is to appear at the Warley National Model Railway Exhibition at the National Exhibition Centre near Birmingham on November 23/24.

Afterwards, it will be taken to the Great Central Railway at Loughborough for adjustments to its running mechanism, and will probably be used on some passenger services during its stay.

The 1903-built railcar, which also won the HRA Modern Traction Award 2019 sponsored by our sister title *Rail Express*, is based at the Embsay & Bolton Abbey Steam Railway.

The Warley show is set to include the launch of an OO gauge model of the vehicle by Heljan, made exclusively for Rails of Sheffield, with donations from sales going to owner and restorer the 1903 Autocar Trust.

Deltic failure 'worse than thought'

THE failure of the Deltic Preservation Society's Class 55 D9009 *Alycidon* on the southbound March 3 'Auld Reekie' from Edinburgh, is more serious than originally thought.

Two traction motors were isolated at Dunbar following a loud 'bang', but difficulty in obtaining power saw the driver stop at Berwick.

Investigations revealed a large power surge damaged all six traction motors and affected one of the two main generators.

There is a burn mark on the roof of D9009 and also on the inside of the engine room roof.

Get in touch

editor@heritagerailway.co.uk.

Flying Scotsman takes Isle of Purbeck by storm

By Cedric Johns

WHEN Gresley Pacific No. 60103 *Flying Scotsman* made its eagerly-awaited public appearance at Swanage station at the head of the first morning train on Friday, March 22, passenger numbers were at first said to be 'reasonable' – but the magic of television quickly changed all of that.

Broadcasting live from the line, BBC South TV and BBC Radio Solent caught the public's imagination and suddenly railway officials were swamped by the public, demanding tickets to ride behind the world's most 'famous' locomotive.

Penny Vaudoyer, the daughter of the late Alan Pegler, who bought the A3 out of BR service in 1963, flew in from Portugal to flag off the first train. As the morning wore on, roads to Swanage became far busier than normal.

At Poole, long queues formed to take the short cut by road to Corfe Castle via the Sandbanks ferry – delays of over an hour were reported by Radio Solent, which also described traffic from north Bournemouth, Ferndown and Wimborne areas building up on the Upton bypass leading to Wareham, Corfe Castle and beyond.

Purbeck Breezer Buses ran extra trips from Bournemouth and Poole, while in Swanage, several roads were closed to prevent traffic jams and to protect pedestrians making for the station.

Overall, crowd control and safety was carried out by railway personnel and a private security company.

The radio station interviewed Penny, who described the thrill of riding through the Rockies as a teenager, in the line's Southern Railway Pullman observation car No. 14, when she accompanied her father and the A3 to North America.

Rocky recollections

She said: "I was nine years old when my father came to my bedroom to read me a story and instead he told me that he had bought a steam engine that day and that it would be painted bright apple green."

"It was wonderful that Bill McAlpine rescued *Flying Scotsman* and brought it back from America after my father ran into financial difficulties in San Francisco."

"It is wonderful to see so many happy faces when people see the locomotive. For me, it was all worth it. My father would be delighted to see how happy people are when they are around *Flying Scotsman*."

As word spread, demand for tickets to ride on the five seven-coach trains kept railway officials busy over *Scotsman's* March 22-26 running period.

It was reported that on the Sunday, people had seen a drone flying illegally over the railway.

Swanage Railway director Mick Gould said: "*Flying Scotsman* is a



Penny Vaudoyer waves off the first *Flying Scotsman* train at Swanage on Friday, March 22. ANDREW PM WRIGHT

working museum open to the public and in my opinion has magic of its own. If you bring the engine to a railway line, especially branch line, you are bound to get crowds of people willing to buy tickets.

"Part of the DNA of British engineering excellence, the visit of the iconic *Flying Scotsman* was a tremendous success."

"The event was a major undertaking that required a huge amount of planning and organisation and I would like to say a very big thank you to everyone whose hard work, commitment and professionalism made the visit of the world's most famous steam locomotive to the Isle of Purbeck such a success."

"It was the biggest commercial and logistical challenge in the history of the Swanage Railway, which has been rebuilt from nothing since 1976. The engine's visit was a huge boost for our volunteers, especially drivers who could sit in *Scotsman's* cab."

Flying Scotsman worked trains complete with Car 14 on each of the five days, taking excited passengers as far as Norden and return.

Norden Park & Ride facilities plus a nearby farmer's field offered spaces for an estimated 7-800 cars.



Standing room only: crowds pack the platform at Swanage station on Sunday, March 24, to view *Flying Scotsman*.

Right: Overlooked by the majestic castle ruins, Caledonian Railway 0-4-4T No. 419 stands at Corfe Castle on March 29, at the start of the Spring Steam Up. ANDREW PM WRIGHT





Ivatt 2-6-0 No. 45621 was in service on March 29, the first day of the spring steam up. It was the first time that an Ivatt tender locomotive had appeared on the Swanage Railway since the summer of 1989, when the Severn Valley Railway's No. 46443 operated trains during the first year of heritage era trains between Swanage and Harman's Cross. ANDREW PM WRIGHT

BR 4MT 2-6-4T No. 80104, renumbered 80126 for its Scottish connections, worked feeder services from Norden, calling at all stations to Swanage.

Bumper numbers

By the end of its five-day running period, the National Collection-owned A3 had attracted more than 8500 passengers, representing 97% of train capacity, reported sales and marketing manager David Rawsthorn. Asked how the event compared to last autumn's visit by the *Duchess of Sutherland*, he said: "No comparison!"

He added: "When *Scotsman* arrived light engine on the previous Tuesday, stations all the way from Eastleigh to Poole and Wareham were crowded by people wishing to see the famous engine pass through."

During the five operating days, Riley engineer and West Coast Railways 'Jacobite' driver Matt Earnshaw was in charge of *Scotsman's* regulator.

By the time the last train had arrived back at Swanage on the Tuesday afternoon, all 'timed platform tickets' allowing limited access to the 4-6-2 on static display next to the goods shed museum at Corfe Castle the following Saturday, had been sold.

While stabled at Corfe Castle for 15 days, *Scotsman* was subject to tight security measures shared by operator Ian Riley's support crew, Swanage Railway volunteers and the private security company. The A3 was due to depart on April 10.

Taking advantage of *Scotsman's* presence, the railway held a spring steam up from March 29-31, featuring visiting blue Caledonian Railway 0-4-4T No. 419 from the Bo'ness & Kinneil Railway.

Restricted to working two coaches, the blue 'Junior Scotsman' also participated in top-and-tail operations with T9 4-4-0 No. 30120, BR Standard Class 4 tank No. 80126

and Ivatt 2MT 2-6-0 No. 46521, visiting from the Great Central Railway for a short period, helping to bolster steam locomotive availability, providing cover for the late Easter week.

Locomotive, carriage and wagon superintendent James Cox reported that U 2-6-0 No. 31806 was inside at Herston Works for a hotbox repair and that Battle of Britain 4-6-2 No. 34072 257 *Squadron* was stopped for about 10 days for its annual inspection.

■ No. 419 has added the Epping Ongar Railway to its current English tour and will appear in the June 7-9 steam gala, making its first visit to the Essex line.

The visit will follow its appearance in the Gloucestershire Warwickshire Railway's May 25-27 'Northern Soul' Cotswold Festival of Steam, which is supported by *Heritage Railway* publisher Mortons Media Group Ltd.

■ Picture: pages 30-31.

Main line WR pannier No. 9466 to be sold by family

By Phil Marsh

WR 0-6-0 PT No. 9466, which belonged to the late Dennis Howells, is to be placed on the market, his family has confirmed.

Dennis died last year and his family has decided that they do not have the necessary skills and knowledge to keep and operate the engine, built by Hawthorn Leslie in Newcastle in 1951.

Its final steamings under Howells family ownership were scheduled for the South Devon Railway 50th anniversary gala, prior to its returning to the Buckinghamshire Railway Centre, its home base for over 40 years.

The engine will be sold with all its main line equipment fitted – its main line registration was renewed by the family at the end of February, after his memorial train, sporting his original 'Red Dragon' headboard, ran between Southall and Chinnor, courtesy of West Coast Railways.

Met mainstay

In addition to No. 9466 hauling trains on the main line in Cornwall, Wales, the West Midlands and Norfolk, the pannier was a mainstay on the Steam on The Met events and later Steam on the Underground services, so has an enviable proven pedigree.

Dennis said that he did not really want the engine to become a museum piece while in possession of a boiler ticket, which has another six years left to run. The family hopes that a future owner will include the involvement of current team members, as a way of honouring Dennis' memory, and their loyalty to him.

Anyone with a serious interest in the locomotive is invited to watch www.9466.co.uk for details on how to contact the solicitors that will handle the sale, which will be by a sealed bidding process.



Ultimate LNER classic in the Sunny South: A3 Pacific No. 60103 *Flying Scotsman* sidles up to the Swanage signalbox on March 28 during its landmark visit to the Purbeck line. ANDREW PM WRIGHT

Jubilee celebrations as return of *Bahamas* is made official

By Robin Jones

LMS Jubilee 4-6-0 No. 45596 *Bahamas* officially completed its return to steam after being formally commissioned at its owning society's Ingrow base on the Keighley & Worth Valley Railway on Friday, March 29.

Bahamas, an iconic performer on the main line during the heritage era, had previously steamed for the last time in 1997 when its boiler ticket expired.

Its £1 million overhaul was completed at Tyseley Locomotive Works last year, with the aid of a £775,000 National Lottery Heritage Fund grant – which also funded the conversion of a riding and tool van owned by the society into the Learning Coach. As highlighted in *HR* issue 233, this 'project within a project' saw the vehicle, which began life as a carriage built at Wolverton Works in 1924, converted into an education and exhibition facility and based in the dock siding at Ingrow station. One of its purposes is to double up as a classroom for school visits.

Relaunch

The commissioning of *Bahamas*, which hauled its inaugural main line comeback trips in February, was attended by many senior figures in the railway industry and heritage sector, along with civic dignitaries plus donors, supporters and Bahamas Locomotive Society Members, and representatives of the lottery.

A party of youngsters and their teacher also participated in workshop demonstrations in the Learning Coach.

Network Rail chairman Sir Peter Hendy officially relaunched *Bahamas* into service, presenting a shovel to driver Gary Howard. Sir Peter praised



KWVR driver and longstanding Bahamas Locomotive Society committee member Gary Howard (centre) receives a shovel from Sir Peter Hendy, chairman of Network Rail, to mark the commissioning of *Bahamas* at Ingrow on March 29. To the left is society chairman Keith Whitmore. ROBIN JONES

Right: LMS Jubilee 4-6-0 No. 45596 *Bahamas* pulls into Ingrow for its official launch back into traffic, at the head of the special train on March 29. ROBIN JONES



the "wonderful" overhaul of *Bahamas* carried out by the society, and said: "The railway industry is an exciting and challenging place to work at the moment – there is a huge amount of change and modernisation going on. However, in the midst of all of this, we must still take time to appreciate, preserve and enjoy our UK railway heritage, and thus I am privileged to be able to welcome *Bahamas* back into service."

Minutes later, on the opposite side of the platform, the Learning Coach was formally opened by the Lord

Mayor of Bradford, Coun Zafar Ali, together with Ian Fisher, chairman of Mortons Media Group, publisher of *Heritage Railway* and its sister title *The Railway Magazine*, and which had backed the dual project.

Learning coach

In November 2013, en route to the start of its five-year overhaul, *Bahamas* was taken by low loader into the car park at Mortons' Horncastle headquarters for a fleeting visit, and was viewed by hundreds of townsfolk and other visitors – it was the first steam locomotive in the

town for more than five decades.

In the Learning Coach, visitors can access the complete digitised archive of *The Railway Magazine*.

Mortons publishing director Dan Savage said: "We have been proud to have played a part in not only helping in some small way towards the restoration of this piece of railway history, but in making it relevant for future generations through its incarnation as the Learning Coach."

"Seeing youngsters be able to interact with the railway, for them to gain the full experience of the sights, sounds and smells, and for us to be able to help provide some of the technology as they unlock more than a century of history through *The Railway Magazine's* pages on board the coach, has made this project more than worthwhile for us."

After the ceremony, *Bahamas* took guests on a round trip of the KWVR, stopping at Oxenhope for a buffet.

■ On the day, the society signed an agreement to hire *Bahamas* to Vintage Trains. Under the agreement, *Bahamas* will head a select number of railtours for the new Train Operating Company this year, on occasions still to be decided as we closed for press.

Furthermore, *Bahamas* will appear at Tyseley's June 22-23 open weekend. *Bahamas* in action – picture, News, pages 28/29.



Bill Black, vice president of the Keighley & Worth Valley Railway Preservation Society, alongside *Bahamas*. DAN SAVAGE

Mortons Media Group chairman Ian Fisher (left) stands opposite the Lord Mayor of Bradford, Coun Zafar Ali, as he cuts the ribbon to officially open the Learning Coach. BLS



Newly purchased by the East Lancashire Railway, No. 34092 *City of Wells* helped out the North Yorkshire Moors Railway, covering for the unavailability of A4 No. 60009 *Union of South Africa*. The popular 4-6-2 is seen passing Eller Beck on the NYMR on March 30. MICHAEL ANDERSON

East Lancs completes *Wells* purchase

By Gareth Evans

THE East Lancashire Railway has completed the purchase of Bulleid Light Pacific No. 34092 *City of Wells*.

After arriving at the ELR in July 2015 from the Keighley & Worth Valley Railway, where it had been since it was rescued from Barry scrapyard in 1971, the 1949-built 4-6-2 became a popular performer.

When the locomotive was offered for sale in 2017, agreement was reached for the ELR to purchase No. 34092 and fundraising began in earnest under the banner of 'A Home for Wells'.

On March 31, ELR chairman Mike Kelly said: "Thanks to the public's generous donations contributing over £320,000, we have now purchased this fabulous locomotive, which is a big hit with enthusiasts and visitors to the ELR."

"Over 2500 donations were received, ranging from a few pence to other significant sums, and our grateful and special thanks also go to Alex Choremi, a long-standing supporter of the ELR, who visits from Switzerland, and who donated a six-figure sum. I was pleased to present Alex with a plaque to record his contribution."

As March drew to a close, No. 34092

came to the aid of the North Yorkshire Moors Railway to cover for the unavailability of No. 60009 *Union of South Africa*. The A4 was unable to work the NYMR's 2019 season opening event due to it needing new piston rings and valve rings, which could not be sourced in time.

NYMR general manager Chris Price, said: "I would like to thank all at the ELR for their cooperation and support during this time. Their support has been invaluable and as a gesture of goodwill, we have agreed to a visit of SR Schools 4-4-0 No. 926 *Repton* to the ELR's autumn gala, which takes place on October 18-20."

Busier Statfold appeals for more volunteer assistance

THE private Statfold Barn Railway is appealing for more volunteers to help out due to it now holding more running days.

The venue, which carried off the *Heritage Railway*-sponsored Heritage Railway Association Award 2019, is now under the auspices of the recently-formed Statfold Narrow Gauge Trust.

The acclaimed international collection of locomotives and stock is now on display more regularly.

Organiser Matthew Acton, said: "We are looking for more help rather than stretch our current band of volunteers to its limit. We need more people interested in working their way up to firemen and drivers to help our current footplate crews, guards, signallers and marshals."

"We'll give all the training, help and advice needed. For those that apply, there will be an induction day where they can meet some of the current staff and volunteers and get a feel for the railway. Statfold has always been a friendly line and those who join our band of volunteers won't take long to fit in."

For more details, email matt.acton@hotmail.co.uk

Heritage Railway: 20 years of success – and a host of exciting new highs await

By Robin Jones

IT IS 20 years since the *Heritage Railway* team proudly launched its first issue, after just three months in the planning – and what better way in which to celebrate than with our publisher Mortons' involvement in the launch of *Bahamas* and the Learning Coach?

How our team came together was described in our 20th anniversary supplement last issue, as we set up to provide a breath of fresh air in a one-stop shop for news coverage from right across the heritage sector.

However, what really made us 'happen' were our correspondents and contributors.

Roger Melton, a former partner in the Fairbourne Railway, came with us from the outset, at first providing railway website reviews – when the internet was still very much a novelty for many enthusiasts – and later expanding into carriage and wagon news and then articles from all corners of the sector near and far.

In issue 2, Cedric Johns came

on board to handle our main line coverage. I had long admired his work as press officer for the Mid-Hants Railway which, around that time, had its 'Green Train' of coaches of the network.

Modern traction enthusiast Fred Kerr arrived to handle our diesel and electric coverage.

Later on, Geoff Courtney, a former evening newspaper journalist who had been handling PR for Flying Scotsman Railways as was, added his experience to supply not only news, allowing us to provide a more rounded rather than predicable sector coverage, but introduced a benchmark railwayana column, now recognised as the market leader in its field.

Although we were an unknown quantity when out of the blue we first appeared on the shelves in April 1999, many seasoned railway photographers came on board,

and I must also thank them for their loyalty. John Titlow, Paul Stratford and Geoff Silcock are names who come immediately to mind, and I will never forget the late John Shuttleworth, and many, many others, who rode with us on that great journey from the era of slide film into the then-unknown digital age.



Despite the uncertainty of launching any new media product, the two decades that followed produced more than their fair share of *Heritage Railway*

hotspots and highlights, as we grew from strength to strength.

This year, Mortons will be the media partner for the Gloucestershire Warwickshire Railway's 'Northern Soul'-themed Cotswold Festival of steam over the May 25-27 bank holiday weekend, and we will again be a headline sponsor for the Great Central Railway's Model Event which will see more than 70 layouts and 40

of the industry's leading suppliers attend Quorn & Woodhouse from June 14-16.

And there's more. *Heritage Railway's* Facebook page has nearly a third of a million 'Likes' worldwide, far in excess of our competitors rolled into one, and one of the biggest sites of its kind. Now from April 19, the site will also feed into our latest ground-breaking web adventure, The Railway Hub.

The Railway Hub will be a central point for all rail news past and present from *The Railway Magazine*, *Heritage Railway*, *Rail Express* and *The Railway Magazine Guide to Modelling*. Covering diesels, electric, steam, modelling, freight and everything in between, you'll be able to find news, authoritative features, great images, competitions and reviews about the rail industry.

The free easy-to-use app also provides on-the-go access to the articles which can be refined to include your topics of interest. So from April 19, find us at www.therailwayhub.co.uk

Steam world premiere at Minehead to help combat cancer

A STEAM special in aid of cancer charity Hope for Tomorrow is to run over the West Somerset Railway (WSR) on Saturday, May 18, for the world premiere of a new romantic film *Chance Encounter*.

Using a combination of drone footage of what 1950s travellers would have seen during their journey, stations and footage of the WSR, as well as local actors and actresses and an army of extras, *Chance Encounter* is the culmination of a three-year project. Set in the late Fifties, the film is a gentle love story about a young couple who meet on a train one summer.

Prestige

The 10-coach special, including the 'Quantock Belle' dining carriages, will take 300 people to Minehead's Regal Theatre for the screening.

The film is the result of an idea developed by railway enthusiast Geoffrey Bray, executive chairman of Corsham-based fleet management company Fleet Service Great Britain and a patron of Tetbury-headquartered Hope for Tomorrow, and the charity's founder, Christine Mills, who died last year.

The historical consultant for the project was Freddie Huxtable, the author of two books, with a third soon to be published, on the 44-mile line from Taunton to Barnstaple, which shared a junction with the WSR at Norton Fitzwarren.

A good cause

Hope for Tomorrow is dedicated to bringing cancer treatment closer to patients' homes by providing a Mobile Cancer Care Unit to every oncology centre within the UK. Each bespoke MCCU costs £265,000 to build and maintain for the first four years of its life and continues to be owned and maintained by the charity.

Tickets for the train and the premiere are available at www.chanceencounterfilm.co.uk. Film-only tickets are available from the Regal Theatre box office in person, telephone. 01643 706430, or online at www.regaltheatre.co.uk

West Somerset reopens

By Gareth Evans

SATURDAY, March 30, the day the West Somerset Railway reopened after a three-month closure following its rescue from the brink of collapse (see issue 252) was like a collection of outtakes from the classic 1950s Ealing comedy *The Titfield Thunderbolt*.

With smiles all round at Bishops Lydeard, there were repeated calls of celebration from staff, volunteers and well-wishers of "We've done it!" There was even a clergyman present – the travelling ticket inspector – who said he'd prayed for this day.

Hauled by Somerset & Dorset Railway veteran 7F No. 53808, with Class 33 D6566 'dead' at the rear, the 10.15am service to Watchet departed with 155 passengers on board.

Overbridges, station platforms and level crossings amassed a collection of beaming smiles and waving hands as camera shutters fired away. Road workers repairing the A358 near Williton even blew the horns of their machinery as the train crossed the bridge.

Upon arrival at Watchet however, the scene was carnival-like. Joyous crowds on the platform were supported by the town crier and mayor as car horns tooted in the car park in front of the station and more arms waved from the steps of the Methodist church.

There was even a classic Bedford OB bus next to the old goods shed – although rather than competing with the 'revived' railway as in the *Titfield Thunderbolt*, it was operating a 'rail replacement' service to Minehead.

With no run around facility at the coastal station, the 'Crompton' diesel hauled the train back from Watchet to Bishops Lydeard.

Although all of the infrastructure works are well advanced, some unforeseen problems were found with the track around Blue Anchor, including having to order a replacement point. Services to Minehead are due to resume on Good Friday, April 19.

Herculean race

The WSR won a Herculean race against time to undertake major infrastructure works costing £170,000; overhaul its staff training, competence and compliance systems; and sort out its future finances during the first three months of 2019 during an extended winter closed period.

The Office of Rail & Road visited the WSR again Friday, March 22 to undertake an audit of progress made by the line against recommendations for changes in governance, regulatory compliance, mechanical and infrastructure improvements since the industry regulator's last inspection in October 2018.

Following the ORR visit, WSR plc chairman Jon Jones Pratt said: "The ORR inspectors were very impressed by all of the progress we've made during a relatively short period. I'm delighted they gave us a clean bill of health to reopen on March 30.

"However, it's been a race against time to try and get all of the work completed and a great testament to the hard work and dedication of

our staff, volunteers, contractors and supporters to whom we owe a great debt of thanks. Our shareholders have bought over £20,000 of new shares since our stakeholders' meeting on March 2 to help fund the works, and it's been reminiscent of the efforts by the early WSR's pioneers who first reopened the line in 1976."

In other news, GWR 0-6-0PT No. 7752 was due to arrive in early April. "We're grateful to Tyseley for that," said WSR general manager Paul Conibeare, .

"It will arrive at Minehead, where it will be repainted from London Transport into GWR livery. Due to enter WSR service during May, it will stay here through the summer until March 2020. It will visit Tyseley for the open weekends in June and September.

"A pannier is ideal for this branch – it's economical on coal and kind to the track."

Currently under overhaul at Williton, GWR 2-6-0 No. 9351 is on course for a June return.

A small but significant 'first' on March 30 was an inaugural day in service of new hand-held electronic ticket machines. Supplied by Tixiom Ltd, they allow tickets to be purchased online to be scanned – reducing the risk of fraud. Contactless payments can be processed too.

"One of our challenges is filling up the empty trains – but we can only do that when we've got data," added Paul.

"What the WSR needs this year is



Awaiting departure from Bishops Lydeard with the first train of the 2019 season on March 30, is Somerset & Dorset Railway veteran 7F 2-8-0 No. 53808. Class 33 D6566 was attached to the rear.
GARETH EVANS



Paul Conibeare, WSR general manager, is seen with the footplate crew of the reopening train – fireman Jon Jones Pratt and driver Ray Lee. GARETH EVANS



In WSR general manager Paul Conibeare's words: "These are the guys who've got our railway back." Pictured enjoying a well-earned 'caffeine fix' at Bishops Lydeard are track gang members Matt Brewer, Gary Hall, John Jones-Bartlett and Phil Sizer. All four paid staff also volunteer on the railway. GARETH EVANS

for enthusiasts and the public to travel on our line and support us in whatever way they can. Even if they just call in for refreshments or buy from the online shop, it all helps. The railway will need to continue to invest heavily in the infrastructure.

"At the March 28 board meeting, it was announced that cashflow

is ahead of expectations – so the recovery has started."

Asked about the latest on the Taunton-Minehead link, Paul replied: "We're waiting for Great Western to announce the bid results, which are due in April. If successful, it will allow the operation of a Bishops Lydeard to Taunton shuttle service."



West Somerset Railway Steam Trust chairman Chris Austin is seen with a 40th anniversary display in The Gauge Museum at Bishops Lydeard. In addition to an interesting collection of artefacts, the free to enter museum is home to a finely restored 1897 GWR sleeping car and a delightful model railway run by the WSR's younger volunteers. GARETH EVANS

June 8/9 gala to celebrate 40 years of WSR running to Bishops Lydeard

THE WSR will be celebrating 40 years since trains recommenced running to Bishops Lydeard on June 9, 1979, with a bumper anniversary gala weekend on June 8/9, 2019.

The line had been reopened in stages starting with Minehead to Blue Anchor in March 1976 and the final stage was between Stogumber and Bishops Lydeard as through trains to Taunton, which had been the WSR's original aim, were prevented by union action.

Making a welcome return for the event will be GWR 0-6-0PT No. 6412, now based at the South Devon Railway following its sale by the WSR Association in 2007. Another guest loco for the weekend will be Class 37 D6948 from the Gloucestershire Warwickshire Railway, which is spending three months on the WSR.

The anniversary gala will also feature Somerset & Dorset 7F No. 53808 and WR 4-6-0 No. 7828 *Odney Manor*, while Barclay 0-4-0ST No. 1219 will be shunting at Washford station.

A more intensive service will operate on both days and a 1970s menu will be available on the 'Quantock Belle' dining train. A limited number of souvenir tickets will be available along with a celebration booklet for collectors.

The big Vintage Diesels to the Seaside 11 diesel gala will run from Thursday, June 20 to Sunday, June 23. All services will be worked by heritage diesels on the Thursday, Friday and Saturday with a limited (one return trip) steam service

operating on the Sunday. In addition to D6948, guests will include a Class 50 from the Class 50 Alliance based at the Severn Valley (likely to be No. 50044 *Exeter*); Class 31 No. 31163/97205 (Chinnor & Princes Risborough Railway); and one further visitor to be announced.

Class 46 No. 46010 will be unable to attend the gala in June. This follows advice from the WSR's head of infrastructure and the ORR.

From the home fleet, Class 35 Hymeks D7017 and D7018 will be running together for the first time in public service since D7018 suffered a major engine failure in August 1995. The loco has only recently returned to traffic after a major rebuild after 24 years out of service.

Another pairing from the DEPG fleet will be Class 33s D6566 and D6575 in matching BR green livery. Along with Class 47 D1661 *North Star*, freshly outshopped in a new livery, and Class 14 D9526 will make a total of 10, possibly 11 locomotives working.

Alongside the diesel gala will be an expanded and improved beer festival being run by CAMRA Somerset branch at Washford, featuring 24 unusual ales and six ciders. The beer festival will be open between noon and 8pm on the Thursday, and noon and 10pm on the Friday and Saturday, but will not be open on the Sunday. All trains will call at Washford and the 'Quantock Belle' will be included on some services offering an all-day breakfast option.

Trio boost West Somerset Railway plc board

WEST Somerset Railway plc has further strengthened its board with three appointments.

Former WSR plc managing director and Heritage Railway Association vice chairman Mark Smith, who became a plc director late last year, now becomes the company's new vice chairman. During his time as MD, from 1988 to 2006, he oversaw one of the biggest growth and successful periods seen, before 'retiring' and taking on various roles with the HRA.

Martin Brown was appointed as safety and compliance advisor to the board initially, but has now become a full director in due course. He is currently Crossrail's health and safety director and has a Mechanical Engineering Degree (Sheffield) and an MA in Industrial

Relations (Warwick). At HM Railway Inspectorate (HMRI), he developed the safety case assessment protocols for the inspectorate and wrote the still-current HMRI competence guide. He has also worked for London Rail (Dockland Light Railway/Trams/Overground) and led on assurance of the new Overground railway before moving to Transport for London, where he led on health and safety for London Underground.

Following the recent decision to split the signalling and guards inspector functions and roles after the ORR review last year, long-serving WSR volunteer Chris Pratt, who has more than 45 years of signalling experience, has now been appointed as acting chief signalling inspector by Mark Smith.

The National Railway Museum explains its rolling stock strategy

By Gareth Evans

THERE is an operational future for steam but not diesel on the main line – that's the thrust of the Science Museum Group (SMG)'s recently published 'Operational Rail Vehicle Strategy 2019-34'.

Covering all three SMG sites – the National Railway Museum (NRM) at York, Locomotion at Shildon and the Science & Industry Museum in Manchester – the strategy includes rolling stock, which will remain operational and could return to action in future.

While the main point guiding the strategy is the view that, as museums, displaying collection objects is the best way for SMG to tell engaging stories and to reach a wide audience, it is intended to offer public rides at all three sites.

The document acknowledges that "there will continue to be an important role for operational locomotives" at SMG sites, heritage railways with loan partners and on the main line. However, operation of the museum's main line diesel and electric locomotives on a regular basis is to cease, as it is felt this is well covered by the private and heritage sectors.

By its very nature, such a document will inevitably be controversial, as everyone has their 'pet' items of rolling stock. When *Heritage Railway* asked the NRM to explain its strategy, York's head curator Andrew McLean, who has worked at the museum for 4½ years, said: "We've not had a formal strategy before – this is to address that,

plus to set out our aspirations for the long-term, although it will be reviewed annually. Some of it is aspirational – such as operating electric traction on heritage lines with battery power."

Steam performers

The future operation of *Flying Scotsman* beyond 2023 will be considered in more detail closer to that date. Currently, only two other locomotives, *Oliver Cromwell* and *Green Arrow*, could be realistically considered for main line operations.

On the return of Gresley V2 *Green Arrow*, Andrew commented: "Main line operation is quite involved, but subject to engineering investigations, we feel there's potential. Since it was withdrawn 11 years ago, technology has moved on. Just because it's on display at Locomotion, it doesn't mean it's the end of its operational life."

"Practicalities of routes and ability to travel nationwide have also been factored into this policy – *King George V*, for example, is too tall and heavy for main line running, while *Evening Star* has a long rigid wheelbase which significantly restricts its capacity for main line operations."

Another welcome locomotive on the list is BR 7P No. 70013 *Oliver Cromwell*, its boiler certificate having expired in December 2018.

"We are in advanced discussions – we hope to make an announcement imminently," Andrew confirmed.

"We don't foresee any hiccups. It means the Pacific will return to the main line and heritage railway operation. We were approached about

it being used solely on heritage lines, but we felt it's important for *Cromwell* to be on the main line too. The locomotive is also fitted with modern safety systems. It's certainly exciting!"

A surprise – and some might say welcome – inclusion in the list of locomotives that could be returned to action is J52 0-6-0ST No. 1247.

"People may wonder how we select things. Everything on this list has run in preservation," explained Andrew.

"The J52 was preserved by Bill Smith to be operational. It has not run for several years – but it should be running. That was Bill's ethos. It's like *Green Arrow* – we can't afford to do it ourselves, but we welcome proposals from a third party if finance is in place."

Turning to King Arthur class 4-6-0 *Sir Lamiel*, which is currently located at the Great Central Railway, Andrew said: "If people have loan agreements, as long as they meet our requirements, they get first refusal. We were pleased with the care 5035 Association gave *Sir Lamiel*, but sadly the group was unable to take it on, as they failed to find a location to base the locomotive for overhaul."

"We're open to any approaches for it. A few organisations have looked at it so far, but we're yet to receive any formal expressions of interest. The fall-back position will be for it to be displayed at York or Shildon. It would be nice to think it will have an operational future. It remains in good order – we suspect it's not a huge job to return *Sir Lamiel* to action."

In another exciting development,

a proposal to overhaul GCR Class O4 No. 63601 for heritage line use is currently being considered.

Asked about the future of Beattie Well Tank No. 30587, Andrew said: "By mutual consent, we have recalled No. 30587 to York for additional repair work. Once complete, the locomotive could return to Bodmin & Wenford Railway at a later date, but is likely to remain at the NRM/Locomotion in the immediate future."

"We will continue to consider requests to lend the locomotive to suitable venues for events. For example, it was at the Avon Valley Railway in October and is currently on loan to the Bluebell Railway. Given the long time period covered in the strategy, there still needs to be a degree of flexibility and we will review the strategy annually."

As for *Mallard*, he said: "It's not part of our plans – that's for others to decide in future. *Mallard* is such a huge draw for the museum. Like the Deltic, you can see *Mallard* at the museum – and hopefully people will be inspired to travel behind an operational example – such as *Union of South Africa*, or soon *Sir Nigel Gresley*. A lot of our visitors get excited at the sight of *Mallard*. It's become a 'selfie' spot."

Diesels defended

SMG will not operate diesel and electric locomotives on the main line, but these locomotives will be kept in a condition that allows them to be transported by rail if required for loan or display. Most controversial has been the decision to 'stuff and mount' Deltic No. 55002 *King's Own Yorkshire Light Infantry (KOYLI)*.

"The Deltic excites me – my dad drove them for BR. I'm a Deltic fan," Andrew enthused.

"It's been said on social media that the NRM neglects diesels. I would refute that – we spent £30,000 on repairing *KOYLI*'s bodywork two years ago. That was in part due to it being stored outside – although part of its maintenance regime was for it to be fired up regularly, which had to be done in the open air."

"The double-skinned bodywork allows leaves and other debris to collect – which rot. That is not a criticism of the volunteers. It's been operational since 2014, during which time it's only run one main line charter – from York to Aberdeen and return – so it's cost rather than earned money."

"The key thing is we're a museum. Since last year, *KOYLI* has been a static exhibit. There are six Deltics in preservation – the other five are in the process of restoration. Is there a market for six Deltics on the main line? *KOYLI*



A surprise – and some might say welcome – inclusion in the list of locomotives that could be returned to action is J52 0-6-0ST No. 1247. Currently displayed at York, the NRM welcomes proposals from third parties if finance is in place. ROBIN JONES

was preserved to be a museum exhibit – the Friends of the NRM paid for its commemorative livery in the 1980s.”

According to Andrew, last year’s museum rebrand has been successful. This year, visitor numbers are forecast to increase by 65,000 – on top of the 710,000 who came through the doors in York in 2018.

“The branding campaign uses locomotive ‘faces’ – *KOYLI* is one of them. In terms of *KOYLI*, if it helps get some of those 800,000 people interested, that’s clearly a good thing for diesel preservation. Our primary role is to be a museum. You can see *Mallard* in the Great Hall – *KOYLI* is alongside.”

Andrew said Class 40 pioneer D200 – which was in a poor external condition – is now resplendent in BR green livery after a five-figure sum was spent on it, which included asbestos removal.

“We’ve also spent a lot on our Class 47 No. 47798 *Prince William*, which contractors recently repainted in its Royal livery in 2018. The work was carried out by our staff, volunteers and contractors,” he added.

The GWR railcar has returned to York from Swindon and is now on display in the Great Hall. Repairs have also been carried out on Class 20 D8000 and there are plans to repaint it within five years.

All is not lost for the diesels at the museum, however. Work is to continue on the return to operation of pioneer Class 37 D6700. “Diesel volunteers were working on it – and it remains our intention to get it back running,” said Andrew.

“Our aspiration is for our Class 108 DMU to return to action, too. We plan to operate it at York or Shildon – and it might be considered for loan to a heritage line in the future. By including it in our paper, it shows it’s a possibility.”

Currently on loan to the Wensleydale Railway, the LEV1 railcar is to move to Shildon for repair, having been identified as being ideal for offering rides at Shildon.

Keen to praise the North Norfolk Railway, Andrew said the Class 101 DMU, currently in its custodianship, “has been looked after superbly.”

Asked whether diesel volunteers are still welcome at the NRM, Andrew replied: “We’re not excluding volunteers – we’re committed to them across our sites. We don’t want people doing work that’s not going to be made use of. We will continue our dialogue with them. A lot of volunteers on *KOYLI* have also worked on our Class 37. All projects will be led by the museum, however.”

Electric preservation

Turning to electric traction, Andrew said: “If you take *Scotsman* out of the equation, our 2HAP set currently under restoration at Shildon has had the most money spent on it. The recently unveiled first car was budgeted for £50,000. We’re starting on the second car this year, which will be a slightly easier task.

“Approximately £15,000 is also being spent on the restoration of our Class



A popular locomotive that could return to action is Gresley V2 Green Arrow, which last ran in 2008. It is seen here on display at York. It’s currently on display at Locomotion, Shildon. ROBIN JONES

71 electric locomotive.” Asked about the Class 306, he replied: “There is a possibility it could return to operation. It was running until the not too distance past on the main line.

“Cosmetically, the Class 306 is not currently looking at its best. Our priority is the unit’s conservation and restoration. We need to get the interior and bodywork sorted – it’s budgeted to cost £30k.

“In the long-term, if someone comes forward with a suitable proposal, we’ll look again at the possibility of it running on the main line.”

The future

With operations currently suspended in Manchester, when asked what the plan is, Andrew replied: “Our ambition remains to have trains running there. As part of the interpretation of the historic Liverpool Road site, *Planet* is a suitable locomotive. There are issues to be resolved with the running line – but it’s a long-term aspiration.”

Turning to the future of the workshop facilities at York, Andrew explained: “Maintenance facilities will remain at York and in the South Yard. However, the current workshop is going to become an interpretative gallery to get younger people interested.

“We’re still running locomotives on site – both standard gauge and miniature – so we need engineering facilities. Part of the redevelopment is the workshop facilities. York also serves as an operating base for charter trains – we’re committed to maintaining that.

“The new workshops are not going to be the same size – and they will be solely for the use of NRM-owned locomotives. The current facility is too big for us. The idea of having two or three Pacifics in there is no longer realistic.

“Currently in there is our replica *Rocket* and A4 No. 60007 *Sir Nigel Gresley*. Among others, Tyseley, Ian Riley and Locomotive Services Limited all have superior facilities to what we can offer. After *Scotsman*, we’re committed not to undertake any further major rebuilds at York ourselves.

“We are though, looking at enhancing the facilities at Shildon in due course.”

Confirming there will be no further fleet disposals, Andrew said: “In terms of rail vehicles, it’s now about acquisitions. The idea we’re getting rid of our collection is a fallacy. We’re still collecting more than we dispose of. We’re not stopping at a particular period – we will continue to collect into the future.

“With that in mind, Shildon’s two-year development plan includes a new publicly-accessible £5 million storage shed for rail vehicles on the site of the old banana warehouse.

“We’re looking to take a *Pacer*, an HST and a Class 313 – and in due course, two Mk.3 coaches, a Class 91 and Mk.4 carriages. We can’t collect everything though.

“Pacers are the unsung heroes, saving many parts of the country’s rail network. It’s an interesting story. No. 142001 has been designated as it retains its original seating.

“Also designated to join our collection is No. 43002 – the HST power car recently restored to blue livery. Named *Sir Kenneth Grange*, it was the lead power car on the first HST run in 1976, so it’s an important vehicle.”

Andrew concluded: “Some enthusiasts will say we’re biased towards steam at the expense of diesel and vice versa. One thing’s for sure, we’re passionate about our subject at the NRM!”



The decision to no longer operate No. 55002 King’s Own Yorkshire Light Infantry has been controversial – but with five other Deltics in preservation, the NRM argues its example better serves as a museum exhibit.

ROBIN JONES



Defending its record on diesel preservation, the NRM says Class 40 D200 has had a five-figure sum spent on it, which included the removal of asbestos. ROBIN JONES

→ Read the document at:
<https://tinyurl.com/y5wvduck>

The *Duke* appeals for £105,000 to complete overhaul by 2020

By Gareth Evans

THE BR Class 8 Steam Locomotive Trust, custodian of No. 71000 *Duke of Gloucester*, is appealing for £105,000 in order to finish the overhaul of the unique Riddles-designed Pacific at Tyseley Locomotive Works.

Trust chairman Trevor Tuckley said: "When the previous trust relinquished control of the *Duke* in September 2013, as financially it was unable to meet its responsibilities, and the BR Class 8 Steam Locomotive Trust was set up, no information as to the condition of the *Duke* was made available. It had been known for some time that the 8P had gained a reputation for unreliability. Bearing this in mind, we stated from the outset that once the *Duke* returned to the main line, our key objective would be for it to gain a reputation for being a reliable performer. Without this, few train operating companies would be interested in hiring it as the effect on their reputations, not to mention additional costs, would be unacceptable to them.

"When the *Duke* moved to Tyseley, it was decided to carry out a complete strip-down in order to determine what was required to be done. As this process continued, the previous trust's lack of finance

became more apparent and the amount of work required became clearer. Although it is disappointing to be faced with the size of the this financial challenge in order to finish the current overhaul, once completed the *Duke* will have a secure long-term future ahead of it."

Following No. 71000's move to Tyseley, and as the task progressed, several areas were identified as requiring more work than was originally anticipated. Examples of this were the boiler, wrapper plate, internal copper welding and pistons changed from butt welded to nutted.

A thorough overhaul

Regarding the additional costs, Trevor said: "We have now had all eight axle bearings examined and we found that they need to be replaced due to excessive wear – four on the crank axle and two on each of the other two axles. The cost of removing the six wheels and the eight bearings, replacing and refitting, amounts to an additional £53,520. It has been decided that in order to reduce future costs, we will replace the tyres on all the driving wheels during this overhaul and this will cost a further £24,595, making a total of £78,116, which we had not planned for.

"It was found to be necessary to replace several worn cams on the three Caprotti boxes and again, it has

been considered sensible to replace all the cams, rollers, followers, springs etc in order to take advantage of the latest materials, machining and heat treatment methods. The additional costs for this are £13,862.

"The changes to the piston design highlighted the fact that the BR Standard 5 Caprotti valved locomotives had slide bars secured to the rear cylinder covers in a trial aimed at reducing piston ring wear. It has been decided to incorporate this modification to the *Duke* – and it therefore requires new rear cylinder covers to accommodate this on the two outside cylinders. This will cost an extra £12,600.

"In discussions with Tyseley, it has been agreed that the *Duke* can be main line ready for the September 2020 open weekend. In order to make this happen however, we need to raise the additional £104,467."

In addition, the trust has had to fund legal costs of £20,000 to satisfy the requirements of the Charities Commission, along with the purchase of £30,000 worth of shares in Vintage Trains CBS. The latter is in return for a guaranteed annual number of tours using the *Duke*, plus the storage of the locomotive and support coach at Tyseley.

Trevor added: "The partnership agreement with VT we signed in

March 2018 assumes a start date of using the *Duke* at the end of 2020. VT's plans include using the locomotive for hauling some of its prestige excursion and dining trains. If the *Duke* is not ready however, VT will have to source an alternative – and the resulting loss of income to the Trust would require us to review our future plans."

Tyseley main line agreement

Trevor said: "The agreement guarantees a minimum number of main line trips for the locomotive per annum. Our agreement has become the accepted way forward in order to secure locomotives like the *Duke* with similar contracts being adopted by other groups – such as *Sir Nigel Gresley*, among others.

"This income, plus membership contributions, along with appearances on selected heritage lines, plus other railtours will generate an income of circa £2-million over the 10-year life of the boiler ticket, ensuring funds are available for the long-term security of the *Duke* through its current ticket and beyond."

→ To help support, the *Duke*, visit www.theduke.uk.com or write to: BR Class 8 Steam Locomotive Trust, Aurora House, Deltic Avenue, Rooksley, Milton Keynes, MK13 8LW.

HST power car headlines SVR diesel gala

THE Severn Valley Railway will welcome prototype High Speed Train power car No. 41001 from the Great Central Railway (Ruddington) for its May 16-18 spring diesel festival.

Other guests are: Class 25 D7535; Class 31 No. 97205; Class 33 No. 33108; Class 37 No. 37688; Class 40 No. 40106 *Atlantic Conveyor*; Class 44 'Peak' D4 *Great Gable*; Class 46 No. 46010; and Deltic No. 55019 *Royal Highland Fusilier*. The SVR carried a total of 245,031 passengers in 2018, compared to 240,686 in 2017.

Get in touch

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Mid-Hants Urie S15 set for May return

THE Mid-Hants Railway is looking forward to the eagerly-anticipated return to traffic of Urie S15 No. 506 this summer.

As featured in issue 250, the 4-6-0 is fast approaching completion at Ropley Works. With its steam test set to take place at the end of April, the locomotive is due to enter traffic during May. Resident 9F No. 92212, which was expected to be withdrawn in June, is now due to remain operational until the end of December.

The replacement of Butts Bridge over Whitedown Lane, Alton, which has seen MHR services truncated to operate by Alresford and Medstead & Four Marks, is on course for completion by the end of July.

The Watercress Line's March 8-10 spring steam gala featured two visiting locomotives – South Devon Railway-based London Transport 0-6-0PT L92 (GWR No. 5786) and the Kent & East Sussex Railway's USA Tank No. 300 *Frank S. Ross*, running



Visiting USA 0-6-0T No. 300 *Frank S. Ross* departs Ropley for Medstead during the Watercress Line's spring steam gala on Sunday, March 10. KENNY FELSTEAD

in Longmoor Military Railway lined blue.

Asked about the gala's performance, general manager Jason Houlders said: "Operationally, the event was excellent. The visiting locomotives proved popular

with volunteers and visitors alike. Passenger numbers were down 40%, which is broadly in line with the numbers we've seen in February. However, revenue, the bit that matters, was 15% down on the same event last year."



An artist's impression of the museum's revamped South Yard under the York Central plans. WILKINSON EYRE AND GUSTAFSON PORTER & BOWMAN

NRM expansion plans get green light

By Robin Jones

PLANS to expand facilities at the National Railway Museum while creating 2500 homes and more commercial space jobs at York Central have been approved by the local authority.

The York Central Partnership comprising the museum, Homes England, Network Rail and City of York Council, have been working for the past four years to develop proposals and to assemble a £155 million funding package for infrastructure works to unlock one of the largest brownfield city centre sites in the UK, covering 45 hectares, and generating up to 6500 jobs.

The outline planning application

is now subject to final approval by the Communities Secretary James Brokenshire MP.

Under the scheme, the NRM will use its £50 million masterplan to enhance visitor facilities. The scheme includes plans to close Leeman Road to unite the two 'halves' of the museum currently linked by subways, and build a replacement bypass road.

The NRM's bid for £13.4 million of Lottery funding submitted last March proved unsuccessful. The museum then revised its masterplan to create a new development programme, with a new fundraising campaign, Vision 2025, launched to seek £50 million from a mix of sources including land sale, corporate donors

and the public. The goal is for the masterplan to be ready by 2025 in time for the 200th anniversary of the opening of the world's first public steam line, the Stockton & Darlington Railway.

NRM director Judith McNicol said: "York Central is a once-in-a-lifetime opportunity to transform York and achieving outline planning approval represents a huge milestone towards making these plans a reality.

"The decision will enable the NRM to progress our Vision 2025 masterplan, which will see the biggest changes to the museum since we opened in 1975, helping us to reach and inspire the next generation of engineers."

£368k National Lottery boost for Wensleydale

THE Wensleydale Railway has been given £368,000 by the National Lottery Heritage Fund to restore the Victorian station building at Leeming Bar to its 1920s condition, it was announced in early April.

The grant will also fund an education and community engagement programme and the provision of heritage-themed activities. The aim is to use the restored building to highlight the history of the trans-Pennine line from its opening in 1848 until the present day.

Wensleydale Railway Association Trust chairman Ken Monkman, said: "We are confident that the project will provide a fantastic resource for the Wensleydale Railway and the communities it serves, as well as being a fitting gateway to the line and the Yorkshire Dales."

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New Vintage Trains West Midlands partnership 'will boost Stratford route'

VINTAGE Trains has announced an industry leading partnership with West Midlands Rail Executive with the aim of stimulating the local economy through the power of steam – and boosting available paths for the 'Shakespeare Express'.

The unique partnership will focus on the integration of the franchise, community and heritage activities and working with the Heart of England Community Rail Partnership to develop and establish the Shakespeare Line and its stations from Birmingham via Henley-in-Arden to Stratford-upon-Avon as Britain's premier main line heritage railway.

Crucial role

WMRE executive director Malcolm Holmes said: "West Midlands Railway is creating a single network vision to deliver efficiency and growth to rail services across the region.

"Steam trains offer an exciting opportunity to add value to our network and play a crucial role in promoting our brand by

expanding the role our railways plays in the community.

"WMRE is committed to support Vintage Trains as a charitably controlled and publicly-owned Train Operating Company. It will support Vintage Trains when prioritising input into future franchises, specifically in relation to the availability of timetabled paths for the 'Shakespeare Express' and other steam trains.

Regarding the North Warwickshire Line, Malcolm said: "An original GWR main line running through the Warwickshire countryside, it has retained much of the original Great Western infrastructure, particularly the authentic stations where red brick, steel, wooden station awnings and original fencing – recently repainted in GWR colours – exists."

Vintage Trains chairman Michael Whitehouse said: "We are extraordinarily proud to be working with WMRE."

→ Vintage Trains to run last passenger trip to Coalbrookdale: page 42.



Bluebell Railway Preservation Society held a diamond anniversary dinner for members to celebrate its founding at the Meridian Hall at East Grinstead on March 15, with Network Rail chairman Sir Peter Hendy as guest speaker. Sixty years ago to the day – on Sunday, March 15, 1959 – a meeting convened at the Church Lads' Brigade Hall in Gower Road, Haywards Heath, at the request of four students, concluded that an attempt should be made to save the Lewes to East Grinstead line, and so what was to become the Bluebell Railway was born. Present on the night, as they had been 60 years ago, were Chris Campbell, one of the students who called that first meeting; Charles Hudson (who had arrived late, and was thus in position to sign up at the table at the back at the end of the meeting as first member No.1), and Malcolm Saker who, like Charles, is still volunteering 60 years on. Sixty-year membership certificates were presented to Malcolm, Charles and Chris. Chris Cooper, who had joined the society by the next meeting in June 1959, was also in attendance and he is also still a Bluebell volunteer. COLIN TYSON

New season on way at Appleby Frodingham

THE Appleby-Frodingham Railway Preservation Society has announced details of its new season of trips along the Scunthorpe steelworks internal system.

In steam for the start of the season will be Avonside 0-6-0ST No. 1919 of 1924 *Cranford*, which has undergone winter work to its axleboxes. It will be joined later in the season by Hunslet 0-6-0ST No. 22 (No. 3844 of 1956), which has undergone boiler repair work. The boiler has now been successfully steam tested and will be returned to the chassis after repairs to the axleboxes are complete. It will be repainted in the popular United Steels livery that the locomotive has carried since its last rebuild.

When No. 22 moves, its place in the workshop will be taken by Barclay 0-4-0ST No. 8 (No. 2369 of 1955), which will then have its boiler lifted for a 10-year boiler examination and replacement of tubes. No date has been set for its return to traffic, but with extensive work complete on its axle boxes, it is not expected to be too far behind No. 22.

Diesel addition

No. 8 was the last steam locomotive bought by the Scottish Region of the National Coal Board. While it waits its turn to take No. 22's place, members of the team are busy stripping, inspecting and refurbishing the valve gear and pistons.

The society and a group of members have recently purchased Bagnall 0-4-0 diesel No. 8368, which is located at the Mid-Norfolk Railway and will move to Scunthorpe later this year. The vacuum fitted locomotive is to be used for shunting and on public trips around the site.

Work is nearing completion on the refurbishment of the society's Mk.1 TSO No. 4668 lounge coach with the complete replacement of the interior, panelling, floor covering and upholstery.

AFRPS will continue to run carriage and brakevan tours around the steelworks. Details and how to book can be found at www.afrps.co.uk or by calling Brigg Tourist Information Centre on 01652 657053.



With its striking blue livery, Groudle Glen Railway volunteers are confident that *Otter* will be a very popular addition with local families and visitors alike. JONATHAN KENNAUGH/NBRE

Britain's latest new-build steam locomotive unveiled

By Robin Jones

THE latest new-build steam locomotive in the UK has successfully undergone two days of trials in readiness for delivery to its permanent home on the Isle of Man's Groudle Glen Railway.

Blue-liveried Bagnall Sipat-type 0-4-0ST *Otter* is the second of the type to be built by North Bay Engineering of Darlington, the first of which, *Georgina*, entered service on Scarborough's 20in gauge North Bay Railway in 2016, and has established the company as a batch builder!

Otter was steamed and tested in front of parties of invited guests at the private 2ft gauge Castleton Light

Railway near the Esk Valley Line's Castleton station in North Yorkshire on March 21-22, after the first fire was lit inside it on March 18.

Working relationship

GGR volunteers have been working closely with NBRE in recent years assisting with the provision of patterns and designs for the Sipats. More recently, GGR's original Bagnall, *Sea Lion* of 1896, was rebuilt by NBRE following major unexpected boiler works.

Locomotive maintenance issues at GGR over the past two years reinforced the aspiration that the line needs three steam locomotives to maintain its basic service.

In 2013, the railway launched a project to build *Brown Bear*, a replica of the line's other original Bagnall, *Polar Bear* of 1905, now part of the Amberley Museum collection in Sussex. The Build Brown Bear appeal was successful and the 2-4-0T is now at the final assembly stage.

To further this enlarged steam fleet aspiration, the once-in-a-lifetime opportunity arose for the railway to buy *Otter* when its construction following the completion of *Georgina* was halted due to the lack of a buyer. The railway was supported by the Alan Chinnery Trust in providing funds to ensure *Otter* was completed.

Otter is considered to be ideal for the GGR due to its power capabilities and being of a Bagnall design similar to *Sea Lion* and *Brown Bear*, which will help with future maintenance.

When *Otter* arrives at its new home, it will undergo testing with a view to entering service this summer – and it is expected to be launched alongside the new *Brown Bear* on July 24 during the 2019 Isle of Man Heritage Transport Festival.

Held between July 24 and 28, the event will include enthusiast tours, photo opportunities and special events across the island's heritage railways, roads and other modes of transport.

As reported in our last issue, NBRE is steaming ahead with the building of replica Sharp Stewart 2-4-0T *Blyth* for the Southwold Railway Trust, and it is hoped that it could steam by late 2020.



Otter on test at the private Castleton Light Railway. JONATHAN KENNAUGH/NBRE

Avonside *Nancy* steams again after nearly 60 years

By Robin Jones

THE modern-day Cavan & Leitrim Railway's 3ft gauge Avonside 0-6-0T *Nancy* has run under its own steam for the first time in six decades following a £160,000 restoration.

Supporters of the County Leitrim-based 3ft gauge line, which 50 years ago became Ireland's first volunteer-run heritage railway, were celebrating after *Nancy* (No.1547 of 1908) ran at Alan Keef's works in Ross-on-Wye on March 23.

Not steamed until now

Nancy was delivered new to Stanton Ironworks Co. Ltd for use on its Brewer's Grave tramway serving Woolsthorpe Quarries in Leicestershire. It spent its working life in the ironstone industry until 1961 when it was bought for preservation from the Eastwell Iron Ore Company by a group based at Watnall in Nottinghamshire. The Eastwell quarries system had closed in 1960.

Nancy remained there until 1972 when it was acquired by Lord O'Neill for the Shane's Castle Railway in County Antrim, but never restored there.

In 1997, *Nancy* was bought by the CLR for restoration and eventual running on its short running line out of Dromod station, where a transport museum had been established in 1993, beside the Irish Rail station in Dromod on the site of the original Cavan & Leitrim Railway yard.

Two years later, *Nancy* was shipped to the premises of Alan Keef Ltd to begin its restoration. By April 2001, the reusable parts had been removed and ultrasonically tested, cleaned, repainted and reused.

The locomotive was then placed in storage while funds were raised to complete its restoration. Accordingly, the Avonside *Nancy* Restoration Group was established as a joint effort by volunteers on several Irish narrow gauge railways with the aim of returning the locomotive to steam and shipping it back to Ireland.

In January 2017, a fund was set up to raise £40,000 for its completion. New footplates, tanks, cab and the bunker were manufactured using the originals as patterns and a new boiler was built by Israel Newton & Co.

Nancy touched down off the ferry in Dublin Port on Thursday, March



***Nancy* back on the Cavan & Leitrim Railway but this time in steam, after a marathon final month of restoration at Alan Keef's Ross-on-Wye workshops to beat a Brexit deadline (which never arrived), hence the headboard! CLR**

28 bearing a special headboard emblazoned with British and European flags proclaiming 'The Brexit Express' on it, and *Nancy* arrived in Dromod the next day to enter service there.

'Brexit Express' on time, but...

CLR manager Michael Kennedy, highlighting the severe political uncertainty of the times, said: "With

a no-deal Brexit looming, Keef's completed four months worth of work within 3½ weeks due to the time constraints in place when Brexit had been anticipated to come into effect (on March 29) – therefore we were very relieved when the ferry was finally booked and *Nancy* was coming home."

However, history records that Brexit did not happen on that expected date after all.

SUPPORT OUR COACH ■ A P P E A L

The LMS-Patriot Project are looking to purchase a support coach to run with **The Unknown Warrior**. A main line registered BR Mk1 BSK has been identified and we have entered talks with the present owner. Whether we purchase this coach or not we still need to launch the **Support Our Coach Appeal** for funds to acquire a suitable vehicle. With your help we are looking to raise £100,000 to cover the cost of the purchase plus possible refurbishment and/or modification required for its role as a main line support coach carrying spares and providing the crew with accommodation.

The LMS-Patriot Project

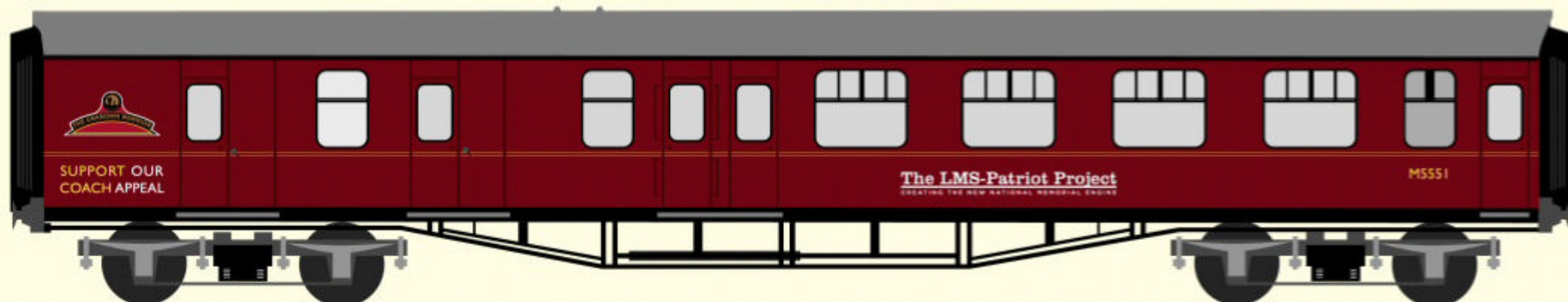
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First three-coach train as S&D gets £500k legacy

By Roger Melton and Robin Jones

THE Somerset & Dorset Railway Heritage Trust at Midsomer Norton has been left a legacy of more than £500,000 by one of its longest supporters.

Member Peter Sainsbury from Colchester, who died unexpectedly in 2017, has left most of his estate to the trust. At the present time, trust officials are working with the executors of his estate as probate and distribution are being settled.

Trust chairman Stephen Lacey said that the intention was not to see the bequest frittered away on carrying out small jobs, but to use it to obtain additional funding for major projects through grant aid.

A fitting tribute

Peter's family agreed that a fitting tribute to him would be the completion of the locomotive and carriage shed and maintenance facilities at Midsomer Norton, for which an application for outline planning permission has just been submitted to Bath & North East Somerset Council, along with other significant improvements to the site. To be located outside the station limits so as not to intrude on the beautifully-restored original structures, the new shed would help declutter the site and allow the former goods shed to be relieved of its role as the current maintenance facility and become part of the overall station museum.

The application also includes the development of the Somervale sidings and new buildings to house catering, retail and office facilities. These will replace the existing Mk.3 buffet coach and DMU car, which are both seen as having passed their sell-by date. The carriages also do not contribute to the ambience of the station and



English Electric shunter pair D4095 and D1120 haul the first heritage era three-coach train over part of the Somerset & Dorset Joint Railway during the Match 9/10 diesel gala. CALLUM WILLCOX

goods shed, the only original surviving pair of structures on the Somerset & Dorset Joint Railway main line. The application includes as possibilities for the distant future, other potential business uses too – such as bicycle hire and repairs, a conference and meeting facility, a micro-brewery and accommodation for visitors. On March 9/10, Midsomer Norton hosted its first diesel gala. An intensive timetable was in place which saw the railway's two resident English Electric shunters in use on both passenger and demonstration freight trains.

BR Class 08 D4095 was the mainstay of the passenger services that saw the first three-coach passenger train depart Midsomer Norton station for the first time since 1966. D1120, an 0-6-0DH is not vacuum fitted so unable to operate passenger trains on its own, but it double-headed and top-and-tailed passenger trains as well as hauling demonstration freight trains. The trust has received a

generous donation from a supporter who wishes to fund the installation of a vacuum brake system for D1120.

The trust has also taken delivery of a second Dogfish ballast wagon, No. DB992897, from the Swindon & Cricklade. It will aid with the final ballast drops required prior to the commissioning of the final 300 yards of the southward extension of the railway to the base of the infilled cutting north of Chilcompton Tunnel. A historic milestone came with the laying of the final lengths of rail and sleepers into place over the weekend of October 28/29.

Extension progress

The task is not yet complete, with more hard work required to drop over 400 tons of ballast and jack and pack the track before passenger trains can run on the line. The trust is appealing for donations to the '£20 for a Ton' fundraising campaign. Donations can be made in person at the station, or via

www.sdjr.co.uk/fundraising – donors are encouraged to complete a Gift Aid form.

Dates will be released later in the year as to when the first passenger trains to traverse this section will be undertaken. It will see a full mile of the old route being brought back into use.

The cutting has been infilled with domestic waste, just like Imberhorne cutting on the Bluebell Railway's East Grinstead extension. However, here the problem is rather larger and there is no option for removal of the waste by rail from either end, and the Government has increased landfill taxes which the removed waste would be subject to at its destination. Clearing this cutting would therefore be a multi-million pound project.

North of Midsomer Norton station, restoration of the line back towards Radstock and Bath is equally blocked, by the removal of a bridge over Silver Street, which would be an equally expensive – but by no means impossible – proposition to reinstate.

Rheidol engineers ensure Corris has steam in time for 2019 season start

THE record-breaking Santa train operations on the Corris Railway in December were marred by a valve gear failure which left the line's replica Kerr Stuart 'Tattoo' 0-4-2ST out of action.

The failure occurred when the locomotive was climbing from Maespoeth to Corris with empty coaching stock, and was on the driver's side of the engine.

Trains were worked by diesel No. 11 after No. 7 failed. Once the Santa weekend was over, a damage assessment showed that greater engineering capacity than

that available in the Maespoeth workshops would be necessary to carry out the repairs. The initial fault which caused the failure was traced to a lubrication problem which caused the block and cheeks to temporarily bind together.

Contact was made with the Vale of Rheidol at Aberystwyth and over the past three months, its engineers worked with the Corris team who normally maintain No. 7 so that it would be ready to work a David Williams photographic charter and a 'Your Railway for the Day' experience ahead of the Easter

Weekend services which will be the Corris' first passenger operations of 2019. The target was reached and the 0-4-2ST passed its fitness to run tests with less than 24 hours to go.

Corris chairman Richard Foyn said: "We approached the Vale of Rheidol and fortunately its management was highly supportive. We have really appreciated the help and advice that they have given us, notwithstanding their busy winter schedule which this year has been affected by the work to completely remodel their Aberystwyth station.

"VoR general manager Llyr ap Iolo and his team, together with our own workers led by Trefor Davies have done a tremendous job to make sure we have not had to disappoint our customers. This has not been a cheap project and we will have to look to our resources but a working steam engine, or two as we are working towards having, is a key part of what we offer to bring in fares and other revenue."

No. 7 will also feature with the Corris diesel and battery electric locomotives on this year's gala day, Sunday, May 26.



BR Standard Pacific No. 70000 *Britannia* heads Jeremy Hosking's 'Brexit Express' from Swansea to Sunderland past Mossley on the climb to Standedge tunnel on March 30 – the day after the UK was expected to leave the European Union. The 7P worked the train between Crewe and York, returning the following day. The private charter was the first steam-hauled train over the Standedge route for three years. SIMON KERRY

Churnet Valley's Leek extension 'could start within weeks'

THE first phase of work on the Churnet Valley Railway's extension into Leek town centre may start weeks after Staffordshire Moorlands District Council's Moorlands Partnership Board unanimously agreed to allocate £19,000 to the project.

While the first phase of the scheme will cost £40,000, the heritage line had funds of only £21,000 towards it, so councillors have diverted the shortfall from elsewhere. Planning permission for the extension from Leekbrook Junction has already been granted. So far, £28,626 has been spent on project development including planning permission, legal advice and fees associated with the cost of land transfer.

It will cost around £810,000 to build the extension, and £494,000 of grant aid has been applied for from European Agricultural Fund for Rural Development. The rest is set to come from CVR shares – a public share issue is to be launched, with the target of raising £200,000. The 18-month project will start only once funding is confirmed.



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THE LINE UP

Visiting Class 33 No. 33102 'Sophie' courtesy of Churnet Valley Railway

Visiting North British Locomotive D2911 courtesy of Chasewater Railway

Bagnall 0-4-0 4207 'Leys'

Bagnall 0-6-0 3150 'Wolstanton No.3'

Relaunch to traffic of Ruston and Hornsby 0-4-0 424841 'Roman'

Landmark A4 nameplate to make auction debut in aid of school project

EXCLUSIVE

By Geoff Courtney

A NAMEPLATE from a Gresley Pacific that brought down the curtain on a 31-year era in LNER and BR history is to go under the hammer for the first time. It is *Kingfisher* from No. 60024, which in September 1966 worked the final revenue-earning BR service by an A4.

Built at Doncaster in December 1936 as No. 4483, it was initially allocated to Edinburgh's Haymarket shed, and in the 1950s regularly hauled 'The Elizabethan' express which ran nonstop for 393 miles between King's Cross and Edinburgh Waverley, at that time the world's longest scheduled nonstop train.

Such a long nonstop journey required a change of crew at about halfway, and this was achieved by pairing 23 members of the class, of which *Kingfisher* was one, with corridor tenders.

Scottish swansong

The new Deltic diesels took over the summer-only 'Elizabethan' in 1962, but some of the A4s, including No. 60024, enjoyed a Scottish swansong on Glasgow-Aberdeen expresses, and *Kingfisher* earned its place in railway history when it became the last A4 in



revenue-earning service on a Glasgow-Aberdeen train on September 14, 1966, almost 31 years to the day after the first A4 entered traffic.

Within days, the majestic Pacific was withdrawn from its Aberdeen Ferryhill home (61B), and for a short time it looked as if may be saved for preservation. Sadly, however, such plans were thwarted by firebox problems, and that November it joined fellow A4 No. 60034 *Lord Faringdon* at the Hughes Bolckow scrapyard in North Blyth for an appointment with the cutter's torch.

GW Railwayana director and auctioneer Simon Turner, who will be putting the plate under the hammer,

said neither of the locomotive's nameplates had previously come to auction. The one he will be selling was donated by BR to Kingfisher Primary School in Doncaster after the withdrawal of No. 60024, while the other is in a private collection.

Rare opportunity

"It will be a rare opportunity to obtain a long 'bird' A4," he said. "The proceeds will go towards a community project at the school, and that personally pleases me because it is a community very close to where I was born in the town."

Catherine Skinn, the school's principal, told *Heritage Railway* that the plate had been on display for

In the spotlight: A posse of youngsters watches A4 No. 60024 *Kingfisher* speed through Doncaster with the Up 'Elizabethan' nonstop Edinburgh-King's Cross express on August 5, 1961. Within a few hours the Pacific will be delighting trainspotters on its arrival in London, due to it being an Edinburgh Haymarket (64B) engine and thus undoubtedly a 'cop' for many. A nameplate from the locomotive will be coming up for auction for the first time on July 13. 53A MODELS OF HULL/PETER J BRUMBY

several years, but about 20 years ago it was loaned to Doncaster Museum to become an exhibit there. "It is a lovely plate, but being from a steam locomotive, it doesn't mean so much to the current generation, and by selling it we will be investing in the children."

She said the proceeds would go towards the renovation of a currently unused building at the school, which is to become a community family learning facility for both children and parents.

The plate, which Simon estimates at up to £35,000, will be sold at GW Railwayana's next flagship sale at Pershore High School on July 13.

West Lancashire Light Railway secures its freehold for £260,000 – but appeals for funds to pay for it

By Gareth Evans

THE West Lancashire Light Railway Trust has agreed to purchase the freehold of its Hesketh Bank site – but is now appealing for funds to help repay loans.

The 2ft gauge line runs for a quarter of a mile around a fishing lake (originally a clay pit) in the village of Hesketh Bank. From humble beginnings in the 1960s, it has grown to include an extensive collection of historic steam and diesel locomotives which have been restored on site.

However, recent developments on the old Alty's brickworks site have placed the future of the railway at risk.

Chairman Mike Spall said: "Our long-term landlord, Henry Alty Ltd, is selling the site it occupied off Station Road. We have agreed to purchase the part of Alty's land on which the railway sits, so that we can continue operations on our existing site.

"Ownership will give us security of tenure, so we can plan for the future with confidence. Immediate plans are for a new car park and toilet



Quarry Hunslet 0-4-0ST No. 823 of 1903 *Irish Mail* pulls into Delph on the West Lancashire Light Railway on March 31. SANDY DAVIES

facilities. We hope later to replace some of our older structures with modern buildings."

Appealing for support from *Heritage Railway* readers, Mike said: "The trust has secured £260,000 to purchase this land, from generous donations and loans from Trust Members and Friends. For a small voluntary organisation, this is a significant sum

which required careful consideration by the railway trust membership, who gave overwhelming approval to proceed, at an extraordinary general meeting in January."

To assist with the loan repayments, the trust has launched the WLLR Members and Friends Development Fund. Supporters are being asked to either donate to the appeal fund

or contribute £10 per month for five years: 160 monthly £10 subscriptions or the equivalent sum are needed to meet the target. Gift Aided donations by UK taxpayers will add an extra 25%.

Mike warned: "Unfortunately, the consequence of us not achieving our targets could result in the trustees having to consider whether the railway can be viable in the future. There are no guarantees that we can retain use of our existing land, should we not own the land.

"The railway is worth saving as a voluntary community organisation, preserving and demonstrating heritage narrow gauge industrial railway equipment, as used in long lost industries such as brickmaking, once a major industry here in Hesketh Bank."

→ Donations can be made online at www.westlancsrailway.org or by cheque payable to 'The WLLR Members & Friends Development Fund' and sent to: West Lancashire Light Railway, Station Road, Hesketh Bank, Near Preston, PR4 6SP.

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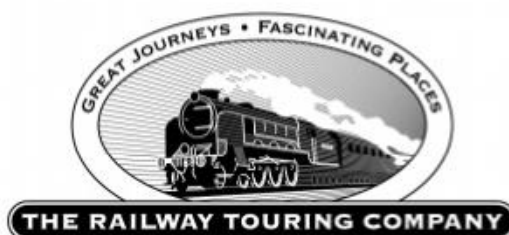
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New V4: plan of action ahead of 2020 launch

By Robin Jones

A BLUEPRINT for the strategy to build a new Gresley LNER V4 2-8-2 has been drawn up prior to the formal launch of the project.

The A1 Steam Locomotive Trust, which 29 years ago drew up plans for a new Peppercorn A1 Pacific which materialised as No. 60163 *Tornado* and is now one of the biggest icons of the heritage era, and which is building a new Gresley P2 2-8-2 No. 2007 *Prince of Wales*, has announced a series of what it calls "significant decisions" regarding its third project, V4 No. 3403.

The as yet unnamed locomotive will be only the third in the class, after No. 3401 *Bantam Cock* and No. 3402, known unofficially as 'Bantam Hen', built at Doncaster Works, but no further examples were constructed after Gresley's sudden death that year. Both locomotives were scrapped in 1957 when their boilers became due for renewal.

It is now anticipated that the formal launch of the V4 Project will be in spring 2020, subject to final trust board approval.

The fundraising strategy for the V4 Project has been agreed by the A1SLT's trustees and closely follows the successful approach used to fund the building of *Tornado* and now *Prince of Wales*, aiming to leave the locomotive debt-free on completion. The Founders Club will be used for component acquisition, while the trust completes and tests No. 2007 in advance of the start of its construction in 2022.

Enhancements

Trustees have agreed the high-level specification for No. 3403, which will have a P2-style electrical system developed from that successfully implemented on *Tornado*, and air plus vacuum brakes as on both the A1 and P2, but with only one air pump due to limited space.

No. 3403 will have an all-steel, all-welded boiler with no thermic syphon – the one originally fitted to No. 3402 provided no discernible benefit and was removed in 1945.

Its tender will be based on the LNER 4200-gallon as opposed to 3500-gallon type with as much water capacity as possible: modifications made to the A1 and P2 tenders



How new Gresley V4 2-6-2 No. 3403 will look. A1SLT

added around 1200 gallons.

There will be roller bearings throughout as with the A1 and P2 and No. 3403 will have the new P2 design of crank axle and pony truck.

Its monobloc cylinder block casting will be designed as a fabrication, as with the P2. Indeed, there will be as much detailed commonality as possible with the A1 and P2.

The trust has announced a new partnership with the Gresley Society Trust which funded the smokebox for No. 2007 as part of the fulfilment of a legacy request. The two organisations will manufacture the shared 5ft 8in driving wheel pattern for No. 3403 and the society's GNR Gresley N2 No. 0-6-2T No. 1744. The N2, which will be 100 years old in 2021, is currently under overhaul and requires two replacement driving wheels. The pattern production will be project managed by the A1SLT and funded by the Gresley Society, with its first use being for No. 1744.

As previously reported, in January 2018, along with tyres, chimney and speedometer drive generators,

the A1SLT acquired more than 500 original Gresley V4 drawings from Malcolm Barlow, a Doncaster scrap dealer who launched the now-defunct Gresley V4 Society in 1994 to build a new example of the class. Since then, A1SLT professional head of engineering Graham Nicholas has made significant progress reviewing and cataloguing these drawings in advance of their scanning into the trust's CAD system.

V4 assembly

Trustee Mark Allatt said: "We want to be ready to start assembling our new Gresley class V4 as soon as our new class P2 is completed. We anticipate the project costing around £3 million and taking around five years, subject to the pace of fundraising. Our new Gresley class V4 is an ideal locomotive for regional main line tours, repeat main line itineraries and the longer, main line connected heritage railways.

➔ For details on how to help the V4 project, visit www.v4steam.com email enquiries@v4steam.com or call 01325 460163; and on the N2 overhaul contact ian.maccabe@yahoo.co.uk or call 07583 988406.

Man arrested for stealing Auschwitz rail

A 37-year-old US man faces up to 10 years in a Polish jail for attempting to steal part of the railway line leading to the Auschwitz camp.

A local police spokeswoman said the man had admitted the attempted theft of an item of cultural importance.

Visitors are now being asked not to take selfies while standing on the preserved tracks leading to the gate. Auschwitz Memorial posted a message on social media telling people to respect the memory of the millions of people murdered there by the Nazis.

Its official page stated: "There are better places to learn how to walk on a balance beam than the site which symbolises deportation of hundreds of thousands to their deaths." It reminded people to consider the symbolism when taking a photo.



The Bluebell Railway's LSWR Adams radial tank No. 30583, which has not steamed for 29 years, and which has just been reliveried into BR black by Heritage Painting, was thrust into the spotlight during an evening Neil Cave Timeline Events photographic charter at Horsted Keynes on March 24, using smoke machines, an orange light in the cab and people dressed in 1950s clothes. See gala report, pages 40-41. ROBERT FALCONER

Stradbally locomotive marks return with naming ceremony

By Robin Jones

THE Stradbally Woodland Railway is to mark its 50th anniversary by naming its resident steam locomotive following the completion of its latest overhaul.

Barclay 0-4-0WT No. 2/LM44 (works No. 2264 of 1949) has never carried a name during its working life with the Irish Turf Board (Bord na Móna) or in preservation.

A sister of the Tallyllyn Railway's No. 7 *Tom Rolt*, No. LM44 was delivered to Bord na Móna on May 6, 1949, a date which coincides with this year's May bank holiday Monday in the Republic of Ireland.

A weekend of 70th birthday



No. LM44 undergoing the last stages of its overhaul by the Stradbally Woodland Railway locomotive department on February 24. SWR

celebrations is to be held to mark the occasion, beginning with a private naming ceremony of the locomotive as *Róisín* on Saturday, May 4 at 1pm. The name was chosen following a vote among the railway's volunteers and means rose in Irish Gaelic.

The naming will be followed by public running on the bank holiday Sunday and Monday, from 12-4pm on both days.

Róisín's working life consisted of hauling trains of turf, or peat, on Bord na Móna's network of 3ft gauge lines on bogs in the Irish midlands at Cushina, Co Laois and Clonsast, Co Offaly.

Situated on the grounds of Stradbally Manor in Stradbally, Co Laois, the Stradbally Woodland Railway became the first volunteer-run heritage line on the island of Ireland when launched in 1969.

Request for further studies delays RVR-KESR link public inquiry

By Geoff Courtney

A GOVERNMENT inquiry into plans by the Rother Valley Railway to link up with the Kent & East Sussex Railway has been postponed, following a request by rail and highway authorities for further studies on the impact of a controversial level crossing that is central to the scheme.

The privately-funded £4½ million project would create a 14-mile heritage line that would run from the RVR base at Robertsbridge, which is linked to the national network, to the KESR at Tenterden. A public inquiry into the application by the RVR for a Transport & Works Act order, which is required to enable the link to be built, was due to be held in June, but this has now been put back to early next year by Transport Secretary Chris Grayling.

Detail

His decision to delay proceedings was made at the request of the RVR after it had been asked for further information about the impact on road traffic.

RVR chairman Gardner Crawley explained: "Although we have managed to satisfy many of the statutory consultees with regard to

any concerns they may have had about our proposals, Highways England and the Office of Rail and Road have requested additional studies to be carried out. These are to better understand what effect a level crossing, which would only operate during off-peak hours, would have on the A21.

"We are happy to carry out these additional studies, and look forward to reassuring these consultees that it will be possible to reinstate the full length of the railway between Tenterden and Robertsbridge, with all the benefits that would bring, without any undue adverse effects."

The project would involve bridging the current two-mile gap between the two railways, from the eastern extremity of the RVR at Northbridge Street to the western end of the KESR at Austen's Bridge. This would be built across fields owned by two farming families who are refusing to sell their land to enable it to proceed.

Another contentious issue is a proposed level crossing across the A21 Robertsbridge bypass. Highways England, which previously approved the plan – as did Rother District Council – and the ORR are seeking further information.

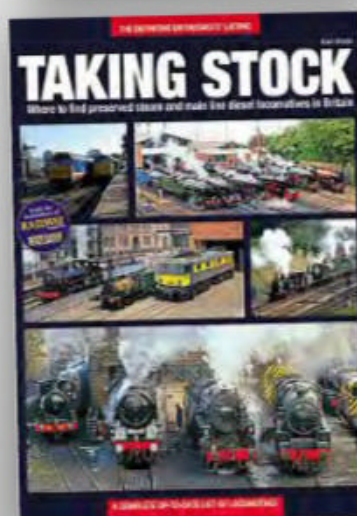
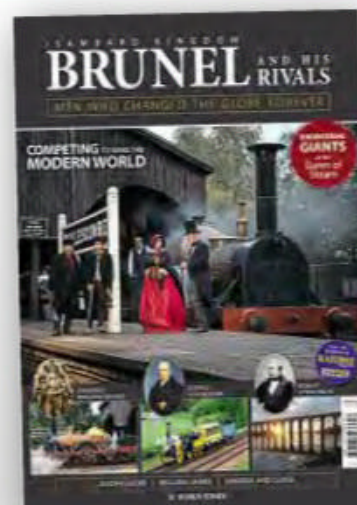
There is public support because of the perceived economic benefits the link-up would bring to the area, but there has also been opposition from not only the farmers, but others, including two local politicians. Sally-Ann Hart, a local magistrate and Rother District Council's cabinet member for tourism and culture, said in a Conservative blog that the project was not a major tourism attraction that would materially benefit the district, but was "merely a hobby project for a group of privately-funded railway enthusiasts."

Parliamentarians

A second opponent is Amber Rudd, the Conservative MP for Hastings & Rye and the Work & Pensions Secretary, who undertook a controversial email survey among her constituents last year asking their views on the planned level crossing, even though neither heritage line is in her constituency.

Support comes from Conservative MP Huw Merriman, whose Bexhill & Battle constituency includes the entire RVR and part of the KESR. He told *Heritage Railway* that the project has the potential to increase tourism.

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Seven steam at big Ravenglass gala

By Robin Jones

BIRTHDAY celebrations will dominate the Ravenglass & Eskdale Railway's May 4-6 gala, which will feature up to seven locomotives in steam.

At 125 years old, *River Irt*, originally called *Muriel* when built by 15in gauge pioneer Sir Arthur Heywood in 1894, is the oldest working engine on the gauge worldwide, and resident at Ravenglass since 1917.

Whillan Beck, which was launched after the Train From Spain Appeal importation and restoration at the corresponding event last May, will celebrate 90 years since being built in Munich for the Spanish

Ibero-American Exposition in 1929.

River Irt's restored Heywood sister *Katie*, which left the railway 100 years ago for the Fairbourne Railway, will work excursions to Murthwaite sidings, the site of the former granite crushing plant, on Saturday, May 4, giving passengers the opportunity to visit the site and photograph other trains as they pass.

The next day, *Katie* will run to Dalegarth with a train to mark the centenary of its leaving the railway in 1919, and on May 6, in the Ravenglass workshop yard it will offer Driver For a Fiver experiences.

On the Saturday evening, the locomotives will take part in a

photographic display at Ravenglass station, the first-ever opportunity to see all the line's 'big five' engines, *River Irt*, *River Esk*, *River Mite*, *Northern Rock* and *Whillan Beck*, posed in steam together.

Also hauling passenger trains will be guest *The Bug* from the Romney, Hythe & Dymchurch Railway which last visited 25 years ago, in 1994.

There will be double-headed trains hauled by 10 combinations of the Ravenglass 'big five' across the three days, while home-based diesels will also haul trains. An extra special train late in the afternoon of each day is also planned.

Elsewhere, in the 15th annual British

Coach Tourism Awards on March 20, the RER won the Heritage Railway category. *River Irt* and *Katie* will also feature in Beamish Museum's April 11-14 Great North Steam Fair. They will give rides at The Colliery along a short length of 15in gauge line, specially laid at the popular County Durham museum. They will be the first 15-inch gauge locomotives to run at Beamish.

Other attractions will include Heaton Park Tramway's Manchester Tram No. 765 and Blackpool & Fleetwood 'Box' No. 40, courtesy of Crich Tramway Village. The event will also feature a 1906 Morriss steam car – the sole survivor of only four Morriss steam cars ever built.



The first steam-hauled passenger train in many years approaches Eythorne on the East Kent Railway. The line is currently hosting Peckett 0-4-0ST No. 2087 which is visiting from Mangapps Railway Museum. After a March 22 test run, it entered service two days later hauling two members' specials. STUART CHAPMAN

IN BRIEF

→ CLASS 50 No. 50049 *Defiance* has been added to the guest list for the Keighley & Worth Valley Railway's May 3-6 diesel and mixed traffic gala, joining sister No. 50031, prototype HST power car No. 41001, Class 31 No. 31163, a Direct Rail Services Class 68 or 88 and two Class 73/1s from GBRailfreight.

→ THE future of the Bristol Society of Model and Experimental Engineers' Ashton Court 3½in, 5in and 7½in miniature railway now looks secure after a new lease was agreed with Bristol City Council, following a petition signed by 10,000 people.

→ CLEVEDON Pier in North Somerset, which was constructed from second-hand Barlow rails declared surplus to the requirement of Isambard Kingdom

Brunel's broad gauge South Wales Railway, is to mark its 150th birthday with a musical extravaganza on May 27.

→ THE Clan Project which is building new BR Pacific No. 72010 *Hengist* has reworked the bogie wheels at the casting foundry and all four have passed quality control in readiness for delivery to Sheffield. Also, the 3D model for the cannon box has been completed.

→ THE Mid Suffolk Light Railway has installed a new coaling stage. It became fully operational on February 27, ready for the first firing of the year.

→ THE Romney, Hythe & Dymchurch Railway has installed public access defibrillators at Dungeness, Hythe, New Romney and Dymchurch stations.

Prince George to 'front up' big Crewe depot open day

THE completed front end of new-build LNWR George the Fifth No. 2103 *Prince George* is to be displayed at the Crewe depot open day on Saturday, June 8.

The embryonic 4-4-0 will feature alongside 30 main line steam, diesel and electric locomotives at Locomotive Services' modernised former diesel depot.

Builder the LNWR George the Fifth Steam Locomotive Trust has contracted Keyte Smith Ltd, Woodborough, Nottingham for the manufacture of new components over and above those already made, such as the smokebox and door, the bufferbeam and the chimney, which was made by Israel Newton.

It is also intended that the whole front assembly will be displayed at Crewe Heritage Centre during July and August as part of an exhibition

on the history of Crewe Works.

The locomotives were introduced during July 1910 by Charles Bowen-Cooke following the succession of George V, and construction continued until 1915. A total of 90 Georges were built, and all were named. Withdrawals started in 1935, and the final two were taken out of traffic by BR in March 1948. None survived.

The theme of the event being organised by Virgin Trains staff based at Crewe station is All Change, representing the evolution of the depot and the motive power changes introduced by BR and its successors.

The heritage sector will be represented by a Class 31, 33, 46, 50 and a Class 52 Western. Exhibits from the present-day network will include



The completed smokebox for *Prince George* with the handrail in place. GFSLT

an LNER Class 91; a TransPennine Class 68 and Mk5a stock; an East Midlands Trains Class 43 power car; classes 20, 37, 56, 60, 66, 67, 70, 73, 86, 88, 90, 92; and five Class 47s.

A Network Rail test train will be inside the maintenance shed; Virgin will provide a Pendolino and a



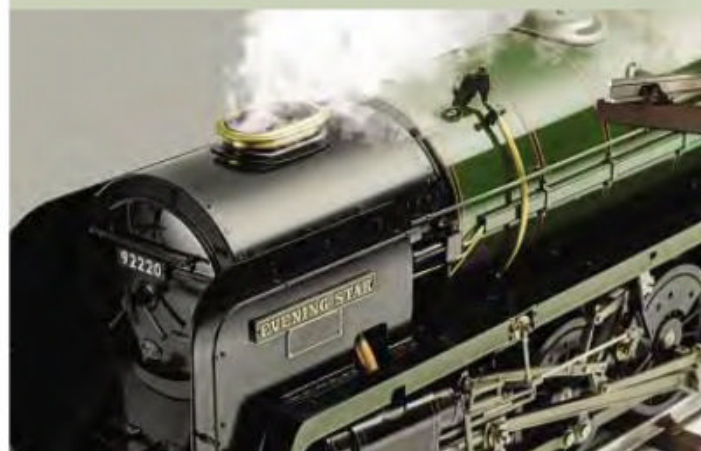
Various pieces of the running plate built by Keyte Smith Ltd which will be fitted around the front of *Prince George*. GFSLT

Voyager; and examples of DMU will include a Class 121 'bubblecar'; a Class 142 Pacer (possibly No. 142001); 158; and 170.

→ If you would like to help the *George the Fifth* project, visit newprincegeorgesteam.org.uk

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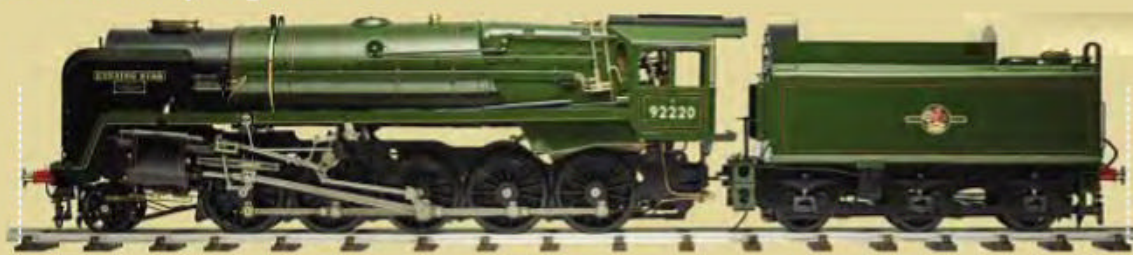
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Ivatt 2-6-0 No. 43106 crossing the seven-arch Falling Sands Viaduct, half a mile west of Kidderminster Town station, and 64ft above the River Stour and Staffordshire & Worcestershire Canal, in December 2015. The future of the structure is now assured following the success of a major fundraising appeal. MALCOLM RANIERI

Lottery gives Severn Valley £853k to repair Falling Sands viaduct

By Robin Jones

THE Severn Valley Railway has been awarded £853,800 by the National Lottery Heritage Fund to carry out essential repairs to its 142-year-old Falling Sands Viaduct.

The award was confirmed shortly after the SVR reached its £397,000 appeal target to raise matched funding.

Water has seeped into the structure, causing it to crack and erode. Without remedial work, the SVR could have been forced to reduce the length of trains, or even face temporary or permanent closure of part of the line.

SVR director of development Shelagh Paterson, said: "The appeal

name of 'helping hands for Falling Sands' summed up the spirit of everybody pitching in to do their bit.

"Our original fundraising target was £275,000. As last Christmas approached, this had increased to £397,000. However, thanks to the thousands of people who've responded we have raised our target amount in just 10 months.

Safeguarding the future

"Now, thanks to the support of National Lottery players, and our many generous donors, we can get it back into shape. When the work is completed, we'll be able to lift the current speed restriction on our heritage trains, and look forward to at least another century of service from the viaduct. Restoring Falling

Sands Viaduct will help safeguard the SVR's future.

"The restoration part of the project will begin early in January 2020. Contractors will remove the track, ballast and sandstone rubble from the viaduct. They'll install efficient drainage channels and add a modern, waterproof membrane, before putting everything back together. Once the structure has properly dried out, damaged bricks will be replaced and the mortar repointed. We hope that the entire restoration will be completed by autumn 2020."

In 2017, the Lottery awarded a development grant of £71,800 for the Falling Sands project. The latest grant takes the total amount of its funding to £925,600.

An exhibition about the viaduct is also to be set up inside the Engine House in June, using part of the Lottery grant stipulated for educational purposes.

Shelagh said: "We will create an innovative mobile exhibition in our recently restored Stove R van, and an exciting, major installation at the Engine House.

Meanwhile, at the Aln Valley Railway, a bright future also now beckons for its landmark viaduct. A steam train has crossed the seven-span Cawledge Viaduct for the first time since the end of steam-hauled passenger train services in June 1966.

Following on from the recent occasion when former Alnmouth-based footplateman Kenny

Middlemist drove a diesel over the viaduct, as reported in our last issue, on March 15, Hudswell Clarke 0-6-0T No. 1243 of 1917 *Richboro* crossed the 135-yard structure.

After successfully passing its boiler test, it headed a works and inspection train over the full length of the Aln Valley Railway's line between Lionheart station and the approaches to the site of the future Greenrigg Halt.

Remembering the past

On the last day of steam-hauled passenger trains on the branch 53 years ago, Kenny was a member of the locomotive crew on K1 2-6-0 No. 62011 which worked the morning shift. For the final shift in the afternoon, BR Standard 9F 2-10-0 No. 92099 was 'borrowed' from Tyne Dock shed. The Alnwick to Alnmouth line saw the last steam-hauled passenger trains on a branch line in the north east of England.

After taking the first heritage era steam train over the viaduct, Kenny said that when the line had closed he had never dreamed that one day he would drive a steam locomotive over the viaduct again.

Richboro, and its single BSK coach, steamed cautiously over the recently-laid rails to the current limit of the line.

→ The railway is inviting more donations towards its Sleeper Appeal to finance the last few yards of track to Greenrigg. Donations may be sent to Neil Brison, retail manager, Aln Valley Railway, Lionheart Station, Lionheart Enterprise Park, Alnwick NE66 2EZ.



Richboro hauls a single BSK coach over Cawledge Viaduct on March 15, on a landmark occasion for the Aln Valley Railway. AVR



Role model: GWR No. 4005 *Polar Star* is coaled and ready for duty in the early-1920s. The location is unidentified, but the Joseph Baker Sons name on the background building indicates it may have been Old Oak Common shed, for the company had a works at nearby Willesden. A 10¼in gauge live steam model of the 4-6-0 sold for £80,000 at a Dreweatts' auction in Newbury on March 12. TRANSPORT TREASURY

GWR trounces LMS on home soil at live steam model sale – but for only a day

By Geoff Courtney

THE GWR and LMS locked horns in a top-of-the-table clash at a high-profile transport auction in Newbury on March 12, with the victor's spoils eventually going to the latter a day after the auctioneer had laid down his gavel and the packed saleroom had emptied.

The occasion was a much-publicised sale by auction house Dreweatts of live steam models, railwayana, and marine and other transport items. The publicity, and much excitement among collectors, came about due to one of the lots going under the hammer being a 7¼in gauge model of LMS Princess Coronation No. 6230 *Duchess of Buccleuch*, one of a pair built by the late Harry Powell of Crewe and regarded by many as one of the best railway models ever made.

It carried an estimate of between £100,000 and £150,000, and there were some whispers that it could exceed the £140,000 achieved by the other similar model that was sold by Dreweatts in April 2012. It was not to be, for the 9ft 5in long model failed to sell under the hammer, so leaving the top slot occupied by a 10¼in gauge GWR No. 4005 *Polar Star* which auctioneer Michael Matthews had sold 14 lots earlier.

A twist

This latter model, one of nine in the auction from the collection of the late Lord Braybrooke of Audley End, Essex – all of which sold – made a slow start, but eventually went for £80,000 to a bidder in the room, who had been competing against two telephone bidders.

There was, though, to be a twist

in the tale the following day, when the *Duchess* was sold for £90,000, so beating the *Star* by £10,000 and giving the LMS top realisation in the heart of former GWR territory. The prices quoted exclude buyer's premium of 25% (+ VAT).

Michael, who in addition to being the auctioneer is Dreweatts' steam model engineering consultant, was in buoyant mood post-sale. He said: "That must have been one of the largest attendances ever at one of our auctions, it really was standing room only. The market appears to be extremely strong, and I was pleased with the way it all went."

No. 6230 was built at Crewe in June 1938 and shedded at Polmadie (66A) in Glasgow throughout its BR life. Harry Powell, a master coppersmith, had an intimate knowledge of the Princess Coronations, for he spent his entire railway career at Crewe Works, where he was chief of the copper shop. Ironically, it was where No. 6230 was also cut up after its withdrawal in November 1963.

Polar Star, the model of which ran the *Duchess* so close in the Dreweatts' auction, was built at Swindon in February 1907 and withdrawn in November 1934. The 73-strong George Churchward-designed class, however, was to survive well into the BR era, with the last, No. 4056 *Princess Margaret*, being taken out of service in October 1957 when allocated to Bristol Bath Road (82A).

The name *Polar Star* was to reappear on a main line locomotive in October 1952 – 18 years after the demise of No. 4005 – when Britannia No. 70026 emerged from Crewe works to become one of 15 allocated to the Western Region.

→ Read Geoff Courtney's railwayana column on pages 68-69 for details of further realisations in the auction.



Pointing the way: Auctioneer Michael Matthews handles bids at a Dreweatts' transport sale in Newbury on March 12. In front of Michael is a 7¼in gauge model of LMS Princess Coronation No. 6230 *Duchess of Buccleuch* that failed to sell under the hammer but was sold the following day for £90,000, and on his left a 10¼in gauge LNER Class C1 Ivatt Atlantic No. 4433 which went for £18,000. DREWEATTS

Mid-Hants major focus on helping visitors with dementia

AMONGST the different aspects to the Mid-Hants Railway's Heritage Lottery-funded *Canadian Pacific* restoration project is the line's commitment to becoming a dementia-friendly attraction.

The line has been training its staff and volunteers in dementia awareness, not only to raise the quality of the visitor experience for people with dementia and their carers but also to help make their quality of life a little easier through their visits.

The Watercress Line has joined the Hampshire Dementia Action Alliance, which drives the development of dementia friendly communities across the country. It has been working closely with local action group Dementia Friendly Winchester and has developed an action plan to help with its work as an attraction.

Dr Becky Peacock, the project's outreach and interpretation officer has become a Dementia Friends Champion and provides awareness sessions to staff and volunteers at the railway.

Basket of memories

She said: "We believe it's really important to us as a railway to focus on dementia. There is a need for dementia to be better understood, so that we can respect, communicate and interact better with those with this condition."

"The railway attracts a number of older visitors and some will be living with dementia. Providing training to our staff and volunteers helps the railway to provide a better experience for these groups. We can give them, their families and carers a place where they can come and experience the joys of the bygone era of steam – the stimulating and enjoyable sights, sounds and smells of the railway – with as few worries as possible and without judgement."

In addition to providing training, the railway has created a 'Basket of Memories', which is filled with items from the 1940s, 50s, 60s and 70s, such as photographs, artefacts to handle and musical snippets, designed to stimulate discussion and revive memories. This, coupled with the experience of travelling on a heritage railway, aims to help provide a wonderful visit for those with dementia.

The Watercress Line's Dementia Friendly Action Plan can be read at www.dementiaaction.org.uk/members_and_action_plans/6525-mid_hants_railway_watercress_line

Reopening day a wash-out at Brookside

THE grand reopening of Cheshire's Brookside Miniature Railway on March 24 was cancelled after rain flooded the track.

The 7¼in gauge line in Poynton was set to reopen at a special day in support of the Royal Manchester Children's Hospital Charity. However, the heavy deluge led to fears that floodwaters could push over a long retaining wall onto the track.

The railway is now working with the Klondyke Group, owner of Brookside Garden Centre, and specialist professionals to rectify the problem, and rearrange the opening day.

The railway, which had been on the site for 30 years, was last year given notice to quit by the new owner and ran its last train on September 30, but a group of local enthusiasts relaid track and replaced bridges during the winter to bring it back up to scratch.

No charges over Llangollen hound collision

NORTH Wales Police has closed an investigation into an incident on December 9, 2018, in which hounds apparently belonging to a local fox hunt were hit by a Llangollen Railway Santa train.

A number of dogs were hit by the train, hauled by GWR 2-8-0 No. 3802, near Deeside Halt.

The railway said that hunts are not allowed on to the railway's property.

A police spokesman said: "The investigation has now concluded. No arrests have been made and the Llangollen Railway company have been updated."

The owner of the dogs has not been named.

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Sleet and snow cannot keep the crowds from Keighley!

By Robin Jones

CROWDS defied the weather to turn out for the Keighley & Worth Valley Railway's March 8-10 spring steam gala, with passenger numbers 20% up on the same event last year.

A total of 2750 braved snow, sleet and rain, interspersed with sunny spells, to travel on the trains.

The special guest was BR Ivatt 2MT 2-6-0 No. 45621 from Loughborough.

It was joined by Ingrow-based LMS Jubilee 4-6-0 No. 45596 *Bahamas*, making its first appearance in passenger service on any heritage line since 1997, and from the home fleet BR Standard 2MT 2-6-0 No. 78022, the overhaul of which was completed in November and which made its first gala appearance since 2000. It double headed with No. 46521 on services.

The KWVR's main line-registered 'Black Five' No. 45212 also returned for the event.

Line-up

Also in action from the home fleet were red-liveried BR Ivatt 2MT 2-6-2T No. 41241, USATC S160 2-8-0 'Big Jim' No. 5820, LNWR 0-6-2T Coal Tank No. 1054 and Midland 4F 0-6-0 No. 43924. The Grafton steam crane operated in Oakworth Yard.

KWVR operations manager Noel Hartley said: "We are really pleased with the attendance. Taking into account the weather, the figure was excellent."

"The gala was an example of how the new generation of railway enthusiasts who never saw steam operating in the Sixties are providing spectacles for the older generation to see and appreciate. James and Oliver, two of our younger volunteers aged 20 and 18 put a huge amount of work into making this event work and as the pictures and figures display, it was all worth it!"

The year ahead

Due to various overhauls that have been completed recently, the railway will have a resident fleet of eight steam locomotives operating this summer. In addition to those mentioned above, Taff Vale 0-6-2T No. 85 is returning from a 12-month hire to the Embsay & Bolton Abbey Railway, and BR Standard 4MT No. 75078 will be in service.

The line's Classes 25, 20 and 37 diesels will also take turns to operate on certain services during the summer months. The KWVR's first diesel full running day will be April 27.



Visiting Ivatt 2MT 2-6-0 No. 46521 and BR Standard 2MT 2-6-0 No. 78022 double-head the 4pm from Keighley to Oxenhope on March 9. RODNEY TOWERS

Right: A blizzard proved no problem for USATC S160 2-8-0 No. 5820. ROB BATTY



Below: LMS Ivatt 2MT No. 41241, in the unorthodox livery that it wore when it hauled the Keighley & Worth Valley Railway's opening train in 1968, erupts from Mytholmes Tunnel on March 9. MATT YARDLEY





The last glimmers of light fade as Jubilee No. 45596 *Bahamas* departs Haworth with a late running service for Oxenhope on March 10. MATT YARDLEY

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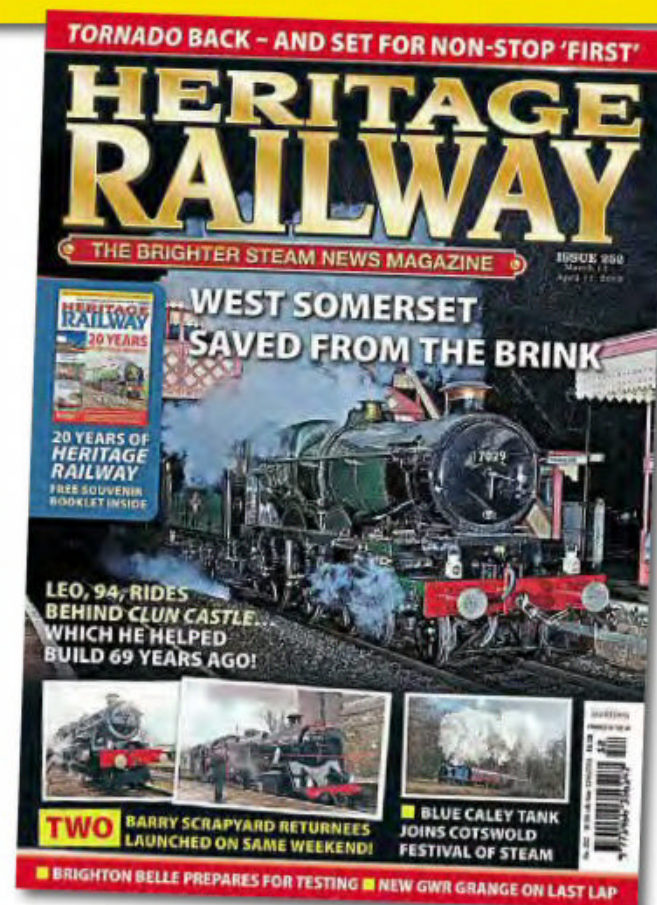
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A3 Pacific No. 60103 *Flying Scotsman* departs Corfe Castle for the coast on March 22, in one of the Swanage Railway's most successful-ever events. The line's business division director Mick Gould said: "From the strength and scale of public reaction, *Flying Scotsman* still has a very special place in the hearts of the public – it is truly the people's engine. It was wonderful to see No. 60103 steaming past the dramatic ruins of Corfe Castle – two icons together." ANDREW PM WRIGHT

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Corwen Central now in sight: more funds needed

By Robin Jones

THE Llangollen Railway's £10,000 appeal to infill an embankment gap essential for the Corwen Central terminus project is now within striking distance of its target.

As we closed for press, more than £8000 had been donated by project supporters determined to overcome the last major obstacle to trains running into the new station.

The appeal was boosted by an item on the BBC Wales Today programme on March 1, and North Wales Welsh Assembly Member Mark Isherwood also publicly called for more support for Corwen Project from the Welsh Government.

The methodology for infilling the gap is now under consideration by the project management team, given its varying depths and widths and the need to bring spoil in from the old Ruthin branch to layer and compact it.

An early infill will see the former road vehicle compound disappear under spoil to allow the mess room, known as 'Chicken Dock', and the container workshop to be relocated onto the east side of the embankment, opening up their former location for infilling as the northern side of the embankment is brought into line.

Once the infilling is underway, with the help of a contractor, it is

thought that completion of various aspects of the project will begin to happen very quickly to bring things to a conclusion, again subject to the availability of resources.

After several months on site, the eight columns originally recovered from Blackfriars station and acquired from the Pontypool & Blaenavon Railway, have been the subject of a renovation effort by a dedicated single volunteer who has scraped away many layers of paint to base metal and then applied coats of preservative and primer, along with the removal of surplus brackets and repairs to the Acanthus decoration on the top of the columns.

They are now finished in chocolate and cream, somewhat removed from their London, Chatham & Dover Railway origins. The columns have been sent to a local engineering firm to be cut to sizes and have bases fitted suitable for eventual installation around the subway access area on the platform. In a separate exercise, the fencing and gates acquired from Burnham have been renovated and modified for installation around the entrance to the subway.

Railway spokesman George Jones said: "We want to complete the line in 2019 – hopefully in time for the summer season. Estimating an opening date is difficult at the

moment, given all the work there is to do to infill the gap, connect up the rails and finish off the platform, never mind ballasting the track and bringing in a tamper before an official inspection. Having the train arrive in Corwen during the summer season is a target."

Speaking about the Corwen project in the Welsh Assembly Chamber during a weekly Business Statement, Mr Isherwood called for more help in filling the gap. He said: "The project for the terminal is costing about £1 million. Approximately £600,000 has been down to the work of volunteers, and they want to, hopefully, complete this before the summer season. Attracting people to join the train at Corwen is essential and the town will benefit from the additional visitors too."

Calling for a formal statement of support for the country's standard gauge heritage lines, Mr Isherwood added: "We know the Welsh Government supports our narrow gauge heritage railways. Can we see how we can support the massive volunteering effort, which is not only delivering heritage projects, but also offering so much to the tourism and broader economies of areas that so much need that stimulus?"

Responding, Rebecca Evans AM, the Minister for Finance and

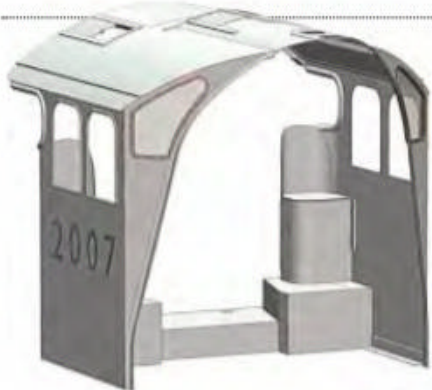


A Rexquote Superailer road-rail crane/excavator is now active on the Corwen station site and has traversed both sides of the platform via the Green Lane headhunt. It has been brought in for use within the existing rail loop as the means to deliver materials along the platform area now that the road vehicles are restricted within the development. Its first use was at the west end of the loop preparing to lift pallets of pavers which will be laid to provide the final surface of the island platform. GEORGE JONES/LR



The restored Acanthus decoration on the top of the columns from Blackfriars station. LR

Trefnydd, said: "I will make sure that the appropriate Minister writes to you regarding the standard gauge heritage railways, but I will take this opportunity to join you in congratulating the volunteers on the work that they do in order to preserve this part of our heritage and our history, and also to promote and enhance tourism."



Assistant mechanical engineer Daniela Filova has designed a slightly-modified version of the electrical cubicles which will form the bases of No. 2007's cab seats, closely based on the design used on *Tornado* but amended to suit the different cab profile and curved in rear edges of the P2 cab. A1SLT



The P2's outside motion brackets have been made by North View Engineering Solutions in Darlington. A1SLT

P2 project seeks to appoint component maker

By Robin Jones

THE builder of new Gresley P2 2-8-2 No. 2007 *Prince of Wales* has advertised for an experienced manual machinist/fitter to manufacture components.

The role will be part of the project team based in Darlington, where The P2 Steam Locomotive Company Limited, a wholly-owned subsidiary of The A1 Steam Locomotive Trust, has dedicated workshop facilities.

The employee will have proven capability in manufacturing components from ferrous and non-ferrous raw materials or castings.

Partial re-equipment of the current machining facilities is envisaged, and the successful applicant will be invited to assist in the specification of machines and tooling. There may also be a need to make new or to refurbish existing parts for other locomotives.

Applicants should have an NVQ or City and Guilds qualification in machining or an allied field, and a high skill level in manual milling and turning work of ferrous and non-ferrous materials, the ability to

interpret historical drawings and an understanding of the importance of material traceability and certification.

Applicants are invited to send their CV and application letter to Gemma Braithwaite at recruitment@a1steam.com

P2 locomotive progress

Meanwhile, good progress is being made on No. 2007 *Prince of Wales*, despite design and manufacturing resources continuing to be diverted from time to time to support *Tornado's* return to the main line (see pages 64-67).

The completion of the boiler design study by DB Meiningen is awaited before the selection of a contractor to build it can be finalised.

The machining of the superheater header is complete at MultiTech Engineering of Ferrybridge, although there is still a cone to be machined on the main steam pipe flange to correspond to the lens joint on the end of the main steam pipe.

Two sets of regulator castings have been ordered from H Downs of Huddersfield. One set will be a

regulator for No. 2007, the other as a set of spares for both of the trust's locomotives.

The final decision on who will manufacture the tender tank will be made before the end of March following the receipt of best and final offers. Ian Howitt is making good progress with the tender frames at his Crofton works. Castings are being machined and bolted to the frame plates and several other components have been manufactured.

Assistant mechanical engineer Daniela Filova has completed the Finite Element Analysis study of the pony truck crosshead and is now working on completing the study for the pony truck frame.

Director of engineering David Elliott has made progress with the cylinder block, particularly with the ports and fittings for the drain cocks and relief valves, and also with the valve gear.

Volunteers have started sanding down the outer tyre faces as similar to the original P2 No. 2001 *Cock o' the North*, so No. 2007 will run with polished wheel tyres.

Whipping up a head of steam for the new season: Orenstein & Koppel 0-6-0WT *Pedemoura* hauled all services on March 24. LBR



Civic launch for Leighton Buzzard centenary season

THE Leighton Buzzard Railway kicked off its 100th anniversary year in style with the traditional 'shout' from town crier Peter Hailes.

The first train was flagged away from Page's Park on Sunday, March 24, by the mayor of Leighton-Linslade, Coun Clive Palmer accompanied by mayoress Mrs Rosie Palmer.

The day's trains were hauled by Orenstein & Koppel 0-6-0WT No. 10808 of 1924 *Pedemoura*, which came to England in 1972 after spending its working life hauling coal trains in the Douro Valley, Portugal, and was officially relaunched on September 24, 2016, but entered full traffic only last year. More passengers than expected

made sure that all trains on the day were filled almost to capacity.

The line was opened in 1919 to move sand from the quarries on the edge of town to the processing plant and exchange sidings on the LNWR main line, taking damaging heavy traffic off the town's roads.

Much of the track and equipment used was war surplus material from the First World War. The Leighton Buzzard Narrow Gauge Railway Society took over in 1968 when commercial use ended.

Details of further centenary year events can be found at www.buzzrail.com where seats can also be booked in advance.



Town crier Peter Hailes announces the start of the new Leighton Buzzard Railway season on March 24. LBR



Colour-Rail adds its 100,000th view

RAILWAY photographic image supplier Colour-Rail has added the 100,000th image to its website.

Having supplied duplicate slides for 30 years, Colour-Rail's website went live in October 2009 with around 10,000 images being available to buy as either prints or downloads. Since then at least 500 new images have been added

One of the latest catalogue additions: Midland 4F 0-6-0 No. 43853 at Coaley Junction in 1959. JOHN CHAMPION/ COLOUR-RAIL 311186

on the 15th of every month.

Colour-Rail was originally seen as a supplier of colour steam-era images, but in recent years the steam selection has seen large numbers of black and white pictures included, and the number of 'modern traction' images is now on a par with the steam subjects, being joined by stations, engine sheds, rolling stock and infrastructure and in more recent times also by world railways and even buses.

With thousands of images still to be scanned, the number available on line will continue to grow.

Take the last Underground steam below central London

By Robin Jones

THE timetable for District 150 – the last chance to travel on a steam train on London Underground beneath the heart of the capital – has now been published.

As previously reported, the London Transport Museum and Transport for London will jointly celebrate 150 years of the Underground's District line by running a series of steam trips behind Metropolitan Railway E class 0-4-4T No.1 between Ealing Broadway and High Street Kensington.

Three return journeys will operate each day on Saturday and Sunday June 22 and 23.

The train will be comprised of the Bluebell Railway's 'Chesham set' of coaches, District Railway coach No.100 from the Kent & East Sussex Railway, the museum's restored Metropolitan Railway Jubilee Coach No. 353 and Metropolitan Railway Bo-Bo electric No. 12 *Sarah Siddons*.

The trains will be hauled by *Sarah Siddons* to High Street Kensington on the outbound journeys and by Met No.1 on the return journeys to Ealing Broadway.

Schedule

The timetable on each day is as follows:
Journey 1: 11.11am Ealing Broadway; 11.36am High Street Kensington (arrive – remain on train); 12.07pm High Street Kensington (depart); 12.33 Ealing Broadway.
Journey 2: 1:06pm – Ealing Broadway; 1.32pm High Street Kensington (arrive – remain on train); 2.07pm – High Street Kensington (depart); 2.33pm – Ealing Broadway.
Journey 3: 3.06pm Ealing Broadway; 3.32pm High Street Kensington



Metropolitan Railway E class 0-4-4T No.1 at Moorgate on January 10, 2013, at the start of the hugely-successful award-winning Metropolitan Railway 150 series of steam trips through the London Underground tunnels. June is likely to see the last such trip through the Underground tunnels beneath central London. ROBIN JONES

(arrive – remain on train); 4.07pm High Street Kensington (depart); 4.33pm Ealing Broadway.

Victorian costumed actors and a vintage brass band will entertain passengers on the platform at Ealing Broadway on both days.

Tickets for the District 150 steam train are £150 for standard class and £180 for first-class and can be booked at www.ltmuseum.co.uk or by telephone on 020 7565 7298.

The commemorative trips will mark the final time that steam trains are expected to travel into central London on the Underground network due to signalling modernisation which is designed to provide more frequent services and improved reliability for the Circle, District, Hammersmith & City and Metropolitan lines from 2021.

Steam trains served the District

Railway when it first opened to the public between South Kensington and Westminster on Christmas Eve, 1868. Today, the District line serves 60 stations – the most of any Tube line.

More festivities

Nigel Holness, managing director of London Underground, said: "This is likely to be the final time we are able to run a steam train on the Tube network through central London so offers transport enthusiasts a fantastic opportunity to be a part of Underground history."

London Transport Museum director Sam Mullins said: "Passengers on these special finale journeys will be transported to a bygone era of Victorian steam-powered travel, giving people a rare opportunity to experience the sounds and sights of travelling on the District line when it first opened 150 years ago."

More District line history will be on offer at the next open weekend at the London Transport Museum Depot in Acton Town on April 27/28 – tickets for which must be booked in advance.

However, the London Transport Museum will continue to offer its heritage steam train outings on the outer reaches of the Metropolitan line towards Chesham.

Furthermore, from Thursday, April 25, the public is being given the chance to tour the disused platforms of Charing Cross station, which have been used as a secret filming location for blockbusters such as *Skyfall* and *Paddington*. Visitors will get the chance to walk beneath Trafalgar Square and explore the former Jubilee line platforms which closed to passengers in 1999. Further details are available from the museum at Covent Garden.

A grand reopening was held for the Dean Forest Railway's Grade II listed St Mary's footbridge in Lydney on Saturday, March 9. The Chepstow Town Band played, the High Sheriff of Gloucestershire, Charles Martell, waved the green flag and GWR prairie No. 5541 pulled the train forward to sever the white ribbon stretched across the tracks below the bridge at St Mary's. The 1892-built footbridge's unsafe condition meant it had to be closed in 2007, along with the section of footpath which it carried connecting the St Mary's conservation area with Lydney Lake and the town centre. As reported in issue 251, the Severn & Wye Railway was returned to the site by local bridge builders Mabey, and reassembled in January as good as new. DFR



Movie nostalgia to delight at Spa Valley Railway

By Geoff Courtney

A WEEKEND of pure railway, commercial vehicle and cinematic nostalgia awaits visitors to the Spa Valley Railway on May 11-12, when volunteers are putting on an ambitious Transport Film Festival.

For railway enthusiasts there will be not only the line and its rolling stock, but the ambience of the last former London Brighton & South Coast engine shed still in use. For lovers of old commercial transport, there will be *Audrey*, a 52-year-old bus and for movie buffs, there will be archive Pathé News clips and transport films from the 1940s and 50s.

The shed is located at the Spa Valley's Tunbridge Wells West base. Comprising four roads and coded 75F in BR days, it was opened by the LBSCR in 1891 and closed in September 1963, but now enjoys life as the heritage line's motive power depot.

Programmes of classic documentaries will be screened during the festival in the shed's visitor area, featuring trains, ships,

aircraft and motor transport, and also in the depot an authentic nine-seater 'bijou cinema' that was rescued from a skip in Sevenoaks will screen other transport films, including material related to the Spa Valley Railway itself.

Further down the line, at Groombridge station, *Audrey* will delight visitors with a show of archive transport-related Pathé News clips. This mobile cinema is the only survivor of seven built in 1967 by the Government's Ministry of Technology in a £1 million scheme promoting modern production techniques to the country's industry.

They were based on a Bedford SB chassis manufactured by Vauxhall Motors, with coachwork by Coventry Steel Caravans and cabs supplied by Plaxtons, giving them a look similar to Plaxton-bodied coaches that were a ubiquitous feature of the 1970s. They were sold off in 1974, and *Audrey*, which has been dubbed 'the most amazing cinema bus in the world' is now privately-owned and based at Bicester Heritage business campus.

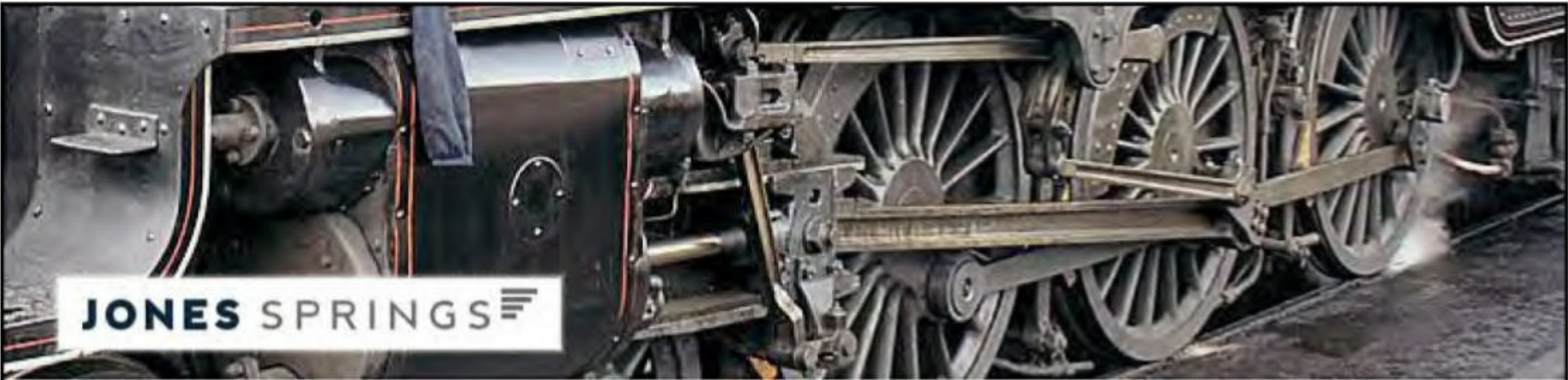


SR Battle of Britain class Pacific No. 34066 Spitfire pauses at Tunbridge Wells West with the Railway Correspondence & Travel Society/Locomotive Club of Great Britain 'Sussex Downsman' railtour on March 22, 1964. In the left background is the LBSCR engine shed (75F) that had closed the previous year but is now the Spa Valley Railway's locomotive depot. Over the weekend of May 11/12, it will screen programmes of transport documentaries and films as part of a transport film festival. CREATIVE COMMONS

Beyond Groombridge at the end of the five-mile line is Eridge station, where the railway has a direct link with the national network to London Bridge. Here, one of the Spa Valley carriages will be converted into a cinema for the festival to screen amateur footage, including the last days of the Westerham branch which closed in October 1961; railways on the Isle of Wight; and London's last trams.

Standard travel tickets for the weekend will include access to all the film shows at Tunbridge Wells West, Groombridge and Eridge. It will also be possible to book viewing in

the cinema bus at Groombridge as seating is limited. Spa Valley commercial manager Jonnie Pay said: "The film festival will appeal to all ages, especially the many with a sense of history and nostalgia, as well as those who are passionate about transport in its various forms. "I'm sure the 'bijou cinema' will be a popular attraction, and so too the delightful mobile cinema. "Our volunteers must be commended for what they are putting together. I'm confident the festival will prove to be one of the highlights of our year."



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First chief executive appointed by Great Western Society

By Robin Jones

EMMA Jhita, who was the campaign director at London's Postal Museum when the ground-breaking Mail Rail project was implemented, has been appointed as the first chief executive of the Great Western Society Limited.

The appointment follows the recent reorganisation of the charity's board of directors over the past six months. Four new directors were installed last September, followed by the retirement of Richard Croucher as chairman in January, and the appointment of Richard Preston as his successor.

Emma, who will join the GWS management team, has recently been director of development at the Jewish Museum London where she led several successful initiatives to secure funding, as well as developing and implementing the business plan.

Before her time at the Postal Museum, she worked in fundraising, marketing and strategy roles for a number of other charities including the Royal British Legion's National Memorial Arboretum.

Commenting on her new role, Emma said: "I have long admired the development of the Didcot Railway Centre. I look forward to working with the board and all the staff and dedicated volunteers

who work hard to preserve the history of the GWR through Didcot's unrivalled collection of locomotives, rolling stock and artefacts.

"I recognise that the society needs to ensure it can raise funds to continue with the conservation and restoration of its collection, and achieve its ambitions for development of the Didcot Railway Centre. As an innovative heritage attraction and one of the most vital museums in our area, the centre offers a truly unique experience for all visitors – from young children to those who can remember the great days of the GWR."

Richard Preston said: "My colleagues and I are delighted that Emma is joining us. I believe that her management expertise, her people skills and her fundraising talents will help us achieve the longer term plans that we have been developing over the past few years."

Situated in 25 acres around the original Grade II listed GWR engine shed, Didcot's collections tell the story of the GWR, its constituent companies and successors. The centre is open on more than 200 days a year and runs trains on more than 60 days, primarily from Easter to September.

Emma Jhita has become the first chief executive of the Great Western Society Limited. FRANK DUMBLETON



Armoured Simplex restored to original appearance

THE restoration of the Greensand Railway Museum Trust's First World War 40hp armoured Simplex No. LR2182 has taken a huge step forward following fitting of the distinctive cupola roof and appropriate steel protective doors.

The work of replicating the platework which makes the locomotive, built by Motor Rail and Tramcar Company of Bedford (No. 461 of 1917), unique, was undertaken by Statfold Engineering Ltd, based at the Statfold Barn Railway. On successful completion of the contract, LR2182 was delivered back to its restoration base at Leighton Buzzard Railway's Stonehenge Works on February 6.

The construction of the cupola roof has been supported by a £3300 grant from the Association of Industrial Archaeology. Other work undertaken by Statfold Engineering Ltd, including manufacturing and fitting the side doors, became possible following receipt of a significant donation by a benefactor.

Only two examples of this armoured form of the 40hp Simplex locomotive survive in the world. No. LR2182, is the only example still with its original Dorman petrol engine, the only survivor to be presenting an original unmodified appearance and the only operational example of the armoured type. The bodywork



Armoured Simplex No. LR2182 newly delivered to the Leighton Buzzard Railway with its First World War cupola roof and steel protective doors permanently renewed. CLIFF THOMAS/GREENSAND RAILWAY MUSEUM TRUST

of the other survivor of this type was modified during its days of sugar industry service in Antigua and is now cosmetically restored, retaining this modified form, in that country.

GRMT chairman Cliff Thomas said: "The addition of the steel superstructure which replicates LR2182's original form is a huge step forward in the restoration of this important, indeed unique, First World War locomotive.

"The locomotive, or tractor as it was known to the Army during the First

World War, is now operational and looks as it did when built in 1917. The restoration is not quite complete, with remaining tasks including fitting the exhaust, finishing various details and final painting, but the end is clearly in sight.

"I am pretty confident that it will be ready to be unveiled to the public during a launch event at Leighton Buzzard Railway in May."

No. LR2182 appears to have arrived in France in time to serve on the battlefields during the final year

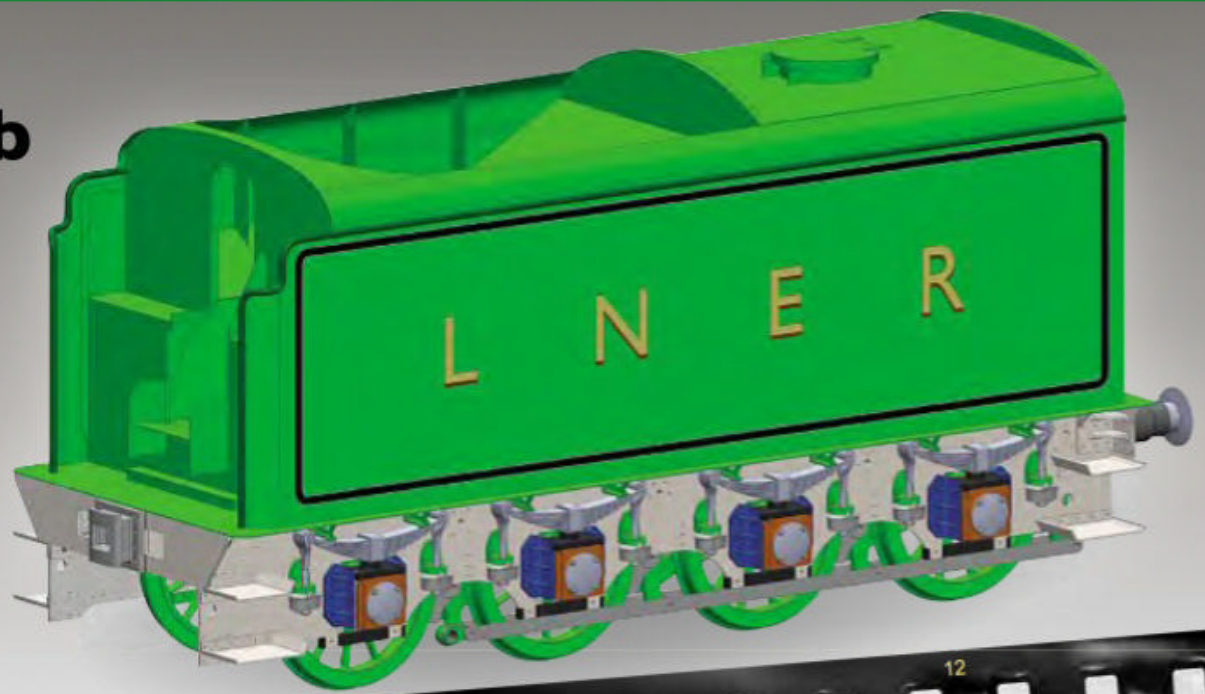
of the First World War. It worked in industrial service between about 1921 and the mid-1960s during which time it lost its distinctive upper bodywork.

It entered preservation in 1971, initially being displayed at the former Narrow Gauge Railway Centre at Gloddfa Ganol near Blaenau Ffestiniog, before going to the Museum of Army Transport at Beverley. Here, it was displayed with a wooden replica of the distinctive roof, known as a 'cupola' by Motor Rail.

Its private owner donated LR2182 to the Army in December 2001. In turn, the Army placed No. LR2182 on loan to Leighton Buzzard Railway in March 2005, but contractors undertaking the move to Bedfordshire caused serious damage including destruction of the wooden replica cupola. In 2009 ownership was transferred to Greensand Railway Museum Trust which undertook to restore it to operation in its original form.

The locomotive made its debut in operational condition for the first time in preservation during Moseley Railway Trust's July 13-15, 2018 Tracks to the Trenches event at the Apedale Valley Light Railway, although at that stage without the distinctive upper bodywork and much work remaining to be done.

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Culham station, which will celebrate its 175th anniversary on June 15/16.
COLIN TAYLOR/THE OLD TICKET OFFICE

Culham displays its treasures for one weekend

TO celebrate its 175th anniversary, the Old Ticket Office at Culham station in Oxfordshire will be opening its doors over the weekend of June 15/16, giving the public a rare opportunity to see inside this Grade II* listed Brunel-designed broad gauge era building.

Opening on June 12, 1844 as Abingdon Road, the station's name was changed to Culham in 1856. Although downgraded to an unstaffed station in the early 1970s, it has remained in daily use with a growing number of passengers now using it for travel to the nearby Culham Science Centre.

On display will be models, GWR memorabilia, photographs, tickets, and copies of the original contractor's drawings for the station from 1843.

Using the free Discovery Trail booklet, visitors young and old can search out some remnants of broad gauge rail, see graffiti from 140 years ago and try to find the mark where a fatal shot ricocheted from the ticket counter top in 1868.

The booking office will be re-created with Edmondson ticket punches, with souvenir tickets, original timetables and employees' rule books. There will also be a special display of items from the 100th anniversary of the GWR in 1935.

Details of all the events taking place along the Didcot to Oxford line to mark its 175th anniversary can be found at didcotoxfordgwr175.org

Black Prince out for firebox repairs

BR Standard 9F 2-10-0 No. 92203 *Black Prince* has been temporarily withdrawn from North Norfolk Railway traffic for firebox repairs.

Staff at the line's Weybourne engineering works boiler shop has been rectifying minor cracks and tears which have been discovered in the firebox outer wrapper.

The work will mean that the cab will need to be lifted to gain access.

The 9F may not be able to take part in the Friends of Black Prince promotional day on April 20.

Cautious optimism for South Africa's flagship steam train return

By Geoff Courtney

THE operator of one of South Africa's flagship steam charter trains which suspended services indefinitely and in a blistering attack blamed the country's state-owned rail network company, has given a cautious reaction to moves that may lead to their return.

The Reefsteamers' train ran monthly and four times in December between Johannesburg and Magaliesburg, and was regularly hauled by British-built duo Class 12AR 4-8-2 No. 1535 or Class 15F 4-8-2 No. 3046, sometimes with both as a double-header.

Although named the 'Magaliesburg Express', the train took 2½ hours to complete its 34-mile journey, but despite – or perhaps because of – the leisurely pace, it was an attraction that drew crowds both on board and lineside.

However, problems with late running and severe delays led Reefsteamers to indefinitely suspend the train in early February, and the company's chairman, Clive Holliday, released a no-holds-barred explanation for the decision

which left no room for doubt that he blamed Transnet Freight Rail, the state-owned company that maintains the network.

"I would like to explain why this difficult decision has been taken," he said. "Over the last few months some of our trains to Magaliesburg have been subjected to unacceptable, lengthy delays en route. These delays have been mostly caused by faulty signalling equipment on the Metro lines, as well as the frequent failure of TFR to ensure a pilot is at Krugersdorp timeously to take us on to Magaliesburg."

Claiming that the result of frequent delays was seriously impacting on Reefsteamers' business and hurting its reputation, he said: "Passengers are now quite rightly becoming very upset at the delays to their train and are becoming extremely vociferous on social media. The end result of this is a dramatic drop in bookings, which means a loss of income which we cannot afford. The current losses are threatening our very existence, and I take that very seriously indeed."

Mr Holliday said he had communicated with both TFR and the Passenger Rail Agency of South Africa, the state-owned company responsible for passenger rail services, over a recent severe delay caused by faulty signalling and infrastructure on TFR metals, and said TFR was conducting an inquiry "as to what did or did not happen," adding: "Unfortunately, the damage to Reefsteamers is already done."

The train would be suspended, he said, until the signalling equipment had been repaired and was fully functional, and TFR was able to provide assurances that the express would be able to run without the delays.

Quick reaction

Reaction from TFR to Mr Holliday's comments was swift, and on February 21 he was invited to a meeting with representatives of both the TFR and PRASA to discuss his concerns, following which TFR told *Heritage Railway* that an agreement for a workable solution had been reached.

"It is true that the service has been suspended. However, it is a



British power: Class 12AR No. 1535 (leading) and Class 15F No. 3046 double-head South Africa's 'Magaliesburg Express' on June 23, 2018. The two 4-8-2s, built by North British in 1919 and 1945 respectively, are producing a combined 84,180lb lb ft tractive effort as they climb the bank towards Hamberg west of Johannesburg. The train, one of the few remaining regular steam trips in the country, has been suspended after a row between its operator and South Africa's rail network company. GRAHAM MCWILLIAMS

temporary suspension while we sort out our operational issues, and the train service will be reinstated in June," said Amanda Monoalibe of TFR's corporate affairs department.

She said that in December there was a network failure due to cable theft, but after this was repaired there were more similar incidents on a regular basis that caused further failures, which resulted in abnormal working leading to delays. "TFR and PRASA have acknowledged Mr Holliday's concerns and agreed on how the line will be restored," she added.

Mr Holliday was more cautious when speaking to *Heritage Railway* after the meeting, saying that the June return would be a trial train. "We are very pleased with TFR's and PRASA's response to the problems we have been facing, and they are making significant efforts to enable

our trains to operate," he said.

However, he warned that both these parties faced substantial problems due to vandalism, and said it was too early to say when regular trips to Magliesburg would return. "We must understand that TFR's core business is moving freight and PRASA's is moving people to work, and that they have preference over steam-hauled charters."

No. 1535 was built by North British Locomotive Company in 1919 and has laid claim to being the oldest steam engine operating on the main line in South Africa, while No. 3046 is another North British product, having been built in 1945. It too has a claim to fame, as in 1947 it pulled the royal train with the present Queen, then Princess Elizabeth, on board during her visit to the country.

'Biggest' 2ft gauge event in southern hemisphere

By John Titlow

A MAJOR 10-day railway and transport event will take place from April 4-14 on Sandstone Estates near Ficksburg, Free State Province in South Africa on the border with the land locked mountain kingdom of Lesotho.

The International Sandstone Festival looks set to be the largest 2ft gauge event in the southern hemisphere, if not the world.

The list of British locomotives on site reads like a who's who of British builders, including Beyer Peacock, Hunslet, Fowler, Kerr Stuart, Barclay, Avonside, Peckett and North British, and then there's the continental builders of Henschel, Cockerill and Orenstein and Koppel to name but a few.

Wheel arrangements and locomotives will vary from diminutive 0-4-0Ts to NGG16 2-6-2+2-6-2 articulated Beyer-Garratts identical to those on the Welsh Highland Railway.

The star of the show is likely to be the launch of NG No. 61 which has recently returned to steam after its rebuild by the in-house team led by Lukas Nel, a fitter who had worked for South African Railways on steam locomotives at Bloemfontein Shed. More than 15 locomotives have been rebuilt for use on the estate.

Originally, there was never a railway on the estate and the onsite workshops are at Hoekfontein reached via a short

branch off the main running line connected via a triangle.

The running line is just over 16 miles between Grootdraai in the south through Mooihoek to Vailima in the north. Both ends have loops to avoid running round and the journey time is around an hour. There is also 'Sebs Railway' used for demonstrating the smaller locomotives and a short branch. There is no connection to the South African Railways network, which is to the Cape Gauge of 3ft 6 ins.

The estate is not limited to railways, with its collection extending to vintage buses, lorries, aircraft, traction engines, cars, military vehicles including tanks and guns, ox wagons, earth-moving machinery and stationary engines. A home is also offered to other collectors.

Another new attendee this year will be the appearance of the luxury Blue Train, which will be stabled for two nights at Vailima on the Bethlehem to Bloemfontein main line after running from Pretoria. There was never a station here, but only an industrial siding used for loading the wheat and maize grown on the farm. The siding has been recently extended.

Passengers can hop off onto the narrow gauge trains at the nearby adjacent siding created by Sandstone.

More details are available at www.sandstone-estates.com



Gertrude (right) on arrival at Page's Park in the company of Doll. WILLIAM SHELFORD/LBR

Sisters reunited 60 years on

AS reported last issue, Barclay 0-6-0T No. 1578 of 1918 *Gertrude* has been reunited with its sister *Doll* at the Leighton Buzzard Railway.

Gertrude was one of three locomotives built for Alfred Hickman Ltd's Sydenham Ironstone Pit at Kings Sutton in Oxfordshire, the others being *Winifred* (No. 1424 of 1915) and *Doll* (No. 1641 of 1919). The quarry was closed in 1925 and the trio were transferred to Spring Vale Furnace and Steelworks at Bilston, near Wolverhampton.

Winifred is believed to have been scrapped by 1939, but *Gertrude* and *Doll* worked until withdrawal in 1959.

Both locomotives were saved by the late Max Sinclair, who acted as a 'middle man' for enthusiasts who wanted steam locomotives.

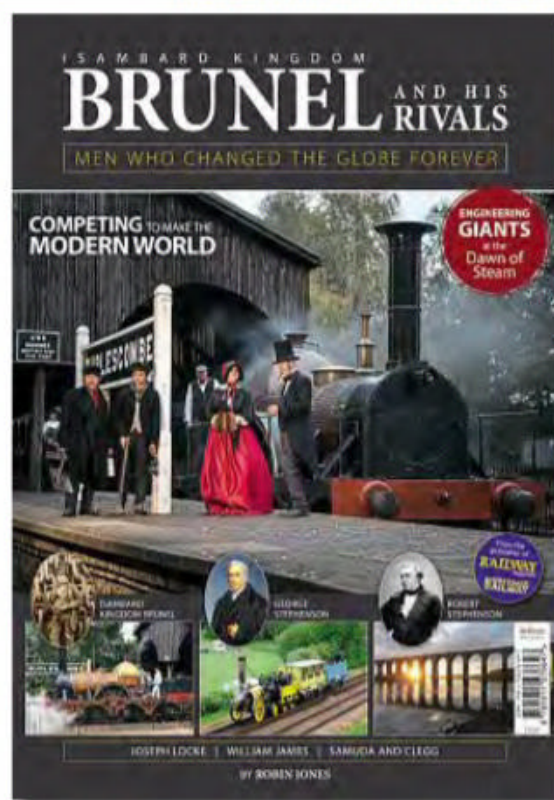
Gertrude and *Doll* cost £2 each. Max sold *Doll* at once for £5 and *Gertrude* was passed to Neville Melhuish and then to the late Peter Westmacott.

Peter was a long-time supporter of the LBR and *Gertrude*, which has been based at the Welsh Highland Heritage Railway since 2010, has been loaned to the Bedfordshire line by his daughter.

The 0-6-0Ts have worked together in preservation, including in May 2012 at the WHHR.

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SECR P class 0-6-0T No. 178 passes through New Road as it heads into Horsted Keynes on March 17. The restored vintage carriages include LCDR No. 114 of 1889 and 1889-built SECR No. 3360 (LCDR No. 51). JAMES KINDRED

Bumper crowds at Bluebell gala opener

By Robin Jones and Gareth Evans

DESPITE patchy weather and an earlier date in the calendar for the Bluebell Railway's branch line gala, attendances at the March 15-17 event were 30% up on last year's event.

The Friday of what is traditionally the first special event of the railway's year proved the most popular day, and indeed provided the unique opportunity to see the cavalcade of four LSWR locomotives in the form of Bluebell residents Adams 0415 class 4-4-2 radial tank No. 30583 and B4 0-4-0T No. 30096 *Normandy* together with visiting W24 02 0-4-4T *Calbourne* from the Isle of Wight Steam Railway and the National Collection's Beattie well tank No. 30587.

Earlier this year the Adams radial tank was reliveried by Heritage Painting from LSWR green for the first time since 1983 to British Railways lined black.

The 1885-built legendary veteran of the Lyme Regis branch, which arrived on the Bluebell Railway in steam in 1961 after its purchase following withdrawal by BR, attracted plenty of attention from photographers while on static display at Horsted Keynes station after being moved from Sheffield Park as part of the cavalcade.

Last teamed in 1990, the radial tank requires an extensive overhaul before it can steam again, likely to include the replacement of the boiler barrel.

The other motive power in steam

included resident SECR H 0-4-4T No. 263, SECR O1 0-6-0 No. 65, SECR P class 0-6-0T No. 178 and SR Q 0-6-0 No. 30541.

An intensive timetable was operated and carriage sets included the 'Chesham set' of four Metropolitan Railway coaches.

Technical problems were few, but sadly No. 30587 had to be withdrawn from duties early on the Sunday afternoon.

Visitor numbers over the three days totalled 3044. The number of visitors turning up on the day to purchase tickets was broadly the same as 2018 with 47% starting their journey at Sheffield Park, 28% at East Grinstead and 25% at Horsted Keynes.

However, advance tickets sales were



significantly up at 802 compared with 176 the year before.

Catering revenue soared by 50% on the same event last year, with the Saturday proving the busiest in this department. Similarly, sales in the shop hit a record for the branch line event, with Saturday also proving their busiest.



SECR H Class No. 263 and SECR O1 class No. 65 work hard departing from Horsted Keynes on the climb towards East Grinstead with an eight coach train, which included newly restored Bulleid composite carriage No. 5768. JAMES HAMILTON



Adams radial tank No. 30583 is seen on display at Horsted Keynes with B4 class 0-4-0T No. 30096 on March 19. CHRIS LIVINGS

South Eastern & Chatham Railway H class
0-4-4T No. 263 is seen at Keysford Lane
with the 'Chesham set' of four Metropolitan
Railway carriages on March 17.
OWEN CHAPMAN



The cavalcade approaches Horsted Keynes with the 4.03pm from Sheffield Park on March 15. No. 30587 leads Nos. W24 Calbourne, 30583 and 30096. NICK GILLIAM

The first running day of the year on the Great Central Railway's Mountsorrel Railway saw Ruston Hornsby 4wDM No. 393304 undergoing demonstration shunts at Nunckley Hill. It is on loan from Leicestershire Council, having been at the now-closed Snibston Discovery Centre. ALISTAIR GRIEVE



Tyseley to run 'last' passenger train to Coalbrookdale

By Cedric Johns

WR 4-6-0 No. 7029 *Clun Castle* is to haul what is set to be the final main line passenger train to Coalbrookdale.

Vintage Trains' special to the Cosford Airshow on Sunday, June 9 will also run along the freight-only branch from Madeley Junction towards Ironbridge power station.

Having dropped off its airshow passengers, *Clun Castle* and its train will run to Shrewsbury to turn and then head back, picking up passengers at Wellington and Telford for the run down the branch. Tyseley's Class 47 will pull the train down into Coalbrookdale, passing over the Coalbrookdale brick arch viaduct and stopping short of the Grade II listed Albert Edward Bridge (almost identical to the Victoria Bridge on the Severn Valley Railway), built to carry the Wenlock, Craven Arms

and Lightmoor Extension railway across the River Severn. Operational restrictions preclude the special from crossing the bridge.

Until the power station's closure, the branch carried coal traffic, and Tyseley previously ran a special along the line using two of its pannier tanks.

No. 7029 will head the train back up the steep branch, closed to regular passengers in 1962. The 47 heads the train back to Telford and Wellington to drop off its passengers.

It is likely to be the last passenger train over the branch before official closure, although the Telford Steam Railway wants to take over the western section.

Commencing at Dorridge, the train picks up at Solihull, Tyseley (main line station), and Wolverhampton. Incidentally, VT trips will no longer depart from Tyseley Locomotive Works' internal Warwick Road

platform. Instead, passengers will be able to board trains, depending on itinerary, at nearby Tyseley station. However, Tyseley's car parking facilities remain available – providing notice of intent is given to VT's booking office.

Before then, *Clun Castle* will haul a special to the Llandudno Victorian Extravaganza on Saturday, May 4, giving four hours in the resort. Again, it will head out of Dorridge and stop at Solihull, Tyseley main line and Wolverhampton, and will be diesel-hauled in part on the return from Llandudno to Chester.

Clun Castle will be displayed in the platform at Llandudno station during its stay. Also, for those who wish to explore the North Wales coast by train, it will also be possible to alight and rejoin the special at Llandudno Junction.

No. 7029, which worked the two

evening 'diners' from Birmingham Moor Street to Worcester and return on February 28 and March 7, will also haul a third 'diner' from Moor Street to Worcester on Thursday, May 23, and a fourth on Thursday, July 4.

VT senior driver Ray Churchill said No. 7029 gave a good show on each diner but needs more mileage on the clock to loosen up.

An operating glitch resulted in the postponement of the 'Cotswold Explorer' – the inaugural trip – to Saturday, April 6. The 'Explorer' also runs on May 18, June 1 and July 6.

Starting at Dorridge, the tour calls at Solihull, Tyseley, Moor Street and Snow Hill stations. Non-dining passengers can also join at Stourbridge Junction and Worcester Shrub Hill. The train then heads via Sapperton to Swindon and Oxford for a five-hour break, returning via Evesham and Worcester.

Unrebuilt 'Merchant' project moves to Blunsdon

THE Swindon & Cricklade Railway has been chosen as the new home for a long-mooted project to back-convert a Bulleid Merchant Navy Pacific into its unrebuilt form, making it unique in the heritage sector.

No. 35011 *General Steam Navigation* is to be moved from the Southern Locomotives Ltd private site at Sellindge in Kent to Blunsdon to speed up its restoration.

The *General Steam Navigation* Locomotive Restoration Society, which bought the engine in July 2016 from its previous owner, aims to retro-convert the locomotive to its original specification by restoring its air smoothed casing along with Bulleid's oil bath encased valve gear incorporating chain drive.

Built in December 1944, it was first allocated to Nine Elms, before being rebuilt at Eastleigh in 1959. A month before its withdrawal in February 1966, it headed an enthusiast special over part of the Somerset & Dorset main line, despite the class being officially banned from it. It reached



No. 35011 *General Steam Navigation* is to be restored to unrebuilt form, complete with air-smoothed casing. GSN

Dai Woodham's scrapyards at Barry in June 1966 with most of its running gear missing and no crank axle, and was among the last to leave, in the late 1980s.

It was first based at the abortive Brighton Locomotive Works railway museum project at Preston Park and was later moved to Binbrook Airfield in Lincolnshire,

where it stayed until 2007.

No. 35011 is said to be the only UK steam locomotive to have the word 'steam' in its name.

Working in association with other locomotive groups based at the heritage line, the owning group intends to remove the boiler for the first time since it was withdrawn by BR to allow thorough

restoration of the locomotive frames and wheelsets.

GSN chairman Simon Shutt said: "This move will enable us to take the project to the next step and escalate our efforts to put the steam back into *General Steam Navigation*."

Railway chairman Mick Lay said: "*General Steam Navigation* will be a valuable and useful locomotive when we extend to Cricklade and also help raise the profile of the railway while it is restored.

"We hope both the S&CR and the GSN Society will benefit by combined mutual support, and a sharing of skills and knowledge. The S&CR will gain more working members, be part of a national project to restore 35011 and give the GSN team a permanent home from which to work."

→ The owning group has launched a crowdfunding appeal to raise £4000 towards the £9000 cost of its move to Wiltshire. Donations are invited at www.justgiving.com/crowdfunding/35011gsn

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Springburn railway engineering hits the buffers after 163 years

By Hugh Dougherty

THE last chapter in 163 years of railway engineering history in Springburn, once Scotland's locomotive building capital, will hit the buffers on June 1, when the former St Rollox Railway Works, known locally as 'The Caley', will be closed by current owner Gemini, when 200 skilled workers will lose their jobs.

The works was founded by the Caledonian Railway in 1854 and was extended by Dugald Drummond to serve as the railway's locomotive, carriage and wagon works. Famous Caledonian Railway locomotives, including the Cardean 4-6-0s and 4-4-0 Dunalastair classes, were designed and built there, while the works continued to build LMS locomotives into the 1920s.

Two St Rollox-built Caledonian Railway locomotives survive in active preservation: 0-6-0 No. 812, preserved on the Strathspey Railway and 0-4-4T No. 419, a Bo'ness & Kinneil Railway stalwart and Scottish Railway Preservation Society flagship locomotive. No. 419 is currently on a tour of England and will appear in the Gloucestershire Warwickshire Railway's 'Northern Soul' Cotswold Festival of Steam on May 25-27.

After Nationalisation in 1948,

St Rollox was the general repair works for BR's Scottish Region, and continued as that until British Rail Engineering Limited was privatised in 1988. St Rollox, however, continued as a nationalised concern along with Eastleigh, Doncaster and Wolverton, under the banner of British Rail Maintenance Limited until BRML was privatised in 1996, and the works was sold to Babcock/Siemens along with the Wolverton Works.

St Rollox in very quick succession, then passed through the hands of Alston, Railcare, Knorr-Bremse and Mutares which bought the works in 2018. Trading as Gemini Rail Services, the firm announced closure and began consultation in December, blaming the fall off in maintenance work for ScotRail and other customers, as pre-Privatisation rolling stock is replaced by new diesel and electric units.

Despite a spirited fight by Unite the Union, branded 'Rally Roon the Caley', including the suggestion that an electrified rail spur should be built to link the works with the Edinburgh-Glasgow line, so allowing EMUs from operators throughout the UK to access the works, Gemini said that the company had no other option, having carefully considered all the



St Rollox classic product Caledonian Railway 0-4-4T No. 419 in action during the Swanage Railway's Spring Steam Up event on March 29. ANDREW PM WRIGHT

suggestions put forward, other than complete closure.

A workforce plea, heavily backed by local MSPs, MPs and councillors, for the Scottish Government to nationalise the works and develop it as the maintenance hub for Scotland's railway, fell on deaf ears.

The closure marks the end of an era of a large part of Springburn's railway heritage, severing the link with the earliest days of railways in and around Glasgow as St Rollox was built on the

site of the original terminus of the Glasgow & Garnkirk Railway, the first line to serve the city, which opened in 1831.

The nearby North British Railway Locomotive Company also built steam, and later, diesel electric, locomotives for British, Irish and overseas customers until its demise in 1962, while the North British Railway also had its works in Springburn at Cowlaers which closed in 1968. At the height of Springburn locomotive building at the start of the 20th century, it was estimated that two out of three people in Springburn were employed directly or indirectly in locomotive building or maintenance.

Gemini Rail Services said: "We have not taken this decision lightly and have only done so after exploring all the options. We will complete existing contracts by June this year and quit the site in 2020. We are in discussions with the Scottish Government and other partners about the future use of the site, including the possibility of it being used as a transport hub."



Above: A plaque already recalls the heritage of the works. HUGH DOUGHERTY

Left: The works building fronting Springburn Road. HUGH DOUGHERTY

Moors Class 25 D7628 regains headcodes thanks to equipment donation

By Roger Melton

A SMALL but authentic update has been made to the North Yorkshire Moors Railway's hard-working Class 25 D7628 during the course of winter maintenance, with the refitting of its headcode blinds, which were used to display the reporting or classification number allocated prior to each timetabled journey.

It was usual to have the classification number displayed

on the leading end of the train locomotive, as it could be easily identified by ground staff and signallers.

Like many other locomotives, D7628 lost this means of identification at some point during classified repairs, overhauls, or when modifications or rebuilds occurred. This was probably because it was considered a nuisance to maintain the apparatus when modern methods of identification were coming into use.

D7628 had the apparatus disconnected, the glass display box panel painted over in black with two white translucent dots added, and back lit, giving them the nickname 'dominoes'. The old operating handles and blind selector mechanisms were discarded, and the holes left in the cab roof plated over.

In recent years, the NYMR was offered a full set of roller blinds with the proviso that they be put to good use on a diesel. As the 25 is

the only railway-owned locomotive which originally had this apparatus fitted, and more importantly still operating on the main line, then it was an obvious candidate.

About 75% of the equipment within the cab roof was still in situ, consisting of the display box, rollers, worm drive to the spindles and lamp holders, but the missing bits all had to be made. The 'domino' paint was removed, and the lamp holders replaced to suit their original layout.



An aerial view highlighting the position of the new Welsh Highland Railway terminus in Caernarfon. FF&WHR

New £3 million Ff&WHR Caernarfon terminus now open for business

By Robin Jones

THE newest station in the heritage sector – the Welsh Highland Railway's £3 million Caernarfon terminus – opened for business on Saturday, March 30, when it was used by scheduled services for the first time.

The new station, part of the £15 million Caernarfon Tourism Attractor Destination bid led by Croeso Cymru, and part funded by the European Regional Development Fund through the Welsh Government, will be officially opened on June 14.

The first scheduled departure left the station 21 years on from when

the heritage-era WHR first opened in the town: the original line terminated at Dinas, and revivalists used the former standard gauge trackbed to run from Caernarfon to there.

As featured in issue 247, the new station is carefully designed to fit in a constrained site, blending in with the line of neighbouring houses. It is to a modern design, meeting current environmental standards and is part of the larger waterfront development project which aims to attract more visitors to the town and railway.

The stylish building is designed to comfortably accommodate the 300-plus passengers that a standard

Welsh Highland train can carry.

Previously resident at Penrhyn Castle Railway Museum, 3ft gauge De Winton locomotive *Watkin*, is to be installed in the station's main entrance hall. This will reflect the local railway history as the De Winton factory was located on the Quayside next to the station albeit now as the headquarters of a plumbing business.

While the new Caernarfon station is the most modern on any narrow gauge system in Europe, a new station at Waunfawr will shortly be opened. By contrast, it will be a replica of the original North Wales Narrow Gauge Railway station there.



A 21st-century terminus for the modern-day Welsh Highland Railway. FF&WHR



Original York station uncovered by archaeologists

AS the heritage sector's latest and most modern station terminus, remains of York's first station have been rediscovered during building work on a new housing development.

A team from LS Archaeology, along with workers from Squibb Demolition, oversaw the excavation of modern built-up layers on the site of the 1840s station until the level containing remains including platforms, turntables, other buildings, and drainage systems was reached.

The remains date from the era of 'Railway King' George Hudson, who

played a central role in developing the city as a transportation hub.

The first station in York, a wooden structure in Queen Street, designed by George Townsend Andrews was superseded by the current station in 1877.

A turntable excavated from the site will be included in the landscaping of the new Hudson Quarter in Toft Green.

Contractor Caddick Construction has just started on site to develop 127 luxury apartments, 34,500sq ft of office space and 5000sq ft of

other commercial uses, located in four buildings around a landscaped central area.

Neil Sinclair, CEO of site developer Palace Capital plc said: "The archaeological work on the site has been very important to us, as we were very aware of the significant location of the site."

"We are very excited at the prospect of incorporating the turntable into the Hudson Quarter landscape for future generations to enjoy. It will be a fitting reminder of the site's rich railway history."

Katie makes Fairbourne return for gala

By Roger Melton

ANOTHER 15in gauge former Fairbourne Railway locomotive is to revisit the line as the first confirmed visitor for this year's May 25-27 gala event, in the form of Heywood 0-4-0T *Katie* from the Ravenglass & Eskdale Railway.

Katie was purchased for use on the line from the Llewellyn Miniature Railway Co at Southport in 1923 by the Barmouth Motor Boat & Ferry Co for £100, but it did not prove to be successful, having severe shortcomings in its steaming capability and it was scrapped by 1926, with the exception of the frames and wheels, which were converted into a wagon.

Saved

Its life at Fairbourne was not without event. As its driver was backing the engine into its shed one night he ducked his head while passing through the door, but his overalls caught on a sticking-out nail and he was left dangling from the rail in the doorway, while the locomotive continued through the shed and through the back wall!

The remains were rescued in 1974 by the Narrow Gauge Railway Museum at Tywyn, later passing to the RER, where it had operated from 1916-19. It has been rebuilt and fitted with a new boiler, and returned to steam in 2017.

Fairbourne veterans

Its return to Fairbourne means that all but two of the 15in gauge steam locos that ran there have now revisited in recent years, the two exceptions being G&S Engineering 4-6-0 *Prince Charles*, which is under overhaul at a private site, and G&S Engineering *Ernest W Twining* which currently resides at Rainbow Village, Shuzenji, Japan, although it is regarded as underpowered for the line there and is not used.

Completing the gala line-up will be 15in gauge 0-4-0 *Mountaineer* from the Windmill Farm Railway, and 0-4-0 diesel *Albert* from the Littlehampton Miniature Railway.

In 2018 the Fairbourne Railway carried 21,000 passengers, a record in recent years.

PRAGMATIC PRESERVATION

Gareth Evans talks to Chris Price, general manager of the North Yorkshire Moors Railway, who shares his views on a range of issues affecting the sector – and also what he's doing to ensure the future survival of Britain's most popular heritage line.

It's 9am sharp and I've arrived at the North Yorkshire Moors Railway's (NYMR) Pickering head office, which is located across the road from the station. The sunny, bright blue sky mirrors the warm welcome I receive from general manager Chris Price, who kindly offers me a coffee. We head upstairs to his office – the meeting room being otherwise engaged.

It's the second time I've met Chris – we enjoyed what I call a 'coffee meeting' last autumn. Back then, we established that we're both quietly proud and passionate about what we do for a living and naturally tend towards a pragmatic, 'no-nonsense' approach. We also appear to share a similar sense of humour. Recalling poor experiences at the hands of

editorial staff on a local newspaper known to both of us, Chris quipped: "They could sensationalise the opening of a tin of beans!"

Chris is easy to talk to and like me, wants to get the work done, but also enjoys a laugh.

His neat but functional office includes comfortable chairs along two walls for visitors.

Photos and paintings adorn his office walls – including a BR Standard 4MT on the banks of the Mawddach on the old Ruabon-Barmouth line; an 'arty' black and white scene of a locomotive crew in action; a side-on view of *Talyllyn*; and a double-header of BR 4MTs amid the stunning scenery of the Moors. His doorstep is an old brake block – I like his style.

Career

■ *Heritage Railway (HR)*: I always say people's experiences shape their attitudes and beliefs.

Tell us about your career, starting with how you became involved in the heritage railway sector.

■ Chris Price (CP): From the age of 16 onwards, my volunteering CV included Didcot, Tyseley and the Talyllyn (TR). I enjoyed being part of the cleaning gang at Didcot in the 1980s. I remember fondly lighting up a Castle and also digging out the smokebox ash of *King George V* after it came in on a railtour.

I was predominantly a TR volunteer – and if I'm honest, that's where my heart is and always will be. I still enjoy driving there periodically.





No. 80136 handled the winter half-term services with a shorter set of five coaches – an appropriate length of train for a Standard tank. The train is seen climbing across Fen Bog to Goathland Summit with the 3pm Pickering to Grosmont service on February 22. Unusually facing north, the 2-6-4T had been turned twice that day on the turntable at Pickering. CHRIS GEE

Aged 18, I joined the RAF. After just shy of 11 years' service, I left as a technician in 1994. I joined the TR as a member of staff and ended up being the workshop supervisor at Pendre Works. Between 2004 and 2012, I was general manager of the Fairbourne Railway. My ambition was to make it the best little beach railway it could be. I learned the daily challenges associated with tourist railways.

In August 2012, I joined the Workers Education Association of North Wales, an adult community learning college, as estates manager. When an all-Wales body was formed, I became the project manager.

During that process, I was offered the chance to become general manager of the TR in December 2013. I enjoyed it there a lot. I would like to think I was an agent for change, but the actual change and the development of that has been done by others – probably far better than I could have done as I was so entwined with the organisation. Others have come in with the advantage of being unknown to a certain extent.

I congratulate Stuart Williams for all he's achieving at the TR as GM. We're seeing it become more prominent – and that's a great thing.

My two years at the TR were good for me and the line – and I like to think it was good for the NYMR.

The opportunity came to attend an interview at the Moors and I took up the role of GM in September 2015.

Walking a knife edge

■ **HR:** What were your first impressions? Can you explain some of the changes you've implemented?

■ **CP:** There were no major problems when

Left: A stunning Moors composition: Framed by the bridge, complete with the detail of the stonework, the gate and the different colours of the foliage and the blue sky, the engine can be clearly seen, with its healthy exhaust. North Eastern Locomotive Preservation Group-owned LNER Q6 0-8-0 No. 63395 is seen at Moorgates with the 10.30am Grosmont to Pickering service on January 1, 2019. Behind the locomotive is 1935-built LNER Coach Association-owned Gresley Brake Third Open No. 43567.

CHRIS GEE

I came through the door here. There were internal issues I felt needed sorting out. Inevitably, when a new GM comes in, things will be done differently. That isn't to say they were done wrong before, but as GM you're expected to lead with your own style.

As such, there had to be changes – including in the style we do things and also some fundamental assumptions on the way the railway was run had to be challenged and I believe they were.

We're now in position where we are reasonably comfortable about our financial situation. We have locomotives available to pull trains and we've removed wheelflats from coaches. In short, a lot has been achieved in a relatively short space of time – I believe I've set the NYMR on a safe path. It doesn't mean we're complacent. We have to bear in mind for example, that we're currently experiencing quite high levels of publicity thanks to the TV programme – another six-episodes are to air in April (see advertisement page 75).

That's bearing fruit at the ticket office. Where we've got to be careful – and this is where management comes into it – is we've got to have a soft rather than a hard landing when that publicity wanes.

We're being prudent in budgeting; we're keeping an eye on our primary product – which is steam engines on the front of trains – and doing everything we can to ensure that future is sustainable. Coal of course, is a big issue on that note.

Managing a heritage railway is not like a normal business in that it's a museum on wheels – and as such, it comes with a lot of similarities to a museum. In fact, we are an accredited museum.

We have to be mindful of that. We have up to 1000 volunteers and at times up to 150 staff – so there are a lot of opinions out there. What you can guarantee is that very few of them agree. What they are unified on is that members of the management team haven't a clue what they're doing – and they're probably right because all we're doing is our best.

That's the challenge – managing a lot of people, who have lots of different dreams and aspirations. To a certain extent, they all have different ideas of where the NYMR should come and where it should go. There are

“That's the challenge – managing a lot of people, who have lots of different dreams and aspirations. To a certain extent, they all have different ideas of where the NYMR should come and where it should go. There are extremes in all that. Some want it to be run purely as a business in a business-like manner – and others want it run museum and heritage-like.”

extremes in all that. Some want it to be run purely as a business in a businesslike manner – and others want it run museum and heritage-like.

That NYMR 'is what it is' is dictated by its length to a certain extent. It's become a railway which carries a lot of people and it enjoys the fruits of that because it maintains a line that's 18 miles long. We have to remind ourselves that that is what we're here to do – to preserve a railway. We also have the objectives of the trust – the main one being to educate people about railways of the past and we're mindful of that. However, the bottom line is we're the NYMR – that's the priority. Of course, we need locomotives and coaches to aid that.

There is a belief that the NYMR wants to be this commercial people mover. It does not. It's a railway which has to find an awful lot of money every year to maintain 18 miles of railway. That drove the necessity for it to carry a lot of people.

We could be more 'preservationist' and 'enthusiast' – if we were a shorter railway. If we were four to five miles long, still carrying a significant number of people, but obviously not the same amount, clearly we would have more money to invest in locomotives and coaches.

While we have to invest £1.2 million into our railway's infrastructure, it inevitably means we have to keep the income levels high to support it. It can do – it works. What we can't do is change that business model significantly without something giving. That would be running fewer trains, with a smaller organisation, but likewise that 18-mile railway still needs maintaining, so the ability to become that pure heritage railway is very difficult.

Preservation reality

■ **HR:** You appear to have been taking what some might regard as a pragmatic approach to the rolling stock, including finding new homes for items which are unlikely to be restored in the foreseeable future. Is that part of your philosophy?

■ **CP:** The word 'preservation' is sometimes a millstone around our neck as what's become apparent is that we can't preserve everything. I think the movement is waking up to the fact it's unsustainable to have everything working all the time. It's tragic but inevitable that we're

now having situations where engines have been restored from Barry scrapyards condition – and we’re now having to restore them again because they’ve been left in sidings as there was no money available to keep them operational or there was no shed to store them in.

It’s walking a knife edge. We’re now hailing it as a great thing when we drag them out of those sidings for restoration again. We’ve effectively gone full circle – we’re preserving things from ourselves.

To a certain extent, we’ve got to realise that we’re managing heritage. What we’re not doing anymore, I believe, is preserving everything as it’s not possible. We no longer have the resources to do so. Of course, the mentality – quite rightly – of early preservationists was to save everything that was dying. We were saving an era of steam. That doesn’t necessarily mean we’re against preservation or heritage, but it does mean we have to carefully balance the pennies which are available and if we don’t, the whole thing comes crashing down.

It’s incumbent on us to be more fluid and less protective of the coaches and locomotives we have. If we’re unable to preserve and care for them, personally I feel that if there is somebody out there who can, we should allow them to do it. Even if we do technically own something, in reality all we are is the temporary custodians for the next owner.

That should be the pragmatic view of all heritage rolling stock. I think being honest with ourselves and admitting we cannot look after this is itself an honest act of preservation if you subsequently let it go to someone who can. It shouldn’t be seen as a failure – it should be seen as part of the process which keeps these things maintained and looked after.

You don’t buy a car and every time you’ve finished using it, leave it to rot on your lawn. Very few people scrap cars – they tend to find the next owner. If we judged heritage railway stock in the same way as classic cars, we would probably be better preservationists. Someone looks after it until they’re no longer able to and then they sell it to somebody else, who in turn looks after it etc. The car’s value is dictated by

its rarity and desirability. However, what we tend to do in the heritage railway sector is buy tarpaulins that fit.

We can preserve everything, but we can’t maintain everything. That’s the point – it’s not the act of preservation that’s fallen down, it’s the realisation that we do not have the resources to maintain every single item of equipment that’s been preserved.

■ **HR:** Is the recent departure of NER Luggage Composite No. 1111 to Kirby Stephen a prime example?

■ **CP:** Yes. It’s a coach which has bucket loads of heritage to it, but its restoration and maintenance had not progressed as it should do here. When its owners, the LNER Coach Association said a home had been found for it, where it could be looked after and kept undercover, that is a prime example of railway preservation working as a unit for the best interests of the artefacts it holds.

It shouldn’t be seen as a failure by the NYMR to have achieved its aim to have this coach running on the line – it should be seen as an act of moving forward with the restoration.

There is still space for those vehicles. I think the heritage set – the teak set – is important, plus we’re an accredited museum. I don’t want others to wrongly start thinking we’re wiping away heritage. The balance with all that is that heritage sells. We’re not a railway in the sense that you turn up at Pickering station to find a modern Class 170 DMU ticking over and we take you to Whitby and back.

Part of our unique selling point is heritage and that re-creation of the past. However, we have to accept the inevitability that there is a balance there. Some people will feel the balance has tipped too far one way, but equally I find people who’ve said it hasn’t tipped far enough. I think on balance we’re not doing too bad.

We’re bringing things like unique Metro Cammell first class parlour Pullman car *Garnet* back into operation – that’s a pure act of preservation. We’re also restoring teak buffet car No. 641 at the moment – it’s currently away at DC Engineering in Shildon.

We have a programme of maintaining the

teak coaches. We’re working with the LNERCA to ensure what we have is manageable, so we can look after what we’ve got.

What you can’t confuse that with is the NYMR should have a policy of only operating LNER or its predecessors’ coaches – it shouldn’t be a microcosm. It can’t ever be. That’s the point – the NYMR cannot be a model railway layout. We can’t pick a theme and be that – we don’t have the ability to do it. If we tried to do it, it would be business folly.

When you’re building a model layout, you can choose a station, a line, a moment in time and decide that’s what you’re going to be. It’s very difficult to do that when you’re balancing the pressures of tourism. While some people may regard tourism as a dirty word, we are in the tourist industry as much as we’re in the preservation industry.

The vast majority of the people who interact with this organisation are not rail enthusiasts. Therefore, you have to be mindful of not only what we as enthusiasts want – and I include myself in that as I am one – but also that balance of supplying enough income to do almost what the preservationists want. We’ll never please all the people all the time – it’s impossible.

Locomotive strategy

■ **HR:** Tell us about your locomotive strategy, your approach and your relationships with owners. What changes have you implemented?

■ **CP:** We have to be careful that we not only manage locomotives as assets, that we properly recognise them as liabilities. If we focus purely on the asset nature of the locomotive, we can lose sight of ensuring it has a rosy future. I would argue *Dame Vera Lyn* is a prime example of that – where we’ve been using the asset without managing the liability. When it came up for overhaul, there wasn’t finance or resources available and because it was deemed to be an expensive task, it languished. We are bringing *Vera* into the budget this year, so we’re making inroads into that project this year. The volunteers are working hard and making very good progress. It’s only a matter

FACTS & FIGURES

300,000 The number of passengers carried per annum on the North Yorkshire Moors Railway.

98% Steam availability during 2018 season.

1000 The number of volunteers on the NYMR books.

2045 The year civil engineering work has been planned up until.

Chris Price:
“A lot has been achieved in a relatively short space of time – I believe I’ve set the NYMR on a safe path. It doesn’t mean we’re complacent.”
NYMR



Shortly after arriving with the last train of the evening on October 22, 2018, SR Schools class No. 926 *Repton* sits in the darkness which surrounds Pickering station. Over the past winter, the 4-4-0 received a bottom end overhaul, which included returning the tyres. JAMES KINDRED



Thompson B1 4-6-0 No. 61264 departs Whitby with the 11.40am Whitby to Pickering service on November 3, 2013. Providing a reminder of some of the town's attractions for visiting rail passengers, *The Mary Ann Hepworth*, Whitby's vintage lifeboat which today runs trips around the harbour and just off shore, is sailing down the River Esk keeping pace with the LNER locomotive. CHRIS GEE

of time before our locomotive department staff start looking objectively at *Vera* again, which is a nice situation to be in.

That's come about because we've changed our attitude towards locomotives. We're now looking at how we manage the liability so that when an engine comes up for overhaul, it doesn't languish. It may have to wait a couple of years, but it's a managed period – it won't be forgotten. To achieve that however, you have to have a healthy balance between the locomotives you own – or the liabilities you carry – and the locomotives belonging to the owning groups. I don't believe in hiring an engine off somebody and that's the end of the relationship. That's not our attitude – ours is how do we work with these groups so they can achieve their objective of preserving their locomotive and we can achieve our objective of having their locomotive available for use.

That's the fundamental change in attitude. We no longer strive for a percentage of our own engines and a percentage of hire. We now strategically manage that provision of locomotives and we do what is right to maintain our unique selling point, which is steam engines on the front of trains.

For instance, this year we're going to be using hired engines to the rate of 55%, while our own fleet will only cover about 45% of the mileage. That's strategic as it enables us to take a breath at the MPD. We don't want overhauls hitting us all the time and we don't want to start putting 12,000 miles on our locomotives every year.

Repton's only been in traffic two years, yet this past winter it's practically had a full bottom end overhaul, including turning the tyres. Some people may ask why an engine is only lasting two years on the NYMR, but they may not realise it's clocked up 24,000 miles in that time. There are engines out there which are doing 10 years between boiler certificates which aren't doing 24,000 miles.

The mileages our engines do are considerably greater than a large proportion of heritage

"That should be the pragmatic view of all heritage rolling stock. I think being honest with ourselves and admitting we cannot look after this is itself an honest act of preservation if you subsequently let it go to someone who can. It shouldn't be seen as a failure – it should be seen as part of the process which keeps these things maintained and looked after."

railways, so it isn't that the NYMR 'thrashes' engines – the NYMR uses them a lot. That's the bottom line. Therefore, we have to be mindful of that.

Our engines, hired or owned, are looked after very well indeed. However, the approach is now far more about how we maintain the provision. Ironically, I think we're going into the main 2019 season with 11 locomotives available for traffic.

In my first year here, we had a situation where we were so desperate for locomotives that at one point during the season, I was told by my traction and rolling stock manager that the only engine available to cover the entire service the next day was a Class 37. At 6.30pm that evening, he called me to say that had just failed. That is no longer the case. It was only thanks to the determination of our mechanical engineering staff that the service ran the next day.

Steam availability in 2018 was over 98%, so we had very little disruption, even though we went through a hot, dry spell.

We're also now catching up with carriage provision. Again, in my first year here we were down to two six-coach sets. We're now up to full strength sets – we can even strengthen to eight car sets if required. However, we can't pull any more than seven coaches due to the 1-in-49 – you can, but

you'd have to have a 9F on every train.

■ **HR:** 9F No. 92314 is due to come on stream this year. What's the story?

■ **CP:** It's mainly been brought in because we recognise that putting class 5s and occasionally class 4s on our dining set, which comprises up to eight heavy Metro-Cammell coaches, is not desirable. A class 4 is at its maximum to take eight coaches up the 1-in-49 climb – and even a class 5 has little left in it. Steam is required due to the high price we charge for tickets.

A class 6, 8 or 9 would be ideal. Therefore, when Howard Self approached us with the chance of finishing off the restoration of his 9F, we snapped his hand off. This is where the managing the asset comes in – we've now got that asset for a fixed period of time.

Howard could take his 9F elsewhere once that contractual period is up. That brings our thoughts to *Vera* – which is now being strategically managed to be ready for when the 9F may come out. *Vera* is a War Department 2-10-0 9F and as such it will be able to drop into that role.

By recognising the need for that class of locomotive, we've built a business case for *Vera* again – which hasn't existed for quite some time.

■ **HR:** You've recently welcomed small industrial locomotives to your fleet. RSH *Eustace Forth* was hired over the winter

months from Foxfield, while Cockerill 0-4-0VBWT *Lucie* and Bagnall 0-4-0ST *Constance* have become resident on the NYMR. What's the plan?

■ CP: There's no business case. They're purely heritage, 'nice to haves'. While we've been accused of not being 'diesel-friendly', we've not been criticised for being 'big engine friendly' – when the reality is that's exactly what we are. We're not 'friendly' towards small engines as they can't haul seven coaches up the 1-in-49.

There is though, a place for doing things which are fun.

Former East Brussels Tram *Lucie* is fast approaching completion at Grosmont. It is owned by NYMR traction & rolling stock manager Paul Middleton, affectionately known as Piglet, and his family.

Constance has a tenuous connection to our locality as Bagnall used to own Grosmont brickworks. The intention is for it to carry that livery as No. 1 or No. 2. The chassis is being restored at owner's premises, while the boiler is being overhauled at Grosmont. It is estimated it will be complete in two to three years.

Diesel traction

■ HR: Is there a place for diesels at the NYMR? What's your view?

■ CP: There's a perception that the NYMR is not diesel-friendly, but that couldn't be further from the truth.

We've not had a diesel gala for the last couple of years because quite simply, we had to prioritise. As a business, we had to overcome our steam crisis, which meant we had to work hard to re-establish our reputation as a steam railway.

That doesn't mean however, that we're anti-diesel. When the time is right, we'll do it and it will be a very good one. We're looking

possibly at holding a diesel gala in 2020.

If you do a diesel gala and you find a steam engine in the middle of it, you've failed in my opinion.

I didn't feel we were set up to do a gala, let alone a diesel gala at one point. There's a difference between what our current priority is and our attitude. Our attitude towards diesel is that it's part of the heritage sector, one we have to recognise and satisfy.

We're a heritage railway and that means we have to use diesels – but we also recognise – and I appreciate some readers may not like me saying this – more of our core passengers prefer steam to diesel. You only have to stand by the ticket office for 10 minutes to find out the most commonly asked question is whether it's steam. If you ignore that, we cannot maintain the 18 miles of railway. All the questions of whether we're steam or diesel-friendly become academic if we haven't got a railway.

What we're trying to become is a railway which plans for 10 years – not a railway that plans until next year. We take a pragmatic view to all traction. We have timetabled diesel trains throughout the year – and our busiest timetable relies on diesel services.

■ HR: What's the status of the two Class 101 Diesel Multiple Units (DMU) based on your line?

■ CP: Privately-owned No. 101685, plus NYMR-owned centre car No. 59539, named *Daisy* from its time on the Conwy Valley Line, is operational. We're having discussions about its future, as well as No. 101680, the two-car set we own, which is currently non-operational. We have identified the need for a DMU on the NYMR, so in some ways when you produce a business case for something, that ensures its future.

Unfortunately, No. 101680 is already into a

restoration job, rather than an overhaul.

■ HR: What would you see DMUs being used for?

■ CP: Off-peak diagrams. I actually believe the best way of seeing this line is from the seats either behind the driver or the rearmost row in the back car of a DMU. They have the biggest windows, lovely diesel heating, the windows don't steam up as much and the seats are nice and bouncy.

Maintenance facilities

■ HR: We've carried news stories about your off-site workshop, which is overhauling bogies and brake components. Does that form part of the strategic plan too?

■ CP: It's become apparent that while we're very geared up towards maintaining coach bodies, we've relegated ourselves to overhauling coach bogies out in the rain and sometimes under tarpaulins. It became clear that a maintenance liability is building in Mk.1 coach bogies.

We could have gone one of two ways. We could have built another shed on site or extended an existing building. We decided however, that we needed an engineering facility dedicated to overhauling bogies and coach components. Because it's going to be standalone and managed within its own structure, we're going for ISO9001 accreditation. That will mean we'll be working to an accredited standard, which is important as we go on the national network – but at any rate, a bogie should be maintained to that standard.

It's primarily there to support our own coach maintenance operation, but if it becomes something we think we can develop commercially, then we will. We hope we're heading towards the service exchange concept, meaning we'll have a stock of Mk.1 bogies which we can swap and keep them serviceable – a production line if you like.

We're also overhauling vacuum brake cylinders and components. A CNC machine is on site too. We want to start manufacturing our own locomotive boiler stays, so it's become a general engineering facility.

The business case is for it to support the railway – not to make any money. We're currently at the time and motion phase, understanding how much it costs to overhaul a bogie, so we can start breaking that down.

■ HR: What's the latest on your new carriage shed?

■ CP: It will be huge – big enough to keep 40 coaches undercover. It will be on a site adjacent to the railway about ¾ of a mile from Pickering.

It's vital for the railway. It will cut down the maintenance liability. Our operational fleet will be undercover during the winter and our heritage fleet will be stored there as required.

That's another act of preservation. It's not just about getting the paintbrush out – it's important to ensure things are looked after.

Also, to maintain the railway, we can't continue to employ more and more staff. We're heavily reliant on volunteers, but we can't rely on them completely.

It's still reliant on DefRA (Department for Environment, Food and Rural Affairs) and the National Lottery Heritage Fund (NLHF) coming up with the money. We will hopefully find out in the coming weeks.

We're assuming our grant applications will be successful – we've cancelled half-term running for the bridge replacement at Goathland. That



According to Chris Price: "Part of our unique selling point is heritage and that re-creation of the past. However, we have to accept the inevitability that there is a balance there." LNER B1 No. 1264 departs Grosmont with a train to Pickering on August 24, 2018. Owned by the Thompson B1 Locomotive Trust, the 4-6-0 is main line-certified. MICHAEL ANDERSON



Chris believes the benefits of operating on part of the national network far outweigh the NYMR's exposure to some risk. Class 25 D7628 *Sybilla* pauses at Glaisdale with the 12.09pm Battersby to Whitby service on September 30, 2017, while a Northern Class 156 DMU No. 156444 heads west with a Whitby to Middlesbrough service. CHRIS GEE



After an absence of many years, smaller engines have recently joined the NYMR fleet. The unsung hero of the 2018 Santa trains was Robert Stephenson & Hawthorns 0-4-0ST (7063/1942) No. 15 *Eustace Forth* which was employed on steam heating duties at Pickering. The former CEBG locomotive was resident on the line for a short time from 1972. TOM HOUSEMAN

will be the first really big thing to happen, along with the repair of the other two bridges.

The 'first sod' is also expected to be cut on the new carriage shed next winter. While it will mainly be done by contractors, it requires the assistance of the S&T and PW departments, as well as finance of course – managing the cashflow will be important.

Money remains tight and will be for quite some time. We wait with baited breath for the NLHF decision. We've done the final adjustments. The NLHF project is going to create quite a challenge as we'll have to match fund that. We're very confident we can do it, but the railway has to be careful it doesn't exceed itself financially in the next four to five years while it's got a huge project going on.

TV programme

■ **HR:** Some might say opening your operation to the microscope of TV cameras for Channel 5's *The Yorkshire Steam Railway: All Aboard* is an incredibly brave thing to do. How have you found it?

■ **CP:** As an enthusiast, it makes my toes curl up in my shoes, but as a medium to tell the world about the NYMR, it's fantastic. It's not a TV documentary – it's a TV show which highlights the NYMR to a mass audience. I make no apologies to enthusiasts, who will find continuity errors galore. That's not the point.

I also believe it's good for the movement as it gives a more comfortable face to the world – they've been careful to keep away from the 'bunch of trainspotters' image. They do like colourful personalities. I like the fact they're focusing on the fact we are running a heritage attraction with old equipment.

If people watch it as a TV show, they'll enjoy it – but if they expect a documentary about the history and intricacies of the NYMR, they'll be sadly disappointed. They have to remember what it's doing – it's part of that commercialism against heritage balance. It's ensuring we have the finances to support our NLHF bid and it's making sure we don't have to use reserves to maintain the railway.

That's part of my remit for the next five years – we've got to make the railway run with the money it generates itself. We cannot rely on external funding as that's got to go towards the NLHF bid. That will secure the line's future for many years to come.

■ **HR:** What advice would you offer other heritage lines should they ever be approached about the possibility of making a TV programme based on their line?

■ **CP:** Go into it with your eyes open and realise why you're doing it. Remember that you're not completely in control of it – the people filming it are. How you think you may be perceived because you've been filmed in a certain way is not necessarily how they will turn it to be perceived on the TV. They're able to use soundbites to generate a story they want.

We have what's called 'editorial consultation' – they give us the first cuts and we're able to comment on what should be changed. We haven't got the ability to remove entire shows. However, they very much bear our opinion in mind – they've respected our wishes to not use certain segments. I feel Darlow Smithson Productions Ltd have done an incredible job on this. They're great people to deal with.

Main line operations

■ **HR:** You run timetabled trains along the Esk Valley Line using steam and heritage diesel traction. How's the operation performing?

■ **CP:** The main line operation is going well. We've recently had our safety operating certificate renewed for another five years – so the ORR (Office of Rail and Road) is happy with us. We now have firm rights to run into Whitby from Grosmont and permissive rights into Battersby. That means our timetable is nailed on into Whitby, but we have to put pathing requests in for Battersby. The main reason we maintain the latter is now for loaded test runs for locomotives. We keep a small number of crew members competent for the Battersby run, but the core commercial section is Whitby-Grosmont.

We also support the North Norfolk Railway's (NNR) trains from Sheringham to Cromer. That sits under our safety certificate. It's run by NNR crews, who are assessed under our competency structure, so they're passed out as NYMR crew for that section of line. Clearly, they wouldn't be able to work Grosmont-Whitby, but when they pass over that level crossing in

Sheringham, they become NYMR crew.

It's a joint NYMR-NNR operation on a non-commercial basis as friends.

The NYMR is a bigger organisation because of it, turning over about £1 million more per annum than it otherwise would. Running to Whitby carries more liability, but it brings us to tables we wouldn't otherwise be at. For example, we now have regular stakeholder meetings with Network Rail and we also now have interactions with the Association of Community Rail Partnerships through the Esk Valley Railway Development Company. I now sit on the board of the latter, which in turn means we interact with our locality. We're also part of the tourism economic steering group in York.

Another benefit is that rolling stock standards have risen. Regardless of whether or not they go on the main line, all our locomotives are maintained in the same way.

■ **HR:** Are you happy to share any passenger numbers with us?

■ **CP:** We carry 300,000 passengers per annum – only about 30,000 don't make the full trip into Whitby.

The majority of passengers start their journey from Pickering. The early trains from Pickering are very busy, as are the late departures out of Whitby. I would acknowledge that to a certain extent, it has changed the character of the NYMR, but if it makes the Moors a safer and more sustainable operation for the future, then surely that's a good thing.

The operation has almost become part of a tapestry, but in reality it's quite an achievement.

It also puts constraints on us. We're now interacting with Northern trains – delays to its services can have a knock-on effect on us. It's often said we can have a delayed arrival into Pickering due to bad platform allocation at Leeds or Sheffield station. Yes, it exposes us to some risk, but I believe the benefits far outweigh it.

"What you can't confuse that with is the NYMR should have a policy of only operating LNER or its predecessors' coaches – it shouldn't be a microcosm. It can't ever be. That's the point – the NYMR cannot be a model railway layout. We can't pick a theme and be that – we don't have the ability to do it. If we tried to do it, it would be business folly."

Camping coaches

■ **HR:** In what remains a fairly rare sideline for a UK heritage railway, you offer holiday accommodation, including in camping coaches. Are they popular?

■ **CP:** We offer holiday accommodation in Grosmont station house and in our camping coaches at Levisham and Goathland.

I've experienced all three – each has its own merit. The thrill of sleeping in a station technically built by Stephenson; being able to sleep in a coach at the top of Grosmont bank and listening to locomotives working hard as they go past your window at Goathland; but also the solitude of Levisham and the ability to open the curtains in the big picture windows in the carriage ends is unforgettable. I've seen deer in the meadow it overlooks. Lying in bed and watching a Standard 4 going past your window is also something quite special!

The take-up is fairly average for holiday lets. Free travel on our line is included in the seven-day lets – it's a fantastic offer, especially for enthusiasts.

It brings in some money to the party but not a huge amount. It's another thing we do more for the fun of it than the profit it makes.

The NYMR is a sum of its collective parts. When people board the 9.25am from Pickering and return on the 4.30pm from Whitby, they've not really experienced the NYMR. It's something they should take time to enjoy – visit Goathland village for example, or go for a walk from Newtondale Halt. Personally, I would come here for three or four days – there is so much to see and experience. If you've not had time to even walk down to the locomotive sheds at Grosmont, I would argue you've probably missed out.

“We have to be careful that we not only manage locomotives as assets, that we properly recognise them as liabilities. If we focus purely on the asset nature of the locomotive, we can lose sight of ensuring it has a rosy future. I would argue *Dame Vera Lyn* is a prime example of that – where we've been using the asset without managing the liability.”

Skills

■ **HR:** How are you finding the recruitment of volunteers and staff? What steps have you taken?

■ **CP:** We haven't seen numbers of volunteers wane – what we've seen is the demographic change. They're older – and we're losing people in their 40s and 50s that we were so reliant on in the past. In some ways, the NYMR's high level of staffing makes us more secure for the future as we can absorb those peaks and troughs – but it is a worry.

It's encouraging to report we're seeing increasing numbers of younger people wanting to join us than has been the case for many years. That highlights the importance of things like the TV programmes to keep us in the faces of younger people and to be seen as a friendly and less cliquey set-up – that's important for all heritage lines.

As far as skills are concerned, the NLHF bid addresses that. We're setting up a new apprenticeship scheme, which we'll hopefully be recruiting for in 2020.

We're mindful too that it's not just the traditional specialist engineering skills like locomotive fitting and boiler work from the Boiler & Engineering Steam Training Trust

programme – we also need to ensure we've got administration, finance, operations and civil engineering staff for the future. Succession planning is essential.

Financial management of a company of this size is key. In the wider business world, it's not a huge company, but in the heritage railway sector it's in the top 5% in terms of its financial turnover, which makes us quite a big animal.

■ **HR:** Outdated legislation in the form of the Employment of Women, Young Persons and Children Act (the 1920 Act) has already become a significant constraint on recruiting young volunteers under 16 on some heritage lines. What's the minimum age to start volunteering at the NYMR?

■ **CP:** We've been quite brave in that we've not had a blanket stop of anyone volunteering under the age of 16. We believe we've minimised the risks in the way we manage our volunteers under 16. Between the ages of 14 and 16, they're part of our young volunteers' scheme, which is managed as a recognised scheme. It's not so much them coming to work – more them coming to experience the opportunity of working on a heritage railway and as such we believe, we're



The North Norfolk Railway's main line operation between Sheringham and Cromer sits under the NYMR's safety certificate. It is run by NNR crews, who are assessed under the NYMR competency structure on a non-commercial basis as friends. BR 4MT 2-6-0 No. 76084 is seen at Sheringham's main line station on June 7, 2017. GARETH EVANS

not contravening the 1920 legislation.

We don't allow them the normal levels of supervision or put them on the roster until the age of 16. It works well. We've had apprentices who've started here as young volunteers – so not only is it good for recruiting into the volunteer network, it's also great to find suitable people for our team of staff.

We have quite a young average age in both our carriage and wagon and motive power department.

The average age of the 20 plus full-time staff at Grosmont MPD is 40. That gives us hope for the future.

I sit here quite optimistic about the future. We are maturing as an industry – we are starting to manage things in a more long-term, strategic manner. We actually have infrastructure work planned to 2045.

This year, I've been involved in heritage lines for 38 years, so I feel I'm able to say I've seen its attitudes change.

Future

■ **HR:** How do you think the internet will change your railway and the wider sector?

■ **CP:** Due to online booking systems, we're having to look far more at that to make our business far more resilient for the future. That will include ensuring each seat is occupied. Look at the Jacobite model, which is sold by the seat, as you would a railtour.

If in 25 years' time, the Moors is running three trains per day and it's still the same size it is today, the only way it's going to be sustainable is if every one of those seats is occupied – and probably eating lunch at the same time.

That's where we're going – as coal becomes more expensive, I believe we're going to have to rationalise what we do and make it more high quality. Due to online ticketing and the ability to do individual seat bookings, we're currently looking at our Mk.1 sets. Our ambition is to have three identical sets – hence our purchase of an RMB, No. 1880 from the East Lancs Railway.

Online ticketing is a quiet revolution which is happening to this industry. We're currently trying to use pricing to move people onto the quieter trains in the middle of the day too.

The reality is that the days of turning up, buying your Edmondson card ticket and rushing to grab your seat are going because we've got to ensure each seat is sold. There will always be a place for the old Edmondson ticket, however.

■ **HR:** Coal is undoubtedly a major issue affecting the sector. What are your thoughts?

■ **CP:** It's occupied a lot of my time in recent months. Between us and the Severn Valley, we will soon be burning over 10% of the UK's lumped coal production. It's something I never thought I'd say. If the DEfRA ban comes in, our coal industry will shrink from 140-150,000 tonnes per annum to a maximum of 40,000. The only lumped coal will be the heritage sector.

The big challenge is to ensure heritage railways don't get left behind legislatively. That's why it's important we support the Heritage Railway Association in lobbying Government to ensure no legislation is passed that prohibits is from burning coal.

As it stands, DEfRA's ban doesn't actually prohibit us from burning coal in any shape or form. Because we're mindful of the environmental impact and the question mark



"There is so much to see and experience. If you've not had time to even walk down to the locomotive sheds at Grosmont, I would argue you've probably missed out," said Chris. Pictured awaiting departure from Grosmont on August 21, 2015 is LMS 'Black Five' No. 45428 Eric Treacy. GARETH EVANS



The majority of the 300,000 passengers the NYMR carries each year start their journey from Pickering – only about 30,000 don't make the full trip into Whitby. Passed for main line running and acquiring the nickname 'Pocket Rocket' for being small but powerful, BR 4MT 2-6-0 No. 76079 is seen beneath the attractive overall roof at Pickering on August 21, 2015. GARETH EVANS

over this so-called 'polluting for pleasure', we're now looking at what our environmental impact is by burning coal. It's becoming clear that running a steam engine through the North Yorkshire Moors National Park is probably less polluting than the road which runs alongside it.

As an industry, we have to be mindful of how we're perceived. I think photographs of black smoke billowing out of steam engines is something we've all got to be mindful of. We should be looking at white smoke – and don't leave diesels ticking over unnecessarily.

While we're not seeing coal prices increase this year, I think we have to accept that they will be rise significantly if we have to import it. We'll then be at the mercy of other countries' political situations – Germany isn't cutting back on coal production, and if anything, Russia is increasing production.

■ **HR:** What do you think the future holds for the wider sector in the long-term?

■ **CP:** I think that the end of steam railway

preservation is probably within sight – not in my generation and possibly not my children's generation, but I think the one after might well be saying good bye to steam.

If you cannot get coal or diesel, you cannot run a heritage railway. I think what we have to realise is that with the growth of electric cars and alternative fuels, sooner or later, the supply chain for the things we need to run our railways is going to dry up. This is the first shot across the bow to remind ourselves that we're not indestructible – and we have a fragile future, which has to be maintained. That goes back to my argument strategically managing assets and liabilities – as opposed to just being railway collectors.

Justifying the business actions of the railway probably does take up far more of my time than it should against the preservation argument. One acting exclusively without the other fails. The balance will tip like a seesaw from one to the other as needs arise. **HR**

HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

In a timeless GWR scene, Large Prairie No. 4144, visiting from Didcot, stands at the Severn Valley Railway's Bewdley station on March 20, with a 30742 Charters special. Resident GWR 2-8-0 No. 2857 can be seen on the right. JOHN TITLOW





BEWDLEY

4144

Steam Dreams to run an extra 56 London trains this summer

EXCLUSIVE

By Cedric Johns

IN addition to its set main line tours programme, Steam Dreams is to operate 56 extra trains centred around London this summer – starting with the first departure from Waterloo on Tuesday, June 4.

The tour promoter has planned four trains every Tuesday out of Waterloo for a 14-week period ending on Tuesday, September 3.

Three of the trains are planned as passenger services to Windsor for the benefit of overseas visitors and sightseers.

Departing Waterloo at 8am, 11.10am and 2.10pm, the 'Royal Windsor Express' will operate on a one-way basis. On arrival at Windsor and after delivering passengers, the return journey to Waterloo will be based on empty stock being prepared for the next departure. Passengers alighting at Windsor will be free to return to central London in their own time using tickets provided by Steam Dreams.

Haulage

Motive power is to be provided by a mixture of steam and diesel locomotives topping and tailing each train. Provisionally, the plan is based on B1 4-6-0 No. 61306 *Mayflower* leading out of Waterloo with the diesel at the rear which, because of no turning facilities at Windsor, will haul the empty stock back to the terminus.

Delighted by the return of his 4-6-0 and its inaugural performance to Bath and Bristol on March 7, Steam Dreams' managing director David Buck said: "The trip could not have been more perfect – the engine looked and sounded better than ever and the itinerary represented everything we hope to achieve in the future, with regular schedules and no diesel assistance."



After an extensive three-year overhaul, LNER B1 No. 61306 *Mayflower* made its first mainline passenger-carrying trip on Thursday, March 7, following test runs. Painted in its attractive apple green livery, the locomotive hauled 10 carriages from London Victoria to Bath and Bristol via Salisbury at the head of Steam Dreams' 'Cathedrals Express'. The 4-6-0 is seen heading towards Bath at Brassknocker Basin in the Limply Stoke Valley. DUNCAN SAVIDGE

The fourth Tuesday train, the 'Sunset Steam Express' is an evening departure leaving Waterloo at 6pm and will more or less follow the Surrey Hills route.

Accommodation will be divided into premium standard, first class and premier dining. It is designed to give visitors and the public an attractive alternative to dining out in city restaurants by enjoying a four course meal as they travel through pleasant countryside.

After Redhill, the 'Express' heads for Tulse Hill, Herne Hill and Brixton to arrive alongside the former Eurostar section at Waterloo, on Platform 19. There will be no water stop at Shalford.

In terms of steam, *Mayflower* is the booked engine for the Tuesday services, supported by one of Ian Riley's 'Black Fives' which is to be stabled at Southall as stand-by engine covering for the B1 when signed off for a boiler washout and routine maintenance during the 14 weeks.

Steam Dreams' itineraries

Turning to Steam Dreams' set programme, 'The Highlands & Islands Explorer' nine-day holiday trip to Scotland beginning on May 9 has loaded well.

As previously reported, the 'Explorer' leaves King's Cross for York behind

'modern' traction. Steam takes charge at York, with *Flying Scotsman* and *Mayflower* double heading to Inverness via Edinburgh.

Prior to that, a 'Cathedrals Express' sets out from Paddington on May 4, heading for Exeter, Paignton and Dartmouth picking up at Slough, Reading and Swindon. On Thursday, May 23, an 'Express' is booked out of Victoria for a trip to Cheltenham and Worcester, stopping at Staines, Ascot, Bracknell, Reading and Kemble. On Sunday, May 26, the 'Express' departs King's Cross for Lincoln and York, calling at Potters Bar, Stevenage and Peterborough en route to Lincoln.

GWR to run mammoth HST farewell charity tour on June 1

By Gareth Evans

FIRSTGROUP-owned train operating company Great Western Railway is to mark the end of using its High Speed Train fleet on intercity routes into Paddington with a special charity railtour on June 1.

GWR said details of the power cars to be used will be released nearer the time and will be subject to operational requirements. The tour

is divided up into several legs:

- Bristol Temple Meads to London Paddington, calling at Bath Spa, Chippenham, Swindon, Didcot Parkway, Reading and London Paddington.
- London Paddington round trip via Carmarthen, calling at Reading, Didcot Parkway, Oxford, Moreton-in-Marsh, Worcester Shrub Hill, Hereford, Newport South Wales, Port Talbot Parkway, Carmarthen,

Swansea, Cardiff Central, Gloucester, Swindon, Didcot Parkway, Reading and London Paddington.

→ The final leg will be from London Paddington to Plymouth nonstop.

Tickets will be available for the individual legs and a special whole day ticket – all of which will be non-refundable. There will be no part fares available for any of the legs stated.

Long Rock ticket holders will

be emailed a link on April 13 in order to purchase tickets for the railtour – sales will be limited to two per transaction.

Tickets will be sold on a first come, first served basis and any unsold tickets will go on general sale at 3pm on April 13.

GWR said fares will be released shortly. All profits from the railtour will go to the Action for Children charity.



No. 60009 *Union of South Africa* hauled the Railway Touring Company's 'The Cotswold Venturer' on Saturday, February 16 from London Paddington to Worcester. The A4 is seen here at Shrivenham. DAVID STUBBINGS

Union of South Africa boiler given 14-month extension

FACED by withdrawal from the main line when its ticket expired on April 9, LNER A4 4-6-2 No. 60009 *Union of South Africa* has been given a new lease of life after it passed an early boiler inspection and was declared fit to run for another 14 months.

However, the A4 is currently stopped for new piston and cylinder liners which are being fitted by Ian Riley at Heywood. According to owner John Cameron, the work will be finished and the engine ready for its booking

with the Railway Touring Company's York-Edinburgh-York 'Edinburgh Flyer' on Saturday, April 20.

In the meantime, John is busy arranging new bookings for the remainder of this year, which he said will be "mostly regular trips."

Work on the A4 meant it was unable to make its eagerly-awaited visit to the North Yorkshire Moors Railway to open the line's new season on Saturday, March 30. However, Bulleid 4-6-2 No. 34092 *City of Wells* was drafted in

from the East Lancashire Railway as a replacement (Headline News, pages 8/9).

John Cameron said that he is preparing to make a fresh planning application for his proposed visitors' centre in Fife, where he aims to place No. 60009 on static display once its boiler ticket has run out. Fife Council has so far refused consent.

A pair of 'streaks'

In late spring next year, two A4s will be in action. The Gresley Society's

commercial director Tod Slaughter revealed that No. 60007 *Sir Nigel Gresley*'s overhaul is expected to be completed by then.

No. 60007 will be moved from its current National Railway Museum home at York to the NYMR at Grosmont. It will be run in on the Moors before returning to the main line.

No. 60007 will be based at Crewe following its new association with Locomotive Services Limited.

UK Railtours plans to run day excursions using 'Big Four' named trains

FOLLOWING a practice of recalling famous named trains of the 'Big Four', UK Railtours has come up with three well remembered titles which will run in August.

The 'Irish Mail' departs Euston on Saturday, August 3 behind either electric or diesel power as far as Crewe, stopping at Milton Keynes Central and Rugby en route.

In a new venture for UKRT, the steam locomotive, selected from Locomotive Services' fleet, will join the train at Crewe and not only that, will be operated by Locomotive Services (TOC) Limited.

From Crewe, the 'Mail' passes through Chester and along the North Wales Coast Line to Llandudno Junction, where water is to be taken.

Having restarted and run under the outer walls of Conwy Castle, a brief stop is made at Bangor, before crossing the Menai over the famous

Britannia Bridge and on to Holyhead.

The tour includes an optional excursion by coach from Bangor to Beaumaris Castle – with passengers rejoining the train at Holyhead.

On Saturday, August 10, the 'Atlantic Coast Express' will be hauled out of Waterloo by Bulleid 4-6-2 No. 35028 *Clan Line*.

An 'ace' trip

Taking the South West Main Line as far as Basingstoke, the 'ACE' heads to Exeter via Salisbury, Yeovil Junction and Honiton Bank. Stopping at Exeter Central and St David's, the train returns on former GWR metals to Taunton, then on to Bristol.

Heading up Brunel's original main line as far as Bathampton, the 'ACE' runs up the Avon Valley to Bradford Junction, then via Trowbridge, Westbury and Warminster.

Two weeks later, on Saturday,

August 24, a London-Manchester regular, 'The Palentine', a train introduced by the LMS in 1938 and continued by BR until 1964, departs Euston with electric or diesel power as far as Crewe.

As with the 'Irish Mail', steam comes on, history favouring Crewe's 'Scot' – if available – the train restarting and heading on through Warrington and Wigan. At Farrington Junction, 'The Palentine' veers for Blackburn and Accrington, Burnley, Copy Pit and the Calder Valley.

Approaching Manchester via Rochdale, what amounts to a circular tour turns south across Chat Moss rejoining the West Coast Main Line at Winwick Junction.

By complete contrast, UKRT will be using London Transport's red-liveried 4TC four-coach former third rail unit powered by Class 73/1 electric locomotives working top and tailed

for a short series of four trips from Waterloo to Swanage.

A reminder of the early days of the Bournemouth electrification and push-pull working with Class 73s, the first departure leaves Waterloo at 8.45am on Sunday, July 18.

Swanage day out

Operated by GB Railfreight, the unit calls at Woking and Basingstoke, then takes the Bournemouth line from Southampton, running onto the heritage railway at Wareham.

Passengers have the choice of alighting at Corfe Castle, spending about three hours at Swanage, or taking advantage of reduced ticket prices for a ride behind steam on one of the local departures to Norden.

The remaining three trips departs Waterloo at 8.45am on Sundays August 4, 11 and 18. Standard class tickets cost £74.50.

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British India Line heads Nigel Dobbing memorial train

By Brian Sharpe

IN one of the most unusual main line steam workings of the year, SR Merchant Navy Pacific No. 35018 *British India Line* travelled from its base at Carnforth to haul a private charter train from King's Lynn on Sunday, March 17.

The train was arranged as a tribute to Nigel Dobbing, managing director of the Railway Touring Company, who died last October.

Nigel established the company in King's Lynn 22 years ago, and RTC has become the leading promoter of main line steam railtours in Britain, often running two or three trains every weekend, plus weekday trips in the summer season. The company is also well-known for its adventurous overseas tours featuring exotic steam traction in faraway places.

The private train took 84 members of Nigel's family, his friends, colleagues and people who supported him over the years, for a steam journey to celebrate his life and achievements.

Nigel had been eagerly awaiting the completion of the restoration of No. 35018 and he had arranged for it to

haul a leg of RTC's annual 'Great Britain' tour in April last year and he planned to travel on it. Ill health prevented him from taking the journey, unfortunately, and after he passed away it was decided that it would be fitting that No. 35018 should haul a memorial train for him. West Coast Railways supremo David Smith made the locomotive available for the memorial trip.

Melton Mowbray memorial

A stop was made at Melton Mowbray during the journey, for the unveiling of a memorial plaque in the station waiting room, by permission of Network Rail and East Midlands Trains with the help of their stakeholder and community rail manager Donna Adams. Nigel was born and bred in the town and acquired his passion for steam during his early trainspotting days.

However, the train nearly did not happen, because of serious flooding many miles away the previous day. *British India Line* and its seven-coach train were scheduled to leave West Coast Railways' Carnforth base at 8.58am on Saturday, March 16 – a day of torrential rain. After a 60-minute late departure, No. 35018

was finally on its way to a water stop at Hellifield.

It was the last train to use the route via Wennington for several hours and on arrival at Hellifield, the way forward to Skipton was blocked by floods. Other trains had become stranded further north on the Settle and Carlisle line.

It was not until 3pm after the floods had subsided sufficiently for the line to be reopened that the Pacific was given the right away to continue its journey, now 270 minutes late. The route was via Leeds Whitehall Junction, Doncaster and Peterborough and with less necessity to spend long periods in various loops on the Great Northern main line, 107 minutes were recovered. After running round its train at Ely, *British India Line* finally steamed into King's Lynn at 10.24pm; becoming the first-ever Merchant Navy to visit the town.

The memorial train on the Sunday took a circular route; travelling out via the Ely loop, Peterborough, Grantham, Nottingham and Syston Junction to Melton Mowbray and returning via Stamford. Originally it was thought the train would have to depart from the yard at King's Lynn and pick its passengers up

at Watlington, but thanks to last-minute intervention by Graeme Pratt, from Govia Thameslink Railway, it was possible for the train to depart from King's Lynn station.

A job well done by West Coast

On Monday, March 18, the train returned empty stock to Carnforth, but by a much more circuitous route – although with none of the drama of the outward run. From Grantham, the train took the Nottingham line, continuing via Trent East Junction and Stenson Junction to join the West Coast Main Line at Lichfield for the run back to Carnforth, arriving on shed at 10.38pm. It was a job well done by West Coast Railways, accomplished by the Pacific alone with no necessity for any diesel assistance.

The Railway Touring Company continues to operate its programme of overseas tours and British main line steam tours, now in the hands of Kelly Osborne, who has taken over as managing director.

Kelly said: "It was an incredible honour for us to be able to pay tribute to Nigel in such a public way. It's lovely that a plaque will now be in a visible position in a station which Nigel always regarded as his home station."

Rebuilt 'Merchant Navy' Pacific No. 35018 *British India Line* heads south on the Midland Main Line through East Midlands Parkway station and past Ratcliffe-on-Soar power station on March 17. BRIAN SHARPE





SR Merchant Navy Pacific No. 35018 *British India Line* passes Ashwell in Rutland soon after leaving Melton Mowbray, Nigel Dobbing's home town. BRIAN SHARPE



British India Line hauls the Nigel Dobbing memorial special into his home town station of Melton Mowbray on March 17. ROBIN JONES



The plaque on the wall of the waiting room at Melton Mowbray. ROBIN JONES



Pictured after the unveiling of the plaque at Melton Mowbray station on March 17 are: Kelly Osborne, friend and long-time colleague of Nigel's who is now managing director of the Railway Touring Company; Nigel's sister Linda Moore; and Nigel's three sons Ben, Martyn and Tim Dobbing. RTC



SR Merchant Navy Pacific No. 35018 *British India Line* departs from King's Lynn on March 17, with the Nigel Dobbing memorial train to Melton Mowbray. The Railway Touring Company has its headquarters in King's Lynn. BRIAN SHARPE

RTC Swanage 'U-boat' plans for Dorset coast this summer

EXCLUSIVE

By Cedric Johns

IF current negotiations bear fruit, Swanage-based U class 2-6-0 No. 31806 will run on the Dorset main line this summer.

The plan under discussion involves the Railway Touring Company's London Victoria-Weymouth 'Dorset Coast Express', which in the past has been towed back from Weymouth to the Southampton area by Swanage Railway-based 71A Locomotive Group's Class 33 D6515 *Lt Jenny Lewis*.

It is envisaged that the 2-6-0 will replace the diesel by joining the main line at Wareham and run tender first down to Weymouth to couple on to

the rearmost coach of the 'Express'.

Given a 'green', the train will depart from Weymouth with the train engine – which according to RTC could be *Union of South Africa* or *Duchess of Sutherland* – at the rear, with No. 31806 leading.

With 400 tons on the 2-6-0's drawbar, the mogul will need to be banked by the train engine up through Upwey and the 1-in-52/50 leading to Bincombe Tunnel and on to Dorchester South.

Heading for the Bournemouth stop, the U will need more assistance tackling the 1-in-50/60 Parkstone bank towards Branksome and Bourne Valley Junction. The last U class worked this route well before the end of Southern steam in 1967.

From Bournemouth, the mogul

will lead the 'Express' back to the Southampton area, where the train engine takes over for the return to London Victoria via Romsey, the Laverstock loop, Andover, Worting Junction and Basingstoke. No. 31806 will head back light engine to Swanage working tender first until the next trip.

RTC managing director Kelly Osborne stressed that the proposal is subject to final discussions with the Swanage Railway.

The 'Dorset Coast Express' is scheduled to run on Thursdays July 25, August 8 and 22, and September 5. After departing London Victoria the 'Express' picks up at Staines, Woking and Basingstoke, first stop Bournemouth.

On Tuesday, July 9, the 'End of

Southern Steam' special visits Weymouth via Yeovil Junction, hauled by Bulleid 4-6-2 No. 35018 *British India Line*.

Departing London Waterloo, the special heads down the South Western Main Line, calling at Woking and Basingstoke, then to Salisbury and Yeovil Junction. There, the Pacific is due to run into the Yeovil Railway Centre's yard for turning and servicing, the train continuing to Weymouth diesel-hauled.

The 4-6-2 will then run tender first to Weymouth, taking the special back to Waterloo via Bournemouth, Southampton and Basingstoke. It is expected that the diesel will act as a banker coming out of Weymouth and on Parkstone bank.

Saphos Trains' tours

SAPHOS Trains' first outing this year is to Stratford-upon-Avon, on Saturday, April 13, but it is not until May 4 that more steam is being raised with a 'Welsh Marches' trip from Crewe to Cardiff, calling at Shrewsbury and Hereford.

Next up is an 'English Riviera Express' which departs Bristol on June 16, heading for Kingswear via Westbury, Taunton and Exeter.

Four days later, on June 20 'The Dorset Coast Express' starts out of Bristol Temple Meads for Weymouth via Yeovil Junction, for a dip in the Railway Centre's yard.

The 'English Riviera Express' is booked to repeat the trip run by departing Bristol on Sunday, June 30.

The 'Fellsman' enters the frame on July 10, running from Crewe to Carlisle and return.

Turning to motive power, only two locomotives from the Locomotive Services fleet are currently available. They are BR 7P 4-6-2 No. 70000 *Britannia* and 'Black Five' No. 45231 *The Sherwood Forester* – the latter now being considered as part of the main line selection following its successful return trip to Fort William with a recent private charter.

Braunton still waits to enter the paint shop and *Royal Scot*, whose wheels are due back from the South Devon Railway's workshops in the near future, make up Crewe's foursome.



GB Railfreight-liveried Class 50s No. 50049 *Defiance* and No. 50007 *Hercules* cross the Somerset levels at Oath on Saturday, March 23, working their first charter since receiving their striking new livery. 'The Class 50 Terminator Phoenixed' tour left London Paddington just after 7am en route to Penzance, retracing the steps of the Class 50 Terminator from March 26, 1994. The train returned to London Waterloo along the West of England main line via Honiton and Yeovil Junction. STEPHEN GINN



Following its recent overhaul at Carnforth, Stanier Pacific No. 6201 *Princess Elizabeth* completed a loaded test run of five BR Mk.1 carriages on Thursday, March 28. The train travelled around the familiar circular route, taking in Hellifield, Blackburn and Preston, before returning to Carnforth. The 4-6-2 is seen here accelerating away from Hellifield after a water stop. ANDREW DENNISON

Aberdeen welcomes A1's 'The Aberdonian'

WORKED by Peppercorn A1 4-6-2 No. 60163 *Tornado*, and operated by West Coast Railways, the inaugural Edinburgh-Aberdeen 'The Aberdonian' excursion rolled into the Granite City amid much excitement, on Thursday, March 14. The local press termed the event at the railway station as a 'locospotter's paradise'.

Considering the 4-6-2's recent troubled mechanical background, the engine's appeal ensured that the first train was well loaded with passengers, according to Mark Allatt, chairman of the A1 Steam Locomotive Trust.

Such was the excitement in the city that North East Member of the Scottish Parliament Liam Kerr tabled a motion in Holyrood praising the return of steam to Aberdeen, but in particular, members of the Ferryhill Heritage Trust who, he said had worked tirelessly to restore the former Caledonian turntable.

"Steam trains are a rare sight and attention grabbers. Thanks to the Ferryhill Group I hope we see lots



Nine days after reaching Aberdeen, *Tornado* was back 'down south'. On Saturday, March 23, the A1 hauled 'The Bard of Avon' charter from Manchester, Crewe and Shrewsbury to Stratford-Upon-Avon. In fine fettle, the Pacific is seen passing Albrighton. NEVILLE WELLINGS

more of these examples of marvellous engineering," the Conservative and Unionist MSP added.

Surrounded by a crowd of orange-jacketed staff, including trust members and supporters, *Tornado* was backed slowly onto the refurbished Ferryhill turntable after arriving in Aberdeen.

The Pacific was turned at walking pace by three men grasping the push bar located at the end of the table close to the smokebox end of the engine.

Turned, and the table back in position, the 4-6-2 reversed off tender first in readiness for its return journey watched by a sizeable crowd trackside.

So there it was – the first steam-hauled train into Aberdeen since the mid-1990s.

Because of Network Rail engineering restrictions, the train was not allowed to cross the Tay Bridge on its way north. Instead, having crossed the Forth Bridge the train was routed via Inverkeithing,

Kirkcaldy, Leuchars (water stop) and Perth before passing Dundee for the Granite City.

Following this trip, the 'The Aberdonian' next departs Edinburgh Waverley and nearby Haymarket on Thursday, August 8. It is also booked to run on August 31 and September 7.

Enquiries should be addressed to the trust's agents, UK Railtours.

■ See With Full Regulator by Don Benn, pages 64-67.

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Vol. 221 Great Western Steam Miscellany No. 5

The fifth in the Great Western series compiled from much previously unseen footage across the old Great Western Empire and beyond. This video begins at Oxford before moving to Basingstoke and then a treat for branch line enthusiasts - a journey in the brake van on the daily freight train Kidderminster to Bewdley, Cleobury Mortimer, Tenbury Wells, and Woolferton Junction in July 1961. There is film around Bristol including St Anne's Park, Dr Day's Junction, Temple Meads, the Docks, Kingswood Junction, Narrowways Hill Junction, Ashley Hill, Stapleton Road, Pilning, and Filton Junction. Gloucester is well covered including the 14xx-hauled push-pull services together with Lydney, Bullo Pill, Grange Court and Sharpness. Banbury with 'Halls' on the through service between York and Bournemouth (the last regular express work for the GW 4-6-0s) and 0-6-2Ts going about their business. Another treat for GW fans is a footplate trip on the 'Cathedrals Express' from Worcester to Paddington in the summer of 1963 behind 7027 Thornbury Castle. This includes double-heading up chipping Campden Bank with a '2251' coupled inside and seeing the water gauge rise when passing over Charlbury Troughs. Worcester is another location with much film and includes the Vinegar Branch with a 16xx complete with spark-arresting chimney the famous bridge over the Worcester & Birmingham Canal, Shrub Hill station and its environs, Norton Junction plus Worcester's first that closed in 1855 at Spetchley. There is also coverage at Didcot, the Lickey Bank, Barnstaple Junction, Wellington shed and a journey along the line to Stafford. Travel to Much Wenlock via Ketley, Horsehay & Dawley, Lightmoore Halt and Build was on the last day of passenger service in 1962. The time period for the majority of the film is between 1961 and 1965. Motive power includes King, Castle, County, Hall, Modified Hall, Grange, Manor, 14xx, 16xx, 2251, 28xx, 41xx, 43xx, 45xx, 56xx, 57xx, 72xx, 94xx, 70xx, 73xx, 75xx 92xx (including ex-croft) there is the odd LM locomotive and even a J39! Filmed almost entirely in colour, a commentary plus sound track complement this nostalgic look at the last years of GW steam.

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MAIN LINE ITINERARY

April

SAT 13: 'The William Shakespeare'
Preston, Stratford-upon-Avon & return.
Steam-hauled throughout.

Loco: TBA. ST

SAT 13: 'The Pennine Blackpool Express'

London Euston, Blackpool & return.
Steam-hauled: TBA.

Loco: TBA. RTC

SAT 13: 'The Border Raider'
Tame Bridge Parkway, Carlisle & return.
Steam-hauled throughout.

Loco: No. 60163 *Tornado*. UKRT

SAT 13: 'The Citadel'
Manchester Victoria, Carlisle & return.
Steam-hauled throughout.
Loco: Nos. 44871 and 45212 or 45157 *The Glasgow Highlander*. WCR

TUE 16: 'The Cathedrals Express'
Slough, Minehead & return.
Steam-hauled throughout.

Loco: No. 61306 *Mayflower*. SD

WED 17: 'The Salopian Express II'
Dumfries, Shrewsbury & return.
Steam-hauled: Carnforth, Shrewsbury, Carnforth.

Loco: TBA. WCR

THU 18: 'The Belmond British Pullman'
London Victoria, Shalford.
Steam-hauled throughout.

Loco: No. 35028 *Clan Line*. BEL

Apr 19-21: 'The Easter Jacobite'
Fort William, Mallaig & return.
Steam-hauled throughout.

Loco: TBA. WCR

SAT 20: 'The Edinburgh Flyer'
York, Edinburgh & return.
Steam-hauled throughout.
Loco: No. 60009 *Union of South Africa*. RTC

SAT 27: 'Chester Venturer'
Dorridge, Chester & return.
Steam-hauled throughout.
Loco: No. 7029 *Clun Castle*. VT

SAT 27: 'The White Rose'
London King's Cross, York & return.
Steam-hauled throughout.
Loco: No. 60163 *Tornado*. UKRT

SAT 27: 'The Great Britain XII'
London Paddington, Plymouth.
Steam-hauled throughout.
Loco: No. 46233 *Duchess of Sutherland*. RTC

SUN 28: 'The Great Britain XII'
Plymouth, Bishops Lydeard, Taunton.
Steam-hauled throughout.
Loco: No. 46233 *Duchess of Sutherland*. RTC

MON 29: 'The Great Britain XII'
Taunton, Preston.
Steam-hauled throughout.
Loco: Nos. 60009 *Union of South Africa* and a 'Black Five' TBA. RTC

TUE 30: 'The Great Britain XII'
Taunton, Preston.
Steam-hauled throughout.
Loco: No. 46233 *Duchess of Sutherland*. RTC

TUE 30: 'The Dalesman'
Carlisle, York & return.
Steam-hauled: Hellifield, Settle, Carlisle



No. 6233 *Duchess of Sutherland* passes beneath the Grade II* listed GNR Awworth viaduct at Bennerley Junction on March 9, with Railway Touring Company's Ealing Broadway to York 'The Yorkshireman' charter. ALAN WEAVER

& return.
Loco: TBA. WCR

May

WED 1: 'The Great Britain XII'
Edinburgh, Aberdeen & return.
Steam-hauled throughout.
Loco: No. 60009 *Union of South Africa*. RTC

THU 2: 'The Great Britain XII'
Edinburgh, Stranraer, Ayr
Steam-hauled throughout.
Locos: Nos. 45407 and 61264. RTC
FRI 3: 'The Great Britain XII'
Ayr-Scarborough
Steam-hauled throughout.
Locos: Nos. 45407, 61264 and 35018 *British India Line*. RTC

SAT 4: 'Steam Dreams Excursion'
London Paddington, Kingswear & return.
Steam-hauled: Taunton, Kingswear & return.
Loco: No. 61306 *Mayflower*. SD

SAT 4: 'The Ynys Mon Express'
Leicester, Holyhead & return.
Steam-hauled throughout.
Loco: No. 60163 *Tornado*. UKRT

SAT 4: 'The Welsh Marches Express'
Crewe, Cardiff & return.
Steam-hauled throughout.
Loco: No. 34046 *Braunton*, 46100 *Royal Scot* or 70000 *Britannia*. ST

SAT 4: 'Llandudno Victorian Extravaganza'
Dorridge, Llandudno & return.
Steam-hauled throughout.
Loco: No. 7029 *Clun Castle*. VT

SUN 5: 'The Great Britain XII'
Scarborough, London Paddington.
Steam-hauled throughout.
Locos: No. 35018 *British India Line* and No. 60103 *Flying Scotsman*. RTC

SUN 5: 'SRPS Excursion'
Linlithgow, Aberdeen & return
Steam-hauled throughout.
Loco: No. 60009 *Union of South Africa*. SRPS

THU 9: 'The Highlands & Islands'
London King's Cross, Edinburgh.
Steam-hauled: York, Edinburgh.
Loco: No. 60103 *Flying Scotsman*. SD

FRI 10: 'The Highlands & Islands'
Edinburgh, Inverness.
Steam-hauled throughout.
Loco: No. 60103 *Flying Scotsman*. SD

SAT 11: 'The Mad Hatter'
Darlington, Chester & return.
Steam-hauled throughout.
Loco: No. 60163 *Tornado*. UKRT

SUN 12: 'The Highlands & Islands'
Inverness, Kyle of Lochalsh & return.
Steam-hauled throughout.
Loco: No. 61306 *Mayflower*. SD

MON 13: 'The Highlands & Islands'
Inverness, Fort William.
Steam-hauled throughout.
Loco: No. 61306 *Mayflower*. SD

TUES 14: 'The Dalesman'
York, Carlisle & return.
Steam-hauled: Hellifield, Settle, Carlisle & return.
Loco: TBA. WCR

WED 15: 'The Belmond British Pullman'
London Victoria, Bristol.
Steam-hauled throughout.
Loco: No. 35028 *Clan Line*. BEL

WED 15: 'The Highlands & Islands'
Fort William, Penrith.
Steam-hauled throughout.
Loco: No. 61306 *Mayflower*. SD
FRI 17: 'The Highlands & Islands'
Penrith, London Euston.
Steam-hauled throughout.
Loco: No. 61306 *Mayflower*. SD

SAT 18: 'The Cumbrian Coast Express'
London Euston, Carlisle & return.
Steam-hauled: Carnforth, Carlisle, Farington Jn.
Loco: No. 35018 *British India Line*, No. 45699 *Galatea* or No. 45690 *Leander*. RTC

SAT 18: 'Cotswold Explorer'
Dorridge, Oxford & return.
Steam-hauled throughout.
Loco: No. 7029 *Clun Castle*. VT

SUN 19: 'The Forth Circle'
Linlithgow, Kirkcaldy, Stirling.
Steam-hauled throughout.
Loco: No. 60103 *Flying Scotsman*. SRPS

THU 24: 'Steam Dreams Excursion'
London Victoria, Worcester & return.
Steam-hauled throughout.
Loco: TBA. SD

SAT 25: 'The Pennine Limited'
Norwich, Carlisle & return.
Steam-hauled: Hellifield, Settle, Carlisle & return.
Loco: No. 45699 *Galatea* or No. 45690 *Leander*. RTC

SAT 25: 'The Welsh Marches Express'
Dorridge, Hereford & return.
Steam-hauled throughout.
Loco: No. 7029 *Clun Castle*. VT

SUN 26: 'Steam Dreams Excursion'
London King's Cross, York & return.
Steam-hauled throughout.
Loco: TBA. SD

THU 30: 'The Cathedrals Express'
London Victoria, Shalford & return.
Steam-hauled throughout.
Loco: No. 60103 *Flying Scotsman*. SD

Regular steam

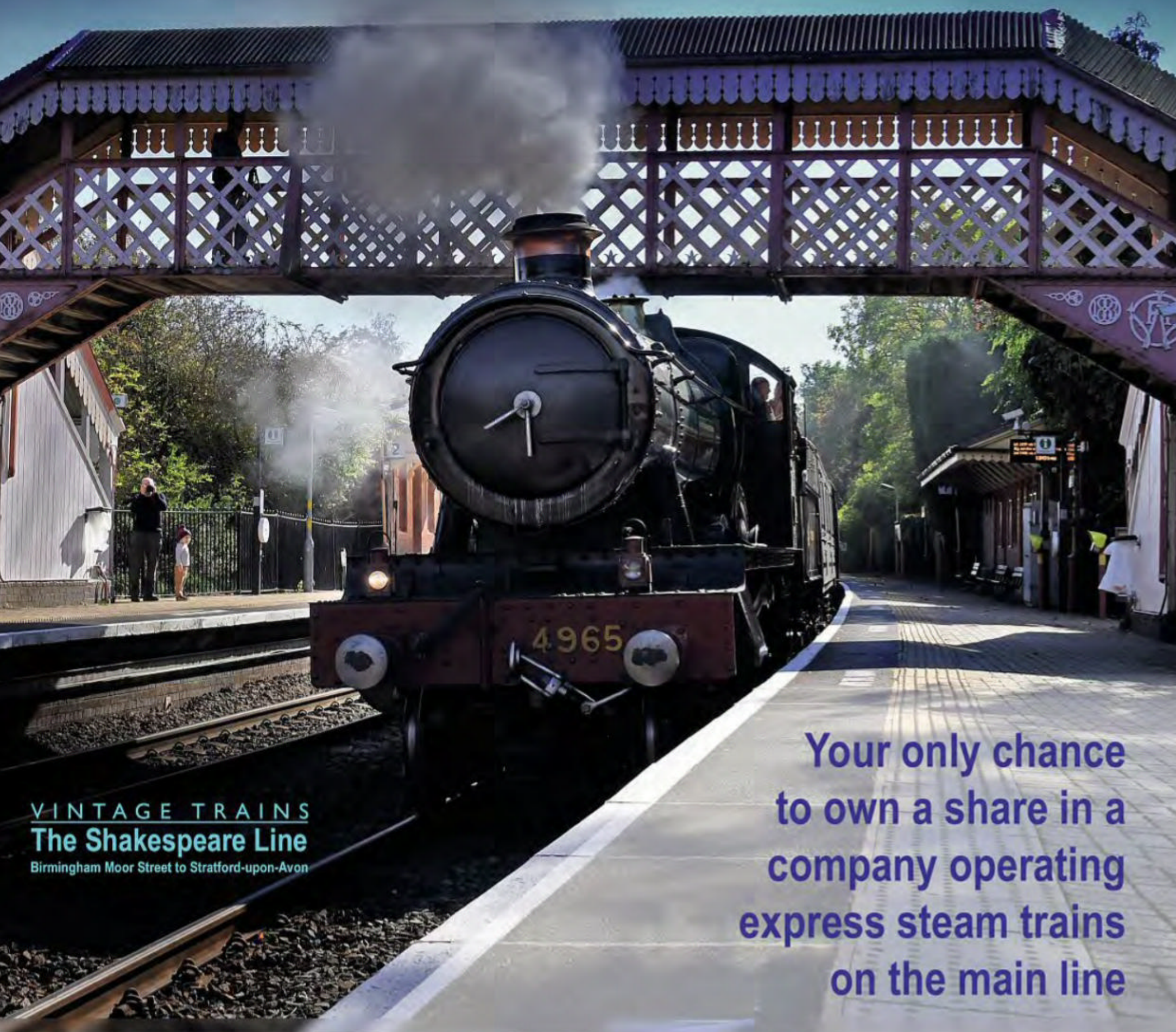
DAILY: 'The Jacobite'
Fort William, Mallaig & return.
Steam-hauled throughout.
Locos: Nos. 45407, 45212 or 62005. WCR

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WITH FULL REGULATOR LOCOMOTIVE PERFORMANCE THEN AND NOW

In his latest column, **Don Benn** describes the triumphant return to the main line of *Tornado* this year, with its first trip to Edinburgh on March 3; then 'The Aberdonian' on March 14; and finally one from 2009 to York in the early days of its 10 years on the main line. Graeme Bunker-James, commercial director of The A1 Steam Locomotive Trust, also shares some of his personal thoughts on those years.

THIS time I am covering the successful return of popular A1 No. 60163 *Tornado* to the main line after a difficult period of nearly 11 months following the hiatus on the East Coast Main Line last April. As this year is the tenth anniversary of its first main line runs, I have included a very good run from the early days as well as the two recent efforts. To conclude, I managed to persuade Graeme Bunker-James to write a section on his perspective of the first 10 years.

The Auld Reekie

The long-awaited return of *Tornado* came on Sunday, March 3, with UK Railtours' 'Auld Reekie' charter from Doncaster to Edinburgh – the return of which would be hauled by Deltic No. 55009 *Alycidon*, thus leaving the Peppercorn Pacific in Scotland for 'The Aberdonian' on March 14.

I decided not to be on the Doncaster trip as it would have involved a very long drive at either end of an

already long day. Alan Rawlings however, did go and his logs for two sections of the trip are shown here.

Alan writes: "It had been a long-awaited return to the main line for *Tornado*, but after an absence of nearly a year, it was a stylish comeback to the East Coast Main Line on the 'Auld Reekie'. The charter started at Doncaster and headed north to Edinburgh, but with a diversion via Wakefield and Leeds to York. The locomotive had not travelled part of this route before and it soon proved that it was truly back on form with a spirited climb out of Wakefield through Outwood on the 1-in-100/122, attaining 46mph by the summit at Ardsley.

"Table One picks up the journey at Durham, where there was a water stop and crew change. Ahead of *Tornado* were two legs of extended running – Durham to Berwick, where a further stop would be made for water and pathing purposes; then onwards to Edinburgh. We were away just a few minutes late,

but after the gauging restriction through Chester-le-Street, passengers were then treated to mile after mile of 70+mph running, apart from the slow transit of Newcastle. In fact, the 66 miles from Newcastle to Tweedmouth were covered at an average of 66mph and that included the slow passage at each end of this section plus, of course, the speed restriction through Morpeth. We finally came to a stand just a couple of minutes outside of even time for the 81 miles. By way of comparison, this run was only slightly slower than the memorable Top Gear dash from Tyne Yard to Berwick in 2009. In both instances Steve Hanczar was in charge.

"Table Two shows onwards progress to Edinburgh with its challenging five miles of 1-in-190 up to Burnmouth straight out of the loop at Berwick. This was a competent climb with a respite through Ayton before the final pull up the 1-in-200 to Grantshouse, where a booked pathing stop was omitted. It was then a speedy descent through Dunbar, only for us to be held at Drem Junction to let the North Berwick stopper go ahead of us. Thereafter, we slotted into our path and continued to Edinburgh, arriving on time after six-and-a-half hours of *Tornado* at its best once again. Welcome back!"

The Aberdonian

This competent performance was followed by an altogether more challenging day on March 14, when *Tornado* would have to tackle the hilly and heavily restricted route from Edinburgh to Aberdeen, the first

"All the early momentum had been lost and the engine blew off, wasting the fireman's efforts just as the gradient steepened to 1-in-118. Nevertheless, the A1 steadily accelerated uphill to pass Cove Bay at 37½mph and the Summit post at MP234 at 42½mph."



Above: Quietly proud of a good job done – driver Peter Walker and fireman Fraser Birrell on *Tornado* at Aberdeen on March 14, 2019. SANDY SMEATON

Left: No. 60163 *Tornado* pulls into Doncaster on March 3, 2019 to pick up its first fare-paying passengers for nearly a year – with UK Railtours’ ‘Auld Reekie’ charter from Doncaster to Edinburgh. ALAN RAWLINGS

Below: *Tornado* waits at York on September 19, 2009. DON BENN



of five organised by the A1 Steam Locomotive Trust (A1SLT). For these to happen, the turntable at Ferryhill, Aberdeen had to be returned to working order and suitable paths found on what is now a congested part of ScotRail’s new intercity network. Sandy Smeaton has kindly sent me very full details of the runs and two sections are shown in Table Three, Edinburgh to Ladybank and Table Four, Aberdeen to Dundee.

Sandy takes up the story: “Normally the A1SLT uses DBC crews, but DBC could not provide the staff on this occasion and West Coast Railways will now operate the services to Aberdeen. The stock was provided by the Scottish Railway Preservation Society. The set was made up of 10 coaches, with Class 37 diesel No. 37706 at the rear required for shunting at Aberdeen. The tare weight was 348 tons, which together with No. 37706 totalled 466 tons, about 490 tons full. The ‘Full Load’ limits in the 1957 ScR ‘Loads of Passenger Trains’ between Edinburgh and Aberdeen for both up and down directions are shown below. No. 60163 was 6% over its old limit, though the diesel didn’t work at all until after Dundee.

“On the northbound run, Steve Chipperfield drove to Dundee and Fraser Birrell fired throughout. Departure from Waverley was a minute late and from Haymarket two minutes late. The cancellation of the preceding 10.10am to Glenrothes via Kirkcaldy gave a check free run to Thornton loop. The maximum at Turnhouse was 69½mph. Passing Inverkeithing at 29mph, the A1 accelerated up the 1-in-94 to go over Dalgetty Summit

TABLE ONE: DURHAM TO BERWICK

Date	Sunday, March 3, 2019				
Train	The Auld Reekie				
Loco	A1 Class 4-6-2 No. 60163 <i>Tornado</i>				
Load	11 coaches, 402 tons tare 435 tons gross				
Driver	Steve Hanczar				
Fireman	Tony Jones				
Inspector	Bob Hart				
Recorder	Alan Rawlings				
Position	9th coach of 11				
Weather	Dry with SW breeze				
	miles	sched	mins	secs	speed
Durham	0.00	0.00	00	00	
MP 68	1.75		04	12	40
Plawsworth	3.81		06	32	61/62
Chester-le-Street	5.68		08	50	36*
Birtley Jct	9.09	12.00	12	35	73
Lamesley Jct	10.55		13	43	74
Bensham	12.75		16	04	31*
Newcastle	13.94	20.00	19	26	8*
Manors	14.53		20	54	37
Heaton South Jct	15.67	24.00	22	52	50
Forest Hall	18.84		25	59	57
Killingworth	19.89		27	03	61
Annitsford	21.72		28	45	71
Cramlington	23.85		30	33	70
Plessey	25.42		31	55	73/75
Morpeth	30.55	39.00	36	42	46*
Pegsworth	32.52		38	49	65
Widdrington	37.23		42	43	73
Acklington	42.47		47	05	72
Warkworth	45.79		49	48	73/72
Alnmouth	48.78	56.00	52	18	73
Longhoughton	51.48		54	33	68/66
Little Mill	53.38		56	16	69
Christon Bank	56.95		59	13	75
Chathill	59.95		61	41	73
Newham	61.07		62	37	68
Lucker	63.15		64	26	72
Belford	65.52	72.00	66	27	68
Smeafield	68.94		69	22	74
Beal	72.60		72	16	75
Scremerston	77.53		76	24	66
MP 64¾	78.70		77	33	63
Tweedmouth	79.92		79	16	20*
Royal Border Bridge	80.47		81	00	20*
Berwick-upon-Tweed	80.93	89.00	82	42	19*
Berwick Goods Loop	81.25	92.00	83	10	

*brakes or speed restriction

TABLE TWO: BERWICK TO EDINBURGH

Date	Sunday, March 3, 2019				
Train	The Auld Reekie				
Loco	A1 Class 4-6-2 No. 60163 <i>Tornado</i>				
Load	11 coaches, 402 tons tare 435 tons gross				
Driver	Tony Jones				
Fireman	Steve Hanczar				
Inspector	Bob Hart				
Recorder	Alan Rawlings				
Position	9th coach of 11				
Weather	Dry with SW breeze				
	miles	sched	mins	secs	speed
Berwick Goods Loop	0.00	0.00	00	00	
MP 68	0.68		03	45	25
MP 69	1.68		05	34	40
Border	2.53		06	47	45
MP 54	3.16		07	33	47
MP 53	4.16		08	50	51
Burnmouth	5.29		10	09	58
Ayton	6.91		11	45	63
MP 49	8.16		12	51	67
Reston	11.04	13.00	15	32	59
MP 45	12.16		16	41	58
MP 44	13.16		17	44	55
MP 42	15.16		20	00	53
Granthouse	15.95	29.00	21	00	54
Penmanshiel	17.16		22	14	55/76
Cockburnsmouth	20.59		25	18	74
Innerwick	23.35		27	26	76
Oxwellmains	26.00	41.00	29	34	75/76/73
Dunbar	28.06	43.00	31	14	75
MP 26	31.16		33	46	74
MP 24	33.16		35	24	71
East Linton	33.80		35	56	72/74
			sigs stop		
Signal EF 533	38.41		42	19	0*
			45	11	
Drem	39.40	54.00	48	56	37/54
Aberlady Jct	42.40		53	07	30* sigs
Longniddry	43.91		55	11	56/59
Prestonpans	47.66	63.00	59	40	37* sigs
Monktonhall Jct	51.19	66.00	64	55	37
Joppa	53.51		67	49	62/65
Craigentiny	54.93	71.00	69	04	61
St Margarets Tunnel	55.73		70	01	49
Edinburgh	57.11	74.00	73	27	

*brakes or speed restriction

at 44½mph. After negotiating the kink in Kinghorn Tunnel and passing the station at 31mph, Kirkcaldy was passed at 51mph, but being looped at Thornton meant there was no vigorous climb to the Summit at MP29. We stopped in Thornton Loop within the 49 minutes allowed.

Strong Climb from Thornton

“The restart was marginally late. MP32 at the top of the 1-in-129 up from Thornton was passed at 23½mph. On the level along to MP33, speed rose to 38mph at Markinch, falling to a steady 33mph on the 1-in-109 to the level summit at Lochmuir. We then ran down to Ladybank Jn cautiously and onto the Newburgh line to divert us to Dundee via Perth as the A1 is not allowed over the weight restricted Tay Bridge. From Ladybank, the line climbs with reducing rises at 1-in-208/400/599 for the first two miles, but then climbs to MP4 at 1-in-120 for two miles, before easing to 1-in-494 to the summit at MP4¾.

“The line then falls until levelling out at Bridge of Earn, with the exception of a ½mile rise at 1-in-275 starting at MP8. The line limit between Ladybank and Hilton Jn is 55mph. No. 60163 passed Ladybank Jn at 28mph, reached 45½mph at MP2 and then fell to 37mph at the top of the 1-in-120. The rest of the run to Hilton Jn was an amble between the Ochills and the River Tay. Although booked through Perth nonstop, passing Hilton Jn eight minutes early inevitably lead to

two dead stands. Along the north side of the Tay, the very minor summit at MP13 of the gently rising grades was passed at 50mph, rising to 62mph on the level after Errol.

“We stopped with the engine at Invergowrie platform for water three minutes late. This would be a new location for ‘Bells’n’Two Tones. A half-minute was dropped on the eight minutes allowed for the 3¾ miles on to Dundee, where we stopped in Platform 4 just over three minutes late. Peter Walker drove from Dundee and the Class 37 assisted in places to ensure the path was kept, but even so arrival in Aberdeen was 4½ minutes late.

Return from Aberdeen

“The A1 was turned on the Ferryhill Heritage Trust’s renovated turntable with the help of a cast of dozens to get all 165 tons on the move and, more importantly, stopped.

“The brisk wind during the day had died down by the return departure time of 5.56pm. The 5.50pm stopper to Montrose preceded us. No. 60163 started its 490 ton load without a slip and speed slowly but steadily rose to 32½mph at MP239¾. However, the 5.50pm had not passed Newtonhill ‘box by this time, and we were checked to 17mph before Signal A56 (MP238¾) changed to green. All the early momentum had been lost and the engine blew off, wasting the fireman’s efforts just as the gradient steepened to 1-in-118.

TABLE THREE: EDINBURGH TO LADYBANK

Date	Thursday, March 14, 2019					
Train	1014 Edinburgh to Aberdeen					
Loco	A1 Class 4-6-2 No. 60163 <i>Tornado</i>					
Load	10 coaches + 37706, 466 tons tare 490 tons gross					
Driver	Steve Chipperfield					
Fireman	Fraser Birrell					
Recorder	Sandy Smeaton					
Position	7th coach of 10					
Weather	Mostly sunny and cool					
	miles	sched	mins	secs	speed	
Waverley	0.00	0.00	00	00		
Princes St Gdns	0.51	2.00	02	27	21	
Haymarket	1.19	4.00	04	41		
	0.00	0.00	00	00		
Saughton Jct	2.36		04	38	49½	
South Gyle	3.38		05	42	58/60½	
Edinburgh Gateway	4.24		06	35	59	
MP 7	5.81		08	03	69½	
Dalmeny	8.25	9.30	11	30	20½*	
Forth Bridge S Jct	8.79		13	09	21	
Forth Bridge N Jct	9.80		15	37	28	
N Queensferry	10.10		16	11	36½	
MP 12	10.81		17	12	36½/41½	
Inverkeithing	11.96	19.00	19	06	29*	
Dalgety Bay	13.39		21	38	37	
MP 15½	14.31		23	03	40	
Summit	14.81		23	44	44½/55	
Aberdour	16.19		25	24	46½/63½	
Burntisland	18.93	30.00	28	54	26½*	
MP 21	19.81		30	33	38	
Kinghorn	21.56		33	48	26½*	
Kirkcaldy	24.70	39.00	38	20	52½	
MP 27½	26.31		40	15	46½	
MP 28½	27.31		41	39	42	
MP 29¼	28.06		43	10	25* sigs	
Thornton S Jct	29.11	45.30	45	12	32½	
Thornton N DPL	29.81	49.00	48	18		
	0.00	0.00	00	00		
MP 31½	0.50		02	58	20	
MP 32	1.00		04	18	23½	
MP 32½	1.50		05	23	34	
Markinch	2.25		06	35	38	
MP 34	3.00		07	51	33	
MP 34½	3.50		08	46	33	
Lochmuir	3.75		09	13	35½	
Falkland Road	5.11		11	00	55	
Kingskettle	7.21		13	37	30½ sigs	
Ladybank	8.00	16.00	15	30		

*brakes or speed restriction



Driver Steve Chipperfield brings a train of empty coaching stock into Edinburgh Waverley ready to work 'The Aberdonian' on March 14, 2019. SANDY SMEATON



Another landmark in the history of *Tornado* as the A1 is turned on the Ferryhill turntable in Aberdeen on March 14, 2019. SANDY SMEATON

Nevertheless, the A1 steadily accelerated uphill to pass Cove Bay at 37½mph and the Summit post at MP234 at 42½mph. Consequently, we passed Newtonhill 8½ minutes late.

"The maximum at Muchalls was 68½mph and down to Stonehaven 64mph. On the climb to Carmont, the engine was worked at 25% from Stonehaven and then 30% shortly afterwards. *Tornado* was then eased for the temporary speed restriction at Carmont level crossing, passed at 45½mph after a minimum of 38½mph at MP220½. Carmont was passed only 4½ minutes late and as darkness descended, the mileposts became invisible.

"The summit at Drumlithie was passed at 55½mph rising to 68½mph in the dip to Fourdon and then falling to 59½mph at Laurencekirk. The maximum on the descent to Craigo was 71½mph. Montrose was passed at 50mph and we passed Usan Jn with a minimum of 32mph on the climb to Duninnald Summit. The maximum before Inverkeilor was 65½mph. Approaching Arbroath, the distant signal was on as the empty 5.02pm from Edinburgh shuffled into the up south siding. This made us eight minutes late passing Arbroath. As Carnoustie had generated no business in the morning, we passed at a restricted 36½mph and after a cautious run through Dundee's outskirts, stopped in that station's down through line to water, 10 minutes late."

As the restart from Dundee was 10 minutes late, and it was essential to keep to the correct path, the Class 37 assisted in places making the final arrival in Edinburgh Waverley six minutes late. Overall, this was a very good start to the season of trips north of the border and now that the first one has gone without problems, maybe diesel assistance can be dispensed with as there is no doubt that *Tornado* could eat the schedule without the extra weight.

The first 10 years

I thought it would be appropriate to ask the person who has been associated with the development of *Tornado* since the year 2000 to give his thoughts about the first 10 years of the new-build A1 Pacific on the main line. Graeme Bunker-James is the commercial director of the A1SLT and is very well qualified to write this section.

"When considering *Tornado's* main line operations over the last decade or so, it's always difficult to pick out the highlights. Some sit in the mind for personal reasons, some for their importance in terms of raising

EDINBURGH – ABERDEEN FULL LOAD LIMITS

Class	5	6	7	A4	A1	8P(A2)
Tons tare	360	400	420	420	440	500

the profile of the locomotive or others because of the performance delivered. When looking at performance, as this article does, there are some runs which are important to mention. This is a personal view, there are no rights and wrongs, but they are all important in the story of *Tornado*.

"For me, the first has to be the test run of November 18, 2008 – the inaugural time *Tornado* was really allowed to run on the main line. It also included a timed average of over 70mph start to stop within a 75mph limit. The crew of Traction Inspector Jim Smith, driver Dave Court and fireman Stevie Hanczar had the locomotive running superbly as the testing chapter was concluded and commercial operations beckoned. An average of over 70mph had been achieved on the outward run, and it was the first time *Tornado's* ability to get a heavy train into speed was demonstrated with a superb start from York.

"My second highlight is the first time the locomotive ran over Shap. The West Coast Main Line was not unfamiliar to A1s, with several stabled at Polmadie to assist the demand for big engines. Not everyone enjoyed the eastern-style flap, but they burned less coal than the home fleet and were more than capable of the work demanded. On this occasion, with a 13 coach load, the LNER design was to show that steaming capabilities are what's needed when taking the whole climb together from the bottom of Grayrigg to the top of Shap. With just one fireman in Chris Wallwork, driver Keith Murfin and TI Bob Hart, it was a masterclass in hill climbing. Others have gone faster over the last six miles but to pass Grayrigg at 49mph and then to top Shap at 43mph just over 11 mins later was remarkable. On that day we also ran non-stop from Preston to Carlisle – 90 miles in 87½ minutes. When signing off the boiler for the insurance company, John Glaze, the inspector, commented that it makes steam at a prodigious rate, and the fact it didn't need two people firing showed how right he was and is a testament to the 1948 Doncaster drawing office."

High speed on the ECML

"My third choice sees *Tornado* on the East Coast Main Line, and is an example of consistent mile upon mile running. In an unusual weekday path, the locomotive was heading for Edinburgh with an interesting nonstop leg on the fast line from Stevenage to Grantham. For this run, the 'Southern' crew of Colin Kerswell, Don Clarke and Andy Flett had the honours. The engine

was swiftly into speed and then just ran. Green signals called us forward and a 75mph pass of Peterborough heralded a stunning climb of Stoke Bank. The locomotive wasn't worked excessively hard, with Don Clarke making just minor adjustments to the reverser as the steaming rate was maintained and the summit was breasted at around 74mph. With a stop at the signal protecting Grantham station, the overall run time was 71.9mph with a 13-coach train and all achieved without fuss or fanfare. There have been many even time runs with the locomotive, but this one remains special.

"An A1 would never have been seen on normal duties beyond Perth and into the Highlands. Even in the war, Perth was a rarity, so my next choice is the first time *Tornado* went to Inverness. The Highland Main Line is a treasure with one of the most challenging climbs on the network – the near 20 miles to Drumochter, including seven miles of 1-in-70 that makes climbs like Shap look like small undulations. Any engine booked against the climb is going to be worked against the collar for half an hour or more. On this occasion, with 11 coaches and 420 tons on the drawbar, it really was something special.

"Again, steaming beautifully with Brian Grierson in charge, *Tornado* was on top of the job all the way. I was lucky to be on the footplate for the climb that was taken in the high thirties with a remarkable 49mph past the summit board. To be with the big locomotive on its first foray to Inverness was very special up in the mountains. One trip that nearly made the cut was the epic 500+ mile Crewe to Glasgow and return trip. On this occasion, the return climb of Beattock led to a high power output over 3000hp. Scotland always brings out the best in the loco it seems.

Cornwall for Tornado

"My final choice is the run to Penzance, the first A1 ever into Cornwall. This was a very carefully planned bank holiday tour to the west, which now isn't feasible in the time due to service increases. Using *Tornado's* range, it was possible to run nonstop for almost two hours from Newbury to Exeter, including Savernake and Whiteball. A concern over a middle eccentric after a strange slip at Taunton meant the original pathway was lost, but the overall performance for over 300 miles was sensational and the rock star welcome at the GWR terminus at journey's end was amazing. You couldn't move at Penzance for an hour and it almost meant we didn't get *Tornado* watered in time, but it cemented Cornwall as a place to go which is under represented with steam. Fast running and hard climbing makes it the total package.

"There are many more memorable tours that could be added, and enough has been written about the 100mph run that doesn't need repeating here. It is in a category of its own. Hopefully these runs demonstrate some of the highlights so far. What they all share is that no attempt was made to set records, just run the A1 well and to time. When you attempt records, it can often go wrong, but when just going about the work the engine was built for special things can happen without stressing engine or crew. On March 14, *Tornado* ran to Aberdeen and return for the first time. I've not yet seen the performance data, but it certainly ran well. (See above and Tables Three and Four).

"This route has all the ingredients to be something special, and with the West Coast Railways crews having a chance to get the best from the loco I am sure another Scottish route will be pushing for a place at the top of the list of most memorable runs."

I am grateful to Graeme for taking the time to write this section and to Alan Rawlings and Sandy Smeaton for their contributions. Finally, Table Five shows just what *Tornado* can do within the 75mph limit and for me this run epitomizes what this A1 Pacific is all about. This was a sparkling performance with an average of just under 74mph for 68 miles which included 65mph over Pipers Wood and an easing to 68mph through Doncaster. 

Right: Peppercorn A1 Pacific No. 60163 *Tornado* is seen after arrival in Aberdeen with 'The Aberdonian' on March 14, 2019. SANDY SMEATON

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

TABLE FOUR: ABERDEEN TO DUNDEE

Date	Thursday, March 14, 2019				
Train	1756 Aberdeen to Edinburgh				
Loco	A1 Class 4-6-2 No. 60163 <i>Tornado</i>				
Load	10 coaches + 37706, 466 tons tare 490 tons gross				
Driver	Peter Walker				
Fireman	J Rodgers				
Recorder	Sandy Smeaton				
Position	2nd coach of 10				
Weather	Dry with light west wind				
	miles	sched	mins	secs	speed
Aberdeen	0.00	0.00	00	00	
Ferryhill Jct	0.47	1.30	03	45	17½
MP 239½	1.22		05	28	32½
MP 239	1.97		07	15	17* sigs
MP 238	2.97		10	10	27
MP 237	3.97		12	02	37/38
Cove Bay	4.72		13	13	37½
MP 235½	5.47		14	27	34½
MP 235	5.97		15	13	40
MP 234	6.97		16	41	42½/58
Porthleven	8.07		17	58	56/53½
MP 232	8.97		18	58	54½
Newtonhill	10.24	13.00	20	11	66½/65½
Muchalls	11.48		21	18	68½
MP 227½	13.48		23	22	50
MP 226	14.98		24	55	62/64
Stonehaven	16.04	21.30	25	55	63½
MP 224	16.98		26	51	57
MP 223	17.98		27	59	48/47
MP 222	18.98		29	13	49
MP 221	19.98		30	33	40½/38½
MP 220	20.98		32	03	43½
Carmont	21.49	29.30	32	44	45½* tsr
Drumlithie	23.24		34	59	55½
Fourdon	27.10		38	34	68½
Laurencekirk	30.40	38.30	41	48	59½
OB 281	33.05		44	19	70½/71½
Craigo	35.78	44.00	46	41	64
Kinnaber Jct	37.84		½	½	55½
Montrose	40.51	49.00	51	52	50
Usan Jct	42.46	53.00	54	37	36/32½
OB 266	44.55		56	29	35½
Lunan Bay	45.39		59	26	53½/65½
Inverkeilor SB	48.03	59.30	62	03	54½/60
Cauldcots	49.39		63	31	51½
St Vigeans Jct	53.41		½	½	37*/12* sigs
Arbroath	54.14	66.00	72	27	20
Elliot Jct	55.56		74	54	50/58½
Carnoustie	60.31	74.00	80	20	36½* tsr
Barry Links LC	61.94		82	30	51½/58
Monifieth	64.80		85	38	50/48½
Broughty Ferry	67.19	83.30	88	28	54
Dundee	71.23	90.00	98	14	

*brakes or speed restriction

TABLE FIVE: GRANTHAM TO YORK

Date	Saturday, September 19, 2009				
Train	0918 King's Cross to York				
Loco	A1 Class 4-6-2 No. 60163 <i>Tornado</i>				
Load	13 coaches, 465 tons tare, 510 tons gross				
Driver	Don Clarke				
Fireman	Chris Bayliss				
Recorder	Don Benn				
Position	2nd coach of 13				
Weather	Sunny, warm and calm				
	miles	sched	mins	secs	speed
Grantham DGL	0.00	0.00	00	00	
Peascliffe Tunnel South	2.38		05	34	52
Barkstone South Jct	4.24		07	18	63½
Hougham	6.23		09	01	75
MP 113	7.56		10	11	75½
Claypole	9.90	10.00	12	04	73/71½
Barnby	13.60		15	04	73
Newark North Gate	14.71	14.00	15	56	74/72½
Bathley Lane LC	18.04		18	19	76
Carlton LC	20.88		20	55	76½
Dukeries Jct	25.85		25	11	67½
Lincoln Road	27.56		26	37	72
Markham Summit	28.29		27	15	70½
Gamston	30.06		28	39	75½
Grove Road	32.03		30	10	76½
Retford	33.18	29.00	31	03	72
Botany Bay LC	35.23		32	47	77
Ranskill	38.54		35	27	73
MP 146	40.56		37	07	74
Bawtry	42.21		38	29	70
Pipers Wood	44.06		40	08	65
Rossington LC	45.93		41	37	76½
Loversall Carr Jct	46.56		42	08	77½
Doncaster	50.55	44.00	45	24	68
Arksey	52.59		47	10	72½
Shaftholme Jct	54.85	48.00	49	02	75½
MP 162	56.56		50	24	74½
Moss LC	57.59		51	12	75
MP 165	59.56		52	49	76
Balne	60.49		53	32	75
Heck	61.75		54	29	74
Templehirst Jct	63.81	55.00	56	07	76½
Hambleton North Jct	69.50	59.00	60	43	78½
Stoker Wood	72.56		63	02	74
MP 181	75.56		65	26	72
					sigs *46
Colton Jct	77.55	65.00	68	39	52½
Copmanthorpe	79.35		69	37	61
Chaloners Whin	81.15		71	29	63
					sigs *12
York	83.03	73.00	75	59	

*brakes or speed restriction
average speed over the 68 miles from Milepost 113 to 181 = 73.85 mph
start to stop average 65.56 mph
net time 74 minutes



It's a one-horse race as *Canadian Pacific* gallops ahead at Stoneleigh auction

IN what was a clear one-horse race at Great Central's March 2 Stoneleigh auction, Southern Railway Merchant Navy nameplate *Canadian Pacific* – considered by many collectors to be the best name in the class due to its railway connotations – went under Mike Soden's hammer for £40,000.

The battle for the plate, from preserved Pacific No. 35005, was played out in a packed hall between three bidders – one on commission, a second on the telephone, and the third in the room. The commission bidder was the first to drop out, and then the telephone bidder admitted defeat, leaving the bidder in the hall to take the spoils.

There was not so much clear daylight as a wide chasm between this plate and the runner-up, *Kittiwake* from LNER-designed, BR-built, A1 Pacific No. 60120, at £9400 one of a closely-matched group that also comprised *Hogue* from LMS Jubilee No. 45683, which went for £8800; *Bideford* with West Country Class scroll from No. 34019 (£8600); and *Freshford Manor* from GWR No. 7813 (£7800), meaning that each of the Big Four featured in this tightly-knit ensemble.

Not far behind came *Sherborne* from SR Schools class

No. 30906 (£7000), and an LNER pair that each realised £6000 – *Huntingdonshire* from D49 No. 62722 and *Quidenham* from B17 No. 61609. Bringing up the rear was *Calcutta* from GWR Bulldog No. 3406 (£4700).

Four nameplates failed to sell under the hammer – *Samson* and *London Rifle Brigade* from LMS duo Jubilee No. 45738 and Royal Scot No. 46166; *Walter Burgh Gair* (Great Central Railway Class 11E No. 433/LNER No. 5433/BR No. 62654); and *Simoom* (LNWR Precursor No. 2/LMS No. 5308) – although the last-named did go to a new home after full-time for £5000.

The leading smokebox numberplate at £4500 – more than 10 times its middle estimate – was 30434 from a 1905-built, LSWR L12 class 4-4-0 which in 1955 became the last of the class to be withdrawn by BR, and top cabside numberplate was 3406, whose realisation of £3800 was just £900 shy of the same locomotive's *Calcutta* nameplate that had gone immediately before.

Another star in the selection of cabsides was 7819 from preserved *Hinton Manor* (£3000), while the E735 bunker numberplate from an ex-Lyme Regis branch LBSCR Class A1



'Terrier' 0-6-0T that was built in 1874 and withdrawn in 1936 went for £3400 and BR(E) totem Millhouses & Ecclesall for £3750.

Cast-iron signs included a GWR 'No waste or shavings to be used in these closets' (£2600); a weight restriction from one of the few bridges on Colonel Stephens' 2ft 4in gauge Snailbeach & District Railways (£1600); and a Swindon Marlborough & Andover Railway gate notice (£1500). Among the leaders of the signalling selection were a North Eastern Railway McKenzie & Holland backplate from Sledmere & Fimber signalbox in the East Riding of Yorkshire (£2400), and a GWR Marlborough Signal Box nameboard (£1550).

Other successes were a GWR brass

splasher coat-of-arms dating from 1904 and a painting by Don Breckon of GWR No. 7011 *Banbury Castle* passing Radley, each at £1800; the

safety valve bonnet from preserved No. 7027 *Thornbury Castle* (£1750); a pair of whistles carried by another member of the class, No. 7014 *Caerhays Castle* (£1600); and a Martyn Brothers of Airdrie worksplate from a colliery locomotive (£1550). Prices exclude buyer's premium of 15% (+ VAT).

As vendors, buyers and enthusiasts drifted their way home after the auction, Great Central's Mike Soden mused: "An interesting day. Very successful with some remarkable prices, but there were also bargains to be had. Enamels such as totems and targets are doing well, and quality nameplates too."



Lord Braybrooke models make their mark at Dreweatts' sale

As reported on p27 of this issue, a 10¼in gauge live steam model of GWR No. 4005 *Polar Star* from the Lord Braybrooke collection sold for £80,000 at a Dreweatts' sale of railwayana and live steam models at Newbury on March 12, but other models from the collection also made their presence felt.

These included another 10¼in gauge model, of American outline 2-6-2 No. 3548 named *Lord Braybrooke* that fetched £27,000; a gold medal-winning 5in gauge LNER No. 4468 *Mallard* (£21,000); and another 10¼in gauge model,

of a Festiniog Railway-type Hunslet 2-4-2STT (£20,000).

Further models from the collection comprised 10¼in gauge LNER Class C1 Ivatt Atlantic No. 4433 (£18,000) and 5in gauge LMS Royal Scot No. 6170 *British Legion* (£13,000), while three others in 3½in or 5in gauges sold for between £3800-£7000. The highest hammer price of a model not from the Lord Braybrooke collection was £18,000 for a 5in gauge LMS Princess Coronation Pacific No. 6231 *Duchess of Atholl*. Prices exclude buyer's premium of 25% (+ VAT).

Transport Auctions of London reaches its target – and more

THE Great Eastern Railway, Southern Railway, and BR's Southern Region, all played their part in helping Transport Auctions of London achieve a house record at its sale in Croydon on February 23.

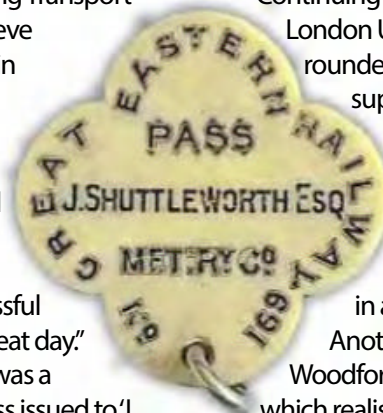
With a total hammer price of more than £81,500, director Michael Wickham said the auction, the tenth he has held, was his most successful ever, describing it as a "great day."

Among the successes was a GER medallion ivoryite pass issued to 'J Shuttleworth Esq Met Ry Co' that went for £800; a BR(S) totem sign from Hove station (£640); and two SR target signs,

from Lewes (£600), and Beckenham Junction (£500).

Continuing the railway theme, London Underground platform roundels put on a strong supporting act, with three examples from Oxford Circus fetching £1050, £900, and £750, while two others, from Bank and Earl's Court, muscled in at £900 each.

Another such sign, from Woodford on the Central Line which realised £530, was believed to date from 1947, when this section was taken over from the LNER. Prices exclude buyer's premium of 16%.



GWR heads the cast list in Pershore variety show

VARIETY was the spice of life at GW Railwayana's March 16 sale at Pershore, with the top realisations being claimed by nameplates from three different railway companies. Heading the cast list at £18,600 was *Neath Abbey* from GWR No. 5090, a plate which had the added attraction of a 'Castle Class' appendage below the name.

Giving the Castle a run for its money was another 4-6-0, Great Central Railway Class 1 No. 425, whose *City of Manchester* nameplate went for £14,000. This locomotive, built at Gorton in February 1913, was renumbered 5425 by the LNER and reclassified B2 (later B19), and was withdrawn in July 1947.

In third place was *Lord Rutherford of Nelson* from LMS Jubilee No. 45665 (£9000), closely followed by another Jubilee, *Madras* from No. 45575 (£8600), while bringing up the rear at £4000 each was GWR duo *Binnegar Hall* and *Oakley Hall* from Nos. 4904 and 5936.

Another GWR representative, *Wardour Castle* (No. 5066, renamed *Sir Felix Pole* in 1956), failed to sell under auctioneer Simon Turner's hammer. At half-time however, it went to a new home for £8000, while two other nameplates, *Ditchat Manor* (GWR No. 7821) and *Kenley* with RAF badge (SR Battle of Britain No. 34068) remained unsold after close of play. However, the BoB plate did sell a couple of days later, for £19,000.

Diesels made their mark in both the nameplate and worksplate categories, thanks to *Renown* from Class 50 D429/50029 (£8600) in the former, and English Electric 1960-built Class 55 D9008/55008 *The Green Howards* (£6600) in the latter. The Deltic eclipsed the top steam locomotive worksplate, a 1918 Nasmyth Wilson & Co example from an ex-Railway Operating Division 2-8-0 which became GWR No. 3075 and was withdrawn by 1930 (£1150).



Still with the GWR, cabside numberplates were led at £5600 by 7006 from *Lydford Castle*; 6008 from *King James II* (£5000); and 5090 from *Neath Abbey*, which was sold separately from its nameplate (£4300).

A comprehensive selection of totem station signs saw Saltash, making its auction debut, emerge triumphant at £4500 ahead of Weston-Super-Mare General (£3900); leading SR target sign was Halwill (£2700); and London Underground platform roundels were topped by Green Park (£1750) and Tottenham Court Road (£1650).

In a close race for the top among smokebox numberplates, 34101 from preserved Southern Railway-designed, BR-built West Country class *Hartland* fetched £3500, pursued by 6003 from GWR *King George IV* (£3200) and 70027 from Britannia *Rising Star*, which realised £2800.

A London & South Western Railway platform ticket machine believed to have come from Bournemouth West sold for £4200; a BR Southern Region Bournemouth poster by Verney Danvers (1895-1973) made £2200; a Midland Railway ex-Southwell station longcase clock £2100; and a North Eastern Region 'Lounge' doorplate £1850. Prices exclude buyer's premium of 11% (+ VAT).

"More than pleased," said Simon at the end of proceedings. "The Deltic worksplate was a record for the class; our 43 totems sold for a total hammer price of £58,000; and there was strength in a lot of areas, including enamel signs."

And so it was on to a short break before the first of GW Railwayana's 'Buy and go' sales of general items, also at Pershore High School, on April 27, starting at 10am.

LOUNGE

Tunnel vision from 180 years ago at Scarborough

THREE 180-year-old tickets issued for travel on one of the country's early horse-drawn railways realised £1050 at a David Duggleby railwayana, books and models sale in Scarborough on February 22. They were for journeys on the Whitby & Pickering Railway from Whitby, Tunnel and Pickering, and dated from circa 1837.

The WPR opened in June 1835 as a horse-drawn railway between Whitby and Tunnel, which by 1894 had been renamed Grosmont, and was extended from Tunnel to Pickering in May 1836. The Grosmont-Pickering section was closed by BR in March 1965, although

the earliest stretch from Whitby-Grosmont remained open as part of the Esk Valley line to Middlesbrough.

In 1973 the line from Grosmont to Pickering was reopened by preservationists as the North Yorkshire Moors Railway, and in 2007 approval was given for the steam service to extend beyond Grosmont to Whitby, thus bringing back steam trains over the complete 24-mile line.

Close to four figures in the sale was a drop-dial clock bearing an ivory plaque 'GWR 1770' that went for £900. Prices exclude buyer's premium of 17½% (+ VAT).



Signs and veterinary medicine in the mix at Bloxham

BR enamel signs, a Midland Railway veterinary flagon, and a steam locomotive fireman's call apparatus, formed a mix of items heading the prices in Great Central's general railwayana sale at Bloxham on February 23, with the top slot being occupied by a BR Midland Region 'Bill posters will be prosecuted' enamel sign which realised £580.

In second place at £500 was a collection of seven pre and post-Grouping medicinal containers, including a Midland Railway flagon from Derby work's veterinary department, and third went to a fireman's callbox and plunger apparatus for contacting signalmen (£480).

Close behind came another Midland Region enamel sign which directed passengers to toilet, wash & brush-up and shoe cleaning facilities (£460), and top cabside numberplate at £400 was 5521 from a preserved GWR 2-6-2T. Prices exclude buyer's premium of 15% (+ VAT).

"Enamel signs were a real success story at the sale," said auctioneer Mike Soden.

→ A collection of OO-gauge kits for SR, LMS and LNER coaches, including Bulleid, Stanier and Gresley-designed stock, achieved the top price of £660 at a Vectis models trains sale in Thornaby on February 22. Goods wagon and locomotive tender chassis kits were also included in the lot.

Behind at £520 was a G-gauge Deutsche Reichsbahn 0-10-0T No. 99 653 made by LGB of Germany featuring lighting, sound and smoke. G-gauge is 1:22.5 scale that is favoured by garden railways and other outdoor operators. Prices exclude buyer's premium of 25% (including VAT).



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STEAM IN THE WILD, WILD WEST!

In words and pictures, **Robert Falconer** shares his experiences of participating in a week of photographic charters in the USA, resulting in the capture of a host of wonderful images of steam amid the stunning landscape.



The preserved section of Cumbres & Toltec from Antonito to Chama formed part of the Denver & Rio Grande Western Railroad. The line has a number of horseshoe curves, two tunnels and bridges – the highest being Cascade Trestle at 137ft high, where No. 453 is seen on September 30.

Many of us have a wish list or bucket list, featuring amongst other things the places we have longed to visit. I have been lucky to see steam in action all over the world, from China to Cuba and around the UK, to some preserved lines in the USA. One place had eluded me however, a big railway with a big reputation for being a very impressive line – the Cumbres & Toltec Railroad.

This 3ft narrow gauge line runs for 64 miles across the Colorado and New Mexico border, climbing to Cumbres summit, just over 10,000ft and passing Toltec Gorge, 600ft above the river below, a stunning challenge for steam.

So when I heard Bob Branch mention in 2017 that the following year he was planning to head west to go on some photographic charters at the railway in the autumn, or 'fall' of 2018, I just had to take this chance to visit the line I had always wanted to see.

I met up with Bob Branch and David Huntbatch who had also been involved in planning the itinerary of our trip and booking hotels and car hire, in Denver. Another three enthusiasts would also join us there.

The first couple of days were spent

photographing the many heavy diesel-hauled freights which cross America. Some of them can be two miles long and double stacked. Sherman Hill in Wyoming was a very popular place. This was once the stomping ground of the mighty 'Big Boys' in the 1930s and 40s. It would have been amazing to have seen these impressive machines, the largest steam locomotives built in the world – a single locomotive designed to pull 3600 tons. Sadly, I had to use my imagination, but I was able to see one!

Amazingly, Big Boy No. 4004 is located in a corner of Holiday Park in Cheyenne. Standing next to it gives a sense of how much power these engines must have generated.

Georgetown Loop

We would not have to wait too long for our first live steam as on the third day we went to visit the impressive Georgetown Loop Railroad.

The Georgetown Loop Railroad was one of Colorado's first visitor attractions, completed in 1884. The 3ft narrow gauge railroad was considered an engineering marvel for its time. In 1973, the Colorado Historical Society began restoring the line as the Georgetown



The Durango & Silverton's K-28 class 2-8-2 No. 476 passes 'the gallery' on September 23, 2018. There were over 60 participants on the charters, of all ages and gender. Some were serious photographers and one even had a drone on the train, but some others just used a mobile phone or iPad as their camera, enjoying the day.

Loop Historic Mining & Railroad Park.

The main motive for building this spectacular line up a narrowing gorge was silver. The terrain presented a major challenge for Union Pacific chief engineer, Jacob Blickensderfer, who devised a system of curves and bridges, reducing the average grade to 3% (1-in-19). The plan included three hairpin turns, four bridges and a 30-degree horseshoe curve from Georgetown to Silver Plume.

It was not long after the line started carrying silver and gold, that tourists started turning up to ride this scenic railroad providing a rugged romantic feel of the west. At its most popular, up to eight excursion trains a day would leave Denver.

Sadly, with the rise of automobiles, the line went into decline and closed, with the track lifted in 1938. The tourists returned from the 1970s onwards as the line was restored.

There are currently two working steam locomotives. No. 111, built by Baldwin in 1926 was originally shipped to El Salvador before being returned to the USA to Sundown & Southern Railroad where it was not used. It spent many years on display at Breckenridge, Colorado before moving to Georgetown



for restoration to become one of their main locomotives. They also have No.9, which is a three truck Shay type built in 1923 at Lima Locomotive Works.

On the day of our visit, No. 111 was hauling four trains up the steep grade from Georgetown. I photographed three of the journeys, but could not resist a chance to experience the climb up the valley and had a ride on the second train. It is only two miles between Georgetown in the bottom and Silver Plume at the top, but with all the twists and turns to keep the grade of the line down, the journey covers 4.5 miles and ascends an elevation of 640ft.

Durango & Silverton

After spending that night in Greenwood Springs in Colorado, on September 21 we made a long drive south, arriving at Silverton just an hour before the first service train arrived from Durango at the Durango & Silverton Railroad. This was a significant moment for the railway in 2018 as it was the first train to travel the full length of the line from Durango to Silverton since the destructive floods of July 24, 2018 which severed the line, cutting off Durango,



The most dramatic part of the Cumbres & Toltec is 'The High Line' just north of Rockwood, which runs on a ledge 400ft above the Animas River. This section of track was the most expensive to build – there being a need to blast through the hard red rock to create the shelf cut into the steep cliff face over the river. No. 476, built by Alco in 1923 works along 'The High Line' on September 23.



A cross between a railcar and a bus, Galloping Goose No.7 was built in 1933 to help operate daily passenger and mail services on the Rio Grande Southern Railroad in a cost-effective manner. When it was photographed on September 25, the unit was on a week-long visit to the Cumbres & Toltec from the Durango & Silverton Railroad.

just south of Rockwood. The reopening provided a welcome boost to the area's economy, which relies so much on the railway. After the flood, trains had to start from Rockwood and a bus service was employed for the southern section.

Before the flood, there had been a massive fire on June 1, known as 'fire 416', which had swept across the mountain side, consuming 54,000 acres, bringing trains to a complete stop for a while. There has been an ongoing investigation into the cause, but before that has reached a conclusion, a number of locals have filed a civil law suit against the railway blaming them for starting it!

The railway does plan to convert K37 locomotive No. 493 from coal to oil and buy two diesel locomotives at a cost of nearly \$3 million to keep trains running during hot dry spells and remove the risk of further devastating fires. The summer of 2018 was one of the most challenging in the line's 137-year history, but with the line once again reopened and with the charters all set to go, it seemed like a turning point and a time to look forward once again.

We were very happy to see the two service trains of the day arrive in the historically preserved western town of Silverton. It would be a small taste of what was to come the following two days.

All summer, with the bad news about Durango reaching us, there seemed to be

very little chance of our charters being able to run there. At the eleventh hour however, they were confident the line would be fully operational in time for the line's 29th Annual Fall Photographers' Weekend on September 22/23, giving much welcome income.

The weather over the two days was glorious and the charters were operated with military precision with Luke Prince being the man in charge. A strict timetable had to be adhered to so as not to delay the two service trains which would be heading up to Silverton and back to Durango.

45 miles in a day

It takes all day to do one journey on the full length of the line, heading at a slow pace on the 45 miles of track, which opened in 1882. The line climbs 3000ft from Durango up to Silverton. The line is normally cut off with snow at the top end in winter so trains will travel as far as Cascade canyon in the low season, from Durango.

Our locomotive for the two days was K-28 class 2-8-2 No. 476.

There were over 60 participants on the charters of all ages and gender. Some were serious photographers and one even had a drone on the train, but some others just used a mobile phone or iPad as their camera, enjoying the day.

As part of our price, we were provided with a packed lunch and a supply of drinks and

snacks all day in the concessions car.

A set of locations had been searched out prior to the charters and bright orange tape had been pinned to the ground to mark where we were to stand. With a large number of photographers and short time span available, this helped to ensure we were as organised as possible without people wandering around getting in each other's way. Also, with limited time, we would have one or maybe two run-pasts if we were lucky – and it was not possible to wait around for clouds to move as we normally do on charters in the UK.

The charters though, gave us a unique opportunity to photograph this impressive railway, as most of it runs in deep rocky canyons, following the Animas River, one of the last free flowing rivers in Colorado, in areas you can only access by train.

Following all the service and charter trains at Durango and also at Cumbres & Toltec were small petrol-powered vehicles, called 'Speeders', keeping an eye out for any fires started by the locomotives and putting them out before they got out of hand.

The most dramatic part of the railway has to be 'The High Line' just north of Rockwood, which runs on a ledge 400ft above the Animas River. This section of track was the most expensive to build, costing \$100,000 per mile to blast through the hard red rock to create the shelf cut into the steep cliff face over the river.



Nicknamed 'Mudhens,' the K-27 were the most numerous of the four K classes of Rio Grande narrow gauge locomotives to be built. Of the original fleet of 15, two survive to this day. No. 453 (temporarily renumbered from No. 463) is seen at Ferguson during sunrise on September 30.





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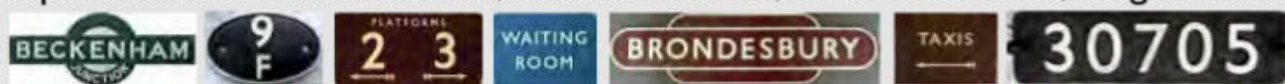
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Baldwin-built No. 111 is currently one of two working steam locomotives on the Georgetown Loop Railroad. The 4.5-mile line ascends an elevation of 640ft, the 2-8-0 is seen at Georgetown October 2.

We finished both days at this classic location. Frustratingly, on the first day the sun started to fade behind cloud as the train came round the corner, but on the second day there was no problem with the light.

At the end of the charter we arrived back in Durango on a high, before a two-hour drive south into New Mexico to the very small town of Chama, which seemed to have more mule deer than people, but it is the headquarters of the Cumbres & Toltec Railroad and would be the location of our dramatic finale to our trip!

Attention to detail

We would spend the next two days on charters at the line, which were arranged late on as planned substitutes on our trip, because we had been concerned the two days at Durango would not go ahead. They both ended up being very interesting days for different reasons.

Our first day was a collaboration between Bob Branch, the railroad and the owners of C-18 class 2-8-0 No. 315 built in 1895 to help raise money for the historic vehicles. There had been great attention to detail to create an early train. The locomotive was renumbered and lettered to No. 425, the number the



C-18 class 2-8-0 No. 315 is seen with a freight train on the Cumbres & Toltec Railroad. Photographers rode in the wagons and could also enjoy the views from the caboose at the rear.



'The Big Horn Y meet' of September 29: K-36 class 2-8-2 No. 484 is pictured with K-27 2-8-2 class No. 463, which was renumbered to scrapped sister engine No. 453.



Above: Following all the service and charter trains at Durango and also at Cumbres & Toltec were small petrol-powered vehicles, called 'Speeders', keeping an eye out for any fires started by the locomotives and putting them out before they got out of hand.

Right: 'Big Boy' No. 4004 is located in a corner of Holiday Park in Cheyenne.



NORTH YORKSHIRE MOORS RAILWAY IS BACK ON TV

The Yorkshire Steam Railway: All Aboard – filmed behind the scenes at the North Yorkshire Moors Railway (NYMR) – will be returning to TV screens this spring with a second series on Channel 5.

THE three episodes of series one reached more than 3.5million viewers in March 2018, and Darlow Smithson Productions returned to the railway during the summer of 2018 to film six further episodes for series two.

A date hasn't yet been finalised for the show to air.

Episode one of series two finds the railway coping with last year's challenging summer, when the UK was gripped by a heatwave that left the NYMR unable to run at peak times because of fire risks.

The episode also features the return to traffic of No. 5428 *Eric Treacy*.

Season two highlights also include boilersmith Mark O'Brien's special day as he marries wife Emma at the splendid Pickering station; Burt Blower training recruit Adrian to become a travelling ticket inspector; while engine shed manager Paul 'Piglet' Middleton visits the Wensleydale Railway as the NELPG's J27

No. 65894 goes for its summer vacation.

The show also highlights three popular yearly events: the Annual Steam Gala, Railway in Wartime and the Halloween Service Train, which showcases the railway at its best, attracting thousands of passengers to the line.

Viewers can enjoy the railway's themed RAF centenary steam gala, which sees general manager Chris Price revisit his past at the Talylyn Railway, in preparation for No. 6 *Douglas* making a special appearance.

Last year, the NYMR had an exceptionally busy season, with figures up following a few leaner years.

This increase in passengers was a combination of last year's series whetting appetites, coupled with great weather, plus the hard work of the railway staff and volunteers who provide memorable experiences for visitors.

The increase in figures was great news for the railway – which is a not-for-profit charity – meaning every passenger who travels along the line helps to preserve the railway for future generations to enjoy.

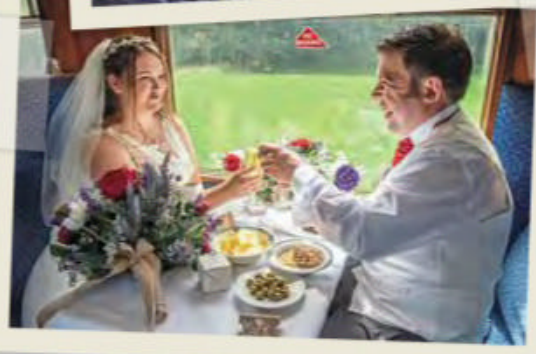
The NYMR works hard to operate and develop the railway it owns from Pickering to Grosmont, with the line operating over Network Rail from Grosmont to Whitby.

The railway is a fully

accredited museum and a charitable trust, providing education for all ages.

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Built by Baldwin in 1925, No. 487 is an outside-framed K-36 class 2-8-2. It is seen with a Cumbres & Toltec Scenic Railroad train at Antonito on September 28.



No. 453 passes the Aspen colours during the charter near Toltec Gorge on September 29.

engine carried in the early part of its life. It also had its headlight replaced with a large early period style lamp. A flat bed wagon had a 1925 Model T Ford strapped on board and an old mail coach was also part of the train. At the back of the train was the newly restored carriage dating back to 1881 and we would be the first passengers on board since 1924.

Sadly, we were not able to maximise the use of this beautiful train as in our 10 hours on the line, we only had four runpasts. The train load was quite hard work for this 19th century locomotive and there were a few technical issues too. Just like at Durango, we had a tight schedule to fit in with a two-train service, one in each direction.

The preserved section of line from Antonito to Chama was first built in 1880 and formed part of the Denver & Rio Grande Western Railroad. Its main job was supporting mining, but by the 1960s the ore traffic dwindled and the line finally closed. The stretch in use today, which is the most scenic section, was saved in the 1970s by the states of Colorado and New Mexico, the border the line straddles. The line has a number of horseshoe curves, two tunnels and bridges – the highest being Cascade Trestle at 137ft high. The climb from Chama to Cumbres is a steady 4% with the final section heading around the impressive rocky headland at Windy Point high above the valley.

With the 3ft gauge line at 64 miles long, it is only possible to travel one way on the line in a day. A bus then takes the passengers back to the start on the much shorter

journey over Cumbres Pass, at an hour long.

We would start our day with the bus ride north from Chama to the other end of the line in Antonito, across the border in Colorado.

At first I thought No. 315 had failed as I did not recognise it in its 425 guise. I had previously encountered No. 315 on a three-day charter with it at Durango in 2007. The vintage machine had first been overhauled at Durango and steamed for the first time in preservation in 2007, but its small pulling power had made it unsuitable for the heavy service trains along the line to Silverton and was moved to the Cumbres & Toltec.

At the midway point of the journey we stopped at the remote high station at Osier, where we were given a meal as part of the price. There was the choice between turkey with stuffing, veg and potatoes; meatloaf also with potatoes and veg, or a salad bar. There was also drinks and a choice of desserts. The passengers on the service trains were also given the same choice, which was the same every day. The products and staff have to travel on a long dusty track up to this location each day to feed the dozens of passengers, an amazing achievement.

We eventually made it all the way back to Chama, my first experience of the breathtaking scenery that you can see from the train. It really did live up to its legendary status as one of the most scenic preserved steam-hauled railway journeys in the world.

I had only managed a handful of images with my first experience of this amazing railway, but the main photography event

was to come at the end of the trip.

The following day we had a completely different charter with diesel train, Galloping Goose No.7 built in 1933. It is like nothing I had seen before, a cross between a railcar and a bus! In the economic depression of the 1930s, it became too expensive to operate daily passenger and mail services on the Rio Grande Southern Railroad. They built seven gasoline-powered railcars, which were known as 'motors' and built in Ridgway, Colorado.

It is based at the Durango & Silverton Railroad and was on a week-long visit to Cumbres, working each day.

We did a number of runpasts and static shots in the glorious autumn light as we made our way from Chama to Osier, where lunch was waiting to a strict time so not to clash with the large numbers of passengers on the service trains. Then we turned the train on the loop and set off back to Chama.

Falls colour

There would be four days until the start of the main three-day charter organised by the Friends of the Cumbres & Toltec Railroad, so I went on a two day adventure trip west into Arizona and Utah with Bob Branch and two other travel companions, Mark and Steve. There was an amazing drive around Monument Valley and seeing the sunrise there too before making the long drive back, this time staying near the northern end of the line in Alamosa, which was the original northern terminus of the line where it met up with standard gauge.

Baldwin No. 453 rounds the curve at Lava Tower on the second day of charters at the Cumbres & Toltec on September 30.





K-27 2-8-2 class No. 463, temporarily renumbered as scrapped sister engine No. 453, crosses Los Pinos trestle with a runpast on the Cumbres & Toltec on September 30.



Baldwin 1926-built 2-8-0 No. 111 crosses the famous trestle bridge on the Georgetown Loop with a service train on September 20.



No. 476 heads through the Colorado Rockies with a runpast on the Durango & Silverton line on September 22.

We'd had a good trip up to that point with some good photography, but the next three days were the main reason I had travelled half way around the world. The Friends of the Cumbres & Toltec Railroad had many years of experience putting on the 'Falls Colour Photo Freight Charters' and with Michael Allen in charge, a passionate enthusiast and photographer – they did not disappoint.

Over the three days from September 29 to October 1, we had some great weather and steam action at some superb locations. Our main locomotive would be K-27 2-8-2 class No. 463, which was renumbered to scrapped sister engine No. 453, and had to be withdrawn after the first two days with grate problems. Its place on the final day for double heading up to Cumbres Summit from Chama with No. 315 was given to K-36 class 2-8-2 No. 484. We would chase the train on a bus from Chama to Cumbres, managing to photograph it at five locations. A great achievement when there are about 40

photographers to get on and off a bus. The train was an incredible sight and sound on the steep grade with the contrast of 'little and large' between the two locomotives and a combination never seen before.

After reaching the summit, the K-36 had to head back to Chama for its service train duties, leaving us with No. 315 on its own all the way to Antonito. It had been converted back to its later guise in less than a week with the railway company name replacing No. 425 on the tender and a later head lamp being fitted to the smokebox.

On all three days, we would have lunch at Osier with the usual meal options. Six of the freight vehicles were used for us to ride on with connecting platforms between the wagons. There were two box vans with seats. For views of the amazing landscape we would go through, you could stand in two open wagons, which also had seats if you preferred. Travelling through the two tunnels on the line in open wagons

on a steam hauled train was an interesting experience. There was also a box van where you could buy souvenirs or obtain snacks and drinks. The caboose at the back provided further seats and for the energetic you could climb up into the lookout tower in the caboose for unrivalled elevated views. I climbed up to Big Horn in this seat and it was very memorable being able to look down the length of the train with the trails of smoke and stunning scenery all around.

Conclusion

Cumbres & Toltec had really lived up to its amazing reputation and had provided me with many great steam experiences and pictures unlike any I had before, making the thousands of miles of travel by air and road very worthwhile.

Seeing the packed service trains every day makes me believe there will be many more years of great action on one of the most scenic railway journeys you can still do by steam. **HR**

SEVERN VALLEY SPRING GALA

SEVERN VALLEY BECOMES WELSH VALLEYS!

Despite fears of bad weather and two hiccups, the Severn Valley Railway's tank engine-dominated, three-day spring steam gala in mid-March brought in the crowds, reports Robin Jones and Gareth Evans.



Visiting from the Didcot Railway Centre, Large Prairie 2-6-2T No. 4144 works up the 1-in-175 gradient through Oldbury cutting, shortly after departing Bridgnorth with the 1.15pm service to Kidderminster on Sunday, March 17. PHIL JONES

Dubbed a 'Great Western tank fest', 10 locomotives steamed for the Welsh-themed Severn Valley Railway March 15-17 spring steam gala, guests including LNWR Webb 0-6-2T Coal Tank No. 1054, which worked on the Western Region from Abergavenny shed in the 1950s.

The Keighley & Worth Valley-based locomotive was failed on the Friday (March 15) with leaking tubes and was towed back to Bridgnorth on the rear of a service train, where it was repaired in time for the following day's operations. There had been initial concern it could not be fixed until Sunday, and the failure led to a small number of cancelled services, but late running was kept to a minimum.

The other guests included a GWR trio in pannier No. 6430 from Llangollen, Large Prairie No. 4144 from Didcot and 0-6-2T No. 5619, which is owned by the Telford Steam Railway. All three also have strong

links with the South Wales Valleys.

Also in action were home-based Port Talbot Railway/GWR 0-6-0ST No. 813; Hawksworth 0-6-0PT No. 1501; GWR heavy freight 2-8-0 No. 2857; 0-6-0PT No. 7714, which worked for the NCB at Penallta Colliery; GWR 4-6-0 No. 7802 *Bradley Manor*; and recently-outshopped BR Standard 4MT 4-6-0 No. 75069, making its gala debut following its February 16 return to steam following overhaul.

Trains were well loaded throughout the event, despite a poor weather forecast for the Saturday, although the rain did not fall until 3pm. Overall, more than 3000 visitors travelled on the trains.

Another issue arose when operational problems with the points controlling Platform 1 and Engine Line 1 (the run round) occurred at Kidderminster Town station during the Saturday afternoon, leading to the cancellation of two services while the

locomotive, No. 4144, and accompanying set were trapped. No. 4144 and the GWR carriage set were out and about on the Sunday as scheduled.

The defective pointwork could not be repaired before Sunday, so Platform 1 arrivals had to be shunt released to allow the inbound service engine to escape. Despite this, only one service ran late – by just 12 minutes.

Engine House reshuffle

Preceding the gala, the Engine House Visitor Centre at Highley underwent its biggest-ever stock reshuffle.

Over four days, a small team carried out more than 70 movements and repositioned 11 of the 12 locomotives, some of which needed to be hauled along the railway by a diesel to Kidderminster and turned before being taken back to Highley to be reinstalled.

GWR 4-6-0 No. 7819 *Hinton Manor*,



In the days that followed the gala, photographic charters ran on the SVR. No. 5619 re-creates the Welsh Branch Lines of the 1950s with a Matt Fielding Charter on March 19. The train is seen at Little Rock with a swollen River Sever in the background. ROBERT FALCONER



Visiting from its current home at the Swindon & Cricklade Railway, Telford & Horsehay Steam Trust-owned No. 5619 adds to the distinct Welsh theme, having operated in South Wales for most of its life. The 0-6-2T is seen at Oldbury Wells on Friday, March 15. JOHN TITLOW



Another visitor was Llangollen Railway-based pannier No. 6430. Accompanied by GWR autotrailer No. 174, the 0-6-0 leaves the tunnel at Foley Park, just south of Bewdley Station on Sunday, March 18. MARTYN TATTAM



One-time Abergavenny shed veteran LNWR Coal Tank No. 1054 leads GWR 0-6-0ST No. 813, built new for the Port Talbot Railway on the climb of Erdington Bank on Friday, March 15. The 0-6-2T was visiting from the Keighley & Worth Valley Railway. JOHN TITLOW

which returned to the SVR last August after being on display for over 11 years at the McArthurGlen shopping centre in Swindon, was moved into the Engine House as part of the shunting. *Hinton Manor* replaces GWR No. 7325 as the railway's 'wedding locomotive' – enabling couples to tie the knot in civil ceremonies on its footplate.

Romney Hythe & Dymchurch Davey Paxman 4-6-2 No. 7 *Typhoon* was also

delivered and installed as part of the work. Operational but not needed for services this season, No. 7 is visiting the SVR as a part of a promotional exercise for the RHDR.

SVR operations manager Matt Robinson said: "This was quite a challenge for us, which involved many hours of detailed planning. Everything went smoothly in the end."

■ No. 1501 was a late booking for the



GWR heavy freight 2-8-0 No. 2857 looks the part as it departs Bewdley on Friday, March 15 with a train of restored wagons. JOHN TITLOW

South Devon Railway's April 6-14 50th anniversary gala.

Another last-minute guest booked for that event was Barclay 0-4-0ST No. 1219 of 1910, which was delivered new to Stewarts & Lloyds' Clydesdale Works in Mossend near Motherwell. Returned to steam three years ago by an apprentice at Williton on the West Somerset Railway, it subsequently returned on loan to the Pontypool & Blaenavon. **HR**



Recently restored BR 4MT 4-6-0 No. 75069 makes a superb sight as it crosses Oldbury Viaduct with the 3.23pm Bridgnorth-Kidderminster train. The wreath was in memory of the late Ron Gardner, who was one of a small group of SVR volunteers involved in the purchase and restoration of Nos. 75069 and 80079.

ANDREW SOUTHWELL





Pannier double-header: SVR resident No. 7714 leads visiting No. 6430 at Haye Bridge on March 15, hauling the LNER teak carriage set. JOHN TITLOW

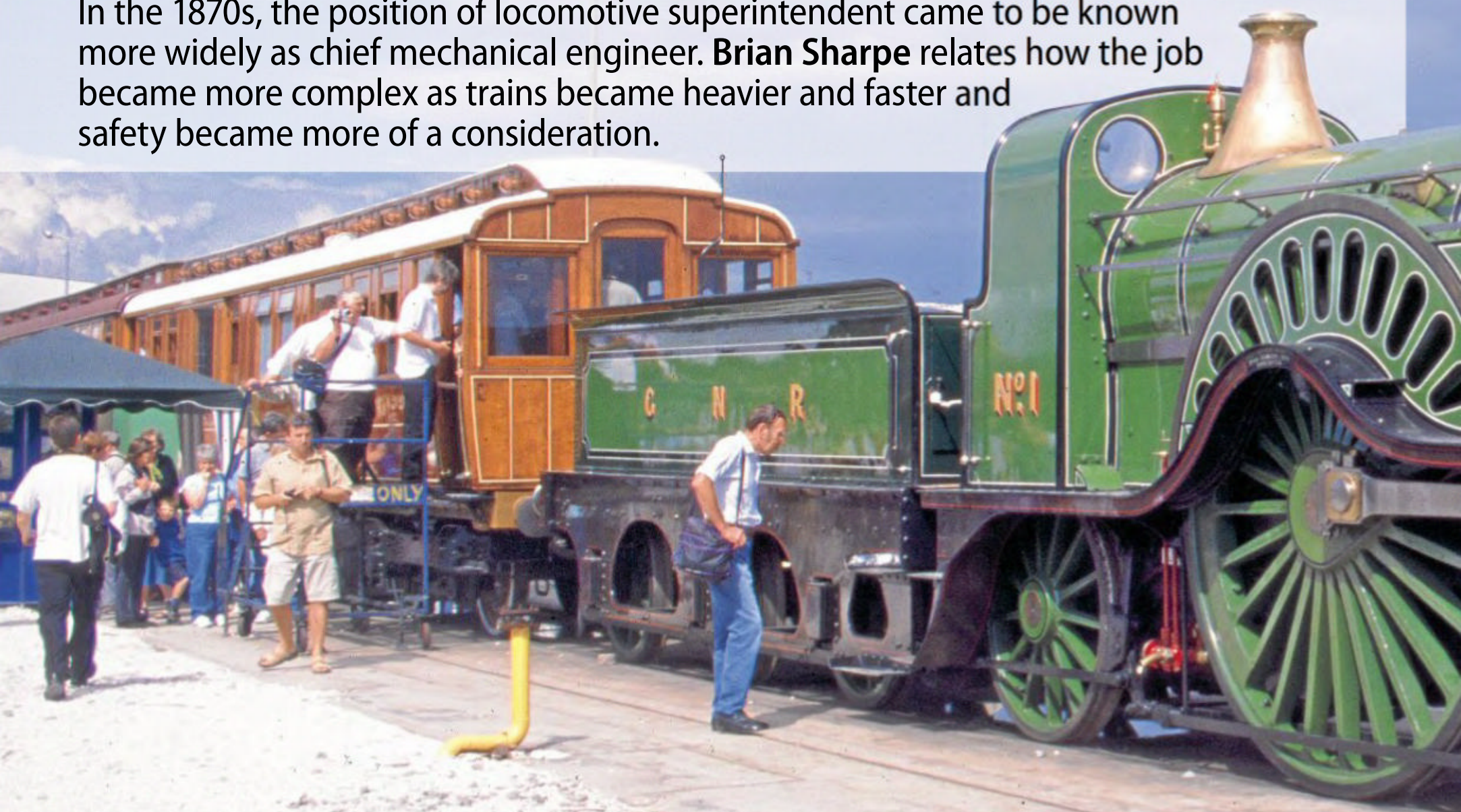


Resident 0-6-0PTs Nos. 7714 and 1501 pass through Eardington on Sunday, March 18. The restored platform and path and gardens serve as a reminder of the efforts of the Friends of Eardington Station – although trains did not call at the station, which lies south of Brigdnorth, over the gala weekend. ALAN WEAVER

GREAT STEAM ENGINEERS OF THE NINETEENTH CENTURY

PART FIVE: THE 1870s

In the 1870s, the position of locomotive superintendent came to be known more widely as chief mechanical engineer. **Brian Sharpe** relates how the job became more complex as trains became heavier and faster and safety became more of a consideration.



Although the 4-4-0 wheel arrangement was first used in the USA in 1836 and in the 19th century 85% of US express locomotives were of this type, the 4-4-0 had been slow to catch on in Britain; most of the earlier ones being tank engines. The GWR had a few broad gauge 4-4-0s, but the first outside-cylindere 4-4-0s had been designed by William Bouch for the Stockton & Darlington Railway in 1860.

The inside-cylindere 4-4-0 became the classic British express locomotive of the Victorian period but the type did not appear until 1871, when it was introduced in Scotland by Thomas Wheatley of the North British Railway (NBR). The use of inside cylinders results in a steadier engine, less prone to oscillation at speed and was also felt to give a locomotive of tidier external appearance.

Wheatley had become locomotive superintendent of the NBR in 1867. In seven years, he provided the NBR with 185 new engines; but only eight express passenger ones.

In 1871, two 4-4-0s – Nos. 224 and 264 – were built at Cowlaers in Glasgow, forming the 224 class. A leading bogie with small disc

wheels without spokes was chosen because of the many sharp curves on the NBR system.

No. 224 was the first inside-frame inside-cylinder 4-4-0 to run in Great Britain, the next being the 6 class on the Glasgow & South Western Railway two years later. The 4-4-0 with inside frames and inside cylinders, became widespread across most of Great Britain, with the GWR being the only main line company which never operated such an engine.

Sadly, No. 224 was to achieve notoriety as the locomotive involved in the Tay Bridge disaster on December 28, 1879 when the bridge collapsed during a gale as a train passed over it.

Stroudley

William Stroudley was appointed locomotive superintendent of the London, Brighton and South Coast Railway (LBSCR) at Brighton works in 1870.

Although hampered at first by the difficult financial state of his new employer, which had faced bankruptcy in 1866, he was

set to transform the company's motive power situation.

Stroudley's first passenger locomotive design at Brighton was the two locomotives of the Belgravia class 2-4-0 in 1872, based on his earlier 2-4-0 design for the Edinburgh and Glasgow Railway in the early 1860s.

In the same year he introduced the class for which he is best remembered; the diminutive A1 class 0-6-0T. A similar D1 class 0-4-2T was used for London suburban services and some survivors lasted until the late 1940s. The last of the E1 class freight 0-6-0T introduced in 1874 was not withdrawn until 1962, but the last of the A1X 'Terriers' lasted even longer and several were preserved on withdrawal.

For express services, Stroudley designed the G class 2-2-2 which proved successful. He never built a 4-4-0 and is remembered for his 0-4-2 designs for passenger services, the first of which appeared in 1876. The final version of 0-4-2 was the B1 class of 1882, the last of

Great Northern Railway Stirling 4-2-2 No. 1, built in 1870 at Doncaster, is now on display in the National Railway Museum at York. Between 1870 and 1895, 53 of the class were built. No. 1 is seen at its Doncaster Works birthplace. BRIAN SHARPE



which survived until 1933. The first member of this class, No. 214 *Gladstone*, is preserved at the National Railway Museum in York. It was purchased by the Stephenson Locomotive Society for preservation on withdrawal in 1927.

We are all familiar with the sometimes ornate locomotive liveries of the pre-Grouping railway companies. These were developed during the mid-19th century with, for example, the Midland Railway opting for crimson lake after a period of painting its engines green. The London & North Western Railway (LNWR) chose black with red straw and grey lining; a style much later adopted by British Railways for its mixed traffic locomotives.

The Lancashire and Yorkshire Railway (LYR) also painted its engines black but with red and white lining inspired by the red and white roses of Lancashire and Yorkshire respectively. Many companies used green of various shades; while

the Caledonian and Great Eastern Railway (GER) chose blue and the North Staffordshire and Furness painted locomotive in shades of red.

Perhaps the most unusual livery was on the LBSCR where Stroudley introduced his 'improved engine green', which we know was actually a yellow ochre colour. This is historically attributed to the fact that Stroudley reportedly suffered from colour-blindness.

Midland men

Francis Webb, another noted locomotive engineer of the period, was born in Tixall, near Stafford in 1836. Showing early interest in mechanical engineering, at the age of 15 he was articled as a pupil of Francis Trevithick at Crewe Works on the LNWR. He progressed to become chief draughtsman in 1859 and

in 1861 he was appointed works manager at Crewe and chief assistant to John Ramsbottom who had taken over from Trevithick in 1857. As works manager, Webb was responsible for the installation of Bessemer converters and the start of steel production at Crewe.

However, in 1866 Webb resigned from the LNWR and moved to the Bolton Iron and Steel Co as manager. It may be that this move was arranged by the LNWR management to enable him to gain experience of steelmaking.

In September 1870, the works manager at Crewe, Thomas Stubbs, died aged 34. Although Stubbs may have been Ramsbottom's intended successor, the chairman of the LNWR, Richard Moon, contacted Webb and invited

“The Walschaerts valve gear improved on Stephenson valve gear in that it enables the driver to operate the steam engine in a continuous range of settings from maximum economy to maximum power. The driver can change the cut-off point without changing the points at which intake starts.”



London Brighton & South Coast Railway Stroudley A1X 0-6-0T No. 55 *Stepney* of 1872 on the Bluebell Railway in Stroudley's 'improved engine green' livery on Freshfield Bank. BRIAN SHARPE

him to return to Crewe. Webb had already given notice at Bolton and duly became locomotive superintendent of the LNWR in 1871. Webb became one of the country's first chief mechanical engineers when the post of locomotive superintendent was renamed soon after his appointment. He was to have a 30-year reign in this position.

Webb was responsible throughout his career for some highly successful standard locomotive classes, all built at Crewe in considerable numbers. Among these were the Precedent 2-4-0, the Coal Engine 0-6-0 and Coal Tank 0-6-2T and the 18in Goods 'Cauliflower' 0-6-0.

Samuel Waite Johnson was born in Yorkshire and trained to become an engineer at the locomotive builders E B Wilson and Co.

In 1859 Johnson had become acting locomotive superintendent on the Manchester, Sheffield and Lincolnshire Railway and in 1864 he was appointed locomotive superintendent

of the Edinburgh and Glasgow Railway. In 1866, after only two years in Scotland, he had replaced Robert Sinclair at Stratford works on the GER. The GER continued to purchase its locomotives from outside contractors and Johnson had little opportunity to contribute to locomotive design.

Nevertheless, he stayed for seven years until moving to the Midland Railway at Derby in 1873, where he would stay for 30 years and make a major contribution to the company's locomotive fleet.

North of the border

Another Scottish engineer who was later to become well-known for his locomotive designs south of the border was Dugald Drummond who was born in Ardrossan in 1840.

His father was permanent way inspector for the Bowling Railway. Drummond had various jobs before joining the Edinburgh and

Glasgow Railway in 1864 where he worked at Cowlairs works under Samuel Johnson.

He later became foreman erector at the Highland Railway's Lochgorm Works in Inverness, under William Stroudley and followed Stroudley to the LBSCR at Brighton in 1870. Drummond's daughter was born in Brighton in 1871 and later married James Johnson, son of Samuel Johnson who had become locomotive superintendent of the Midland Railway in 1873. In 1875, Drummond was appointed locomotive superintendent of the NBR.

One of the best-known names among the Scottish railway locomotive superintendents was not originally from Scotland.

David Jones had served his apprenticeship with the LNWR but moved to the Highland Railway's Lochgorm works in Inverness in 1855, at the age of 21. He became locomotive supervisor in 1870. His first design was a 4-4-0

Edward Fletcher was the locomotive superintendent of the North Eastern Railway from 1854 to 1883. Between 1872 and 1882, 55 of his 901 class 2-4-0s were built for East Coast Main Line expresses between York and Edinburgh. They lasted on secondary routes into LNER days and No. 910 was preserved in York Railway Museum. It is now on display at Kirkby Stephen. It is seen in the Rail 150 cavalcade from Shildon to Darlington on August 31, 1975 being towed by LNER A3 Pacific No. 4472 *Flying Scotsman*. BRIAN SHARPE





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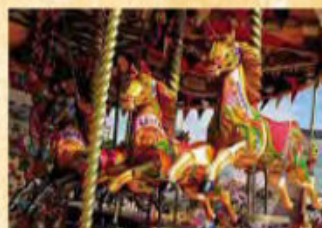
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Above: Francis Webb's first locomotive design for the London & North Western Railway was the Coal Engine 0-6-0 in 1873. In 1882 he introduced an 0-6-2T version, the Coal Tank. No. 1054 was the 250th of the class, built in 1888. It is operated by the Bahamas Locomotive Society on the Keighley & Worth Valley Railway. BRIAN SHARPE

Right: William Stroudley designed his first 0-4-2 for express service on the LBSCR in 1876. B1 class No. 214 Gladstone was among the last of the series to be built, in 1882 and is preserved in the National Railway Museum at York. BRIAN SHARPE

passenger locomotive. Ten were built by Dubs in 1874, and between 1878 and 1888 another seven were built by the Highland at Lochgorm.

William Barton Wright was born in 1828 near North Shields but the family moved to London in 1839. Barton Wright became an apprentice at the GWR's Swindon works, under Daniel Gooch, at the age of 17, eventually becoming assistant to Archibald Sturrock the works manager. Having completed his apprenticeship in 1851, he was put in charge of the GWR's locomotive shed at Paddington.

Three years later in October 1854, he was appointed the first locomotive, carriage and wagon superintendent of the Madras Railway in India.

The LYR had been formed by the amalgamation of several railways, some of which had their own locomotive works, and there was a complicated system of locomotive superintendents in charge of the various works. Gradually locomotive repairs were concentrated at fewer sites and eventually in 1875 it was decided to amalgamate the last

four superintendents into one position at Miles Platting in Manchester. The job was advertised and Barton Wright was appointed.

Barton Wright designed five classes while at Miles Platting: an 0-6-0 for goods work; an 0-4-4T for local passenger service; a 4-4-0 for express passenger trains and two types of 0-6-2T. Miles Platting and the other works at Bury were too busy to build locomotives, so the LYR's engines continued to be built by outside contractors until it was possible to expand Miles Platting after 1878.

Design evolution

Another great name in locomotive engineering of the period, William Dean, was born in 1840. He was the second son of Henry Dean, manager of the Hawes soap factory in New Cross, London and was educated at the Haberdashers' Company School.

Young William was apprenticed at the age of 15 to Joseph Armstrong at the GWR's Stafford Road works in Wolverhampton. On completion of his apprenticeship in 1863 he was made Armstrong's chief assistant.

A year later, Armstrong was promoted to the position of the GWR's chief locomotive engineer and moved to Swindon. George Armstrong, Joseph's brother, succeeded him as Northern Division locomotive superintendent, with Dean under him as Stafford Road works manager. In 1868, Joseph Armstrong made Dean his chief assistant in Swindon, and on Joseph's sudden death of a heart attack in 1877, Dean became chief locomotive engineer.

At this time, the broad gauge was still in use, although conversion to standard gauge was well underway. The final phase of broad gauge motive power was the responsibility of William Dean. He continued the Iron Duke renewal programme and added more 'convertible' engines which could be easily rebuilt from broad gauge to standard. He also developed some elegant express locomotives such as the 3031 Class singles.

In 1874, James Cudworth was appointed locomotive engineer of the South Eastern Railway (SER), with Alfred Watkin – son of SER chairman Sir Edward Watkin – appointed locomotive superintendent. In 1876, Watkin persuaded John Ramsbottom of the LNWR to design a number of 2-4-0s for SER passenger service, unbeknown to Cudworth. Twenty were built by Sharp Stewart and Avonside and they replaced the Singles on the boat trains for a short time, but when Cudworth found out about the engines, he was furious and resigned. Richard Mansell took over briefly, then James Stirling, brother of the GNR's Patrick Stirling, in 1878.

"Perhaps the most unusual livery was on the LBSCR where Stroudley introduced his 'improved engine green', which we know was actually a yellow ochre colour. This is historically attributed to the fact that Stroudley supposedly suffered from colour-blindness."



The Manchester firm of Beyer Peacock had become well-known for exporting locomotives and machine tools to service them all over the world and also designed the well-known 2-4-0Ts for the 3ft gauge Isle of Man Railway in 1874. No. 10 GH Wood stands at Port Soderick station. BRIAN SHARPE

On the London Chatham & Dover Railway, following the death of William Martley, William Kirtley came from the Midland Railway in 1874 – he was the nephew of Matthew Kirtley, the Midland’s well-known locomotive superintendent. William Kirtley produced a series of excellent designs for the railway; 0-4-4Ts, 0-6-0s and 4-4-0s.

William Adams was the locomotive superintendent of the North London Railway (NLR) from 1858 to 1873 and the GER from 1873 until 1878. The GER’s locomotive requirements were very different to those of the NLR and Adams’ locomotive designs for the GER were generally underpowered, but his refitting of the company’s Stratford works using modern, standardised equipment was a very successful project.

Adams produced five locomotive designs for the GER, including the 527 class for heavy coal traffic; the first 2-6-0 to be built for service in Britain, although they did not enter service until his successor Massey Bromley had taken over and incorporated some modifications to the design.

Valve gear developments

On the London & South Western Railway, William George Beattie had taken over as locomotive superintendent after the death of his father Joseph Hamilton Beattie from diphtheria in 1871. He did not, however, enjoy the same success in this post as his father and was forced to resign in 1878. He was succeeded by William Adams, formerly on the GER.

Technically, steam locomotive design did not actually progress very far during the 1870s; locomotives simply got a bit bigger and a bit more efficient. However, there was slow progress in one important respect, which would eventually see a significant development in locomotive design.

Since its inception in the 1840s, Stephenson valve gear was easily the most popular in use on British locomotive designs. However, Belgian engineer Egide Walschaerts had invented a valve gear in 1844 which gave considerably better performance.

Interestingly, German engineer Edmund Heusinger von Waldegg invented the mechanism independently in 1849 and the form generally adopted was closer to Heusinger’s design, but in most countries it is known as Walschaerts’ valve gear.

The Walschaerts valve gear improved on Stephenson valve gear in that it enabled the driver to operate the steam engine in a continuous range of settings from maximum economy to maximum power. The driver could change the cut-off point without changing the points at which intake starts.

However, Walschaerts valve gear was slow to gain popularity and Stephenson valve gear remained the most commonly used on 19th century locomotives. Walschaerts valve gear had the advantage that it could be mounted entirely on the outside of the locomotives, leaving the space between the frames clear; which resulted in it being adopted in some articulated locomotives.

The first locomotive built with Walschaerts valve gear was not until 1873 in Belgium. The first British-built locomotive with it was a 3ft 6in gauge Double Fairlie articulated locomotive built by Avonside for New Zealand in 1874. The first in North America was a modified Fairlie, also in 1874.

The inaugural engine with the gear used in Britain was a Single Fairlie 0-4-4T for the Swindon, Marlborough and Andover Railway in 1883. It was not a great success as no one ever worked out how to set the valves correctly.

Belpaire’s firebox

Belgian engineer Alfred Belpaire invented the square-topped Belpaire firebox in 1864. He worked as a mechanical engineer at the Belgian State Railways for more than 50 years. He first developed a firebox to burn poor quality coals and developed this into a very thermally efficient design.

His firebox was to become used in locomotives in Britain, North America and around the world. The Belpaire firebox had an improved transfer of heat and steam production due to its greater surface area at the top, having a flat rather than circular top.

In Britain, the Belpaire firebox was first used by Beyer Peacock in 1872, but it took a little longer for it to be adopted by the main line railway companies. The way forward in British steam locomotive design was going to be locomotives with Belpaire fireboxes and Walschaerts valve gear, but this would take a long time. **HR**

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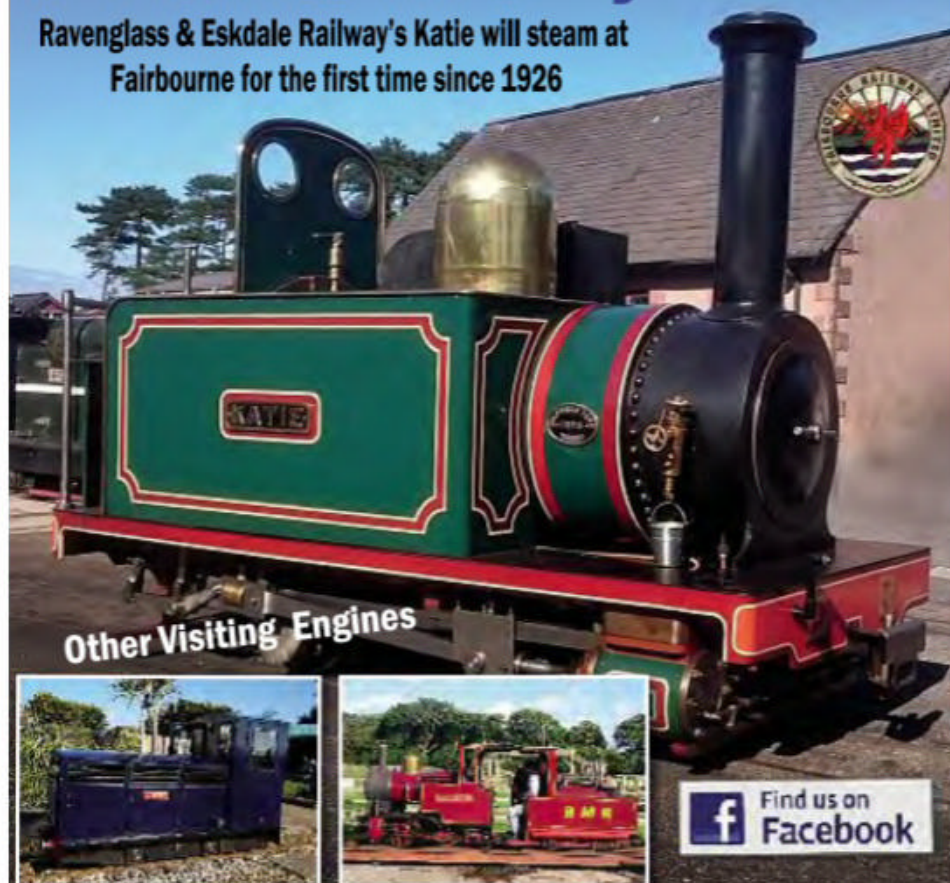
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STAR LETTER

With many new parts, when does 'preservation' become 'new-build'?

THE immense age of some steam locomotives which are still hard at work in revenue-earning service never ceases to astonish. *Flying Scotsman*, for instance, will be 100 years old in just four years, while Britain's oldest working steam locomotive, the Ffestiniog's *Prince*, built in 1863, is still scuttling around, far from being pensioned off.

As a boy in the early 1950s, I recall seeing from my Birmingham-bound train in the Sheffield area an ancient double-framed Midland Railway 0-6-0 designed by Matthew Kirtley, (1813-1873) still at work for British Rail. Kirtley, born near where I live in Durham, dated back to the Stephenson era.

And right at the end of steam in the 1960s, when nationalised rail bosses were scrapping even recently built 9Fs in their demented race to dieselise, North Eastern Railway 0-6-0 and 0-8-0 freight engines from the early years of the 20th century were still at work in my part of North East England.

Brian Sharpe's excellent series of features on the early locomotive engineers has made me think about their legacy to our current fascination with historic steam engines, many of which are still with us, either happily in working order or preserved in museums.

In the last issue, No. 252, there's an excellent photograph by James Waite of the 1879-built Ffestiniog Railway



Double-Fairlie *Merddin Emrys* setting off up the spiral from Dduallt station with a train from Porthmadog to Blaenau Ffestiniog on the Ffestiniog Railway in May 2018. DAVID TROUT

0-4-4-0T *Merddin Emrys* shrouded in steam leaving Porthmadog station with a train for Blaenau Ffestiniog.

This excellent locomotive is no museum piece. Last May, I rode on a train hauled by it as I went to Dduallt to photograph trains on 'The Spiral'. The clean, sharp exhaust blast from the engine as it powered up the Vale of Ffestiniog was a joy to hear. I had arranged in advance for the crew to stop at Dduallt to let me alight as this is a request-only stop.

However, as components even iron and steel break, rust or just wear out

I can't help wondering how much of an early locomotive still exists. For instance *Flying Scotsman* now is a much improved engine from its early LNER days as a Gresley A1.

Over the years, worn boilers have to be replaced, rusted and damaged parts renewed; sometimes parts of frames or even whole frames have to be built. To improve the performance of engines, boiler pressures, valve settings, steam superheating and many other features are tweaked.

The Ffestiniog's *Merddin Emrys*, like *Flying Scotsman* and all other old

locomotives has had rebuilds, perhaps several of them.

So what is left of the original machine? Builders plates, name plates, wheels, brass cab fittings? Can anyone now tell what is original or a subsequent replacement?

There was a gag in TV's *Only Fools and Horses* where council worker Trigger boasted to Del Boy and Rodney of the many years of service his faithful sweeping broom had lasted. Precise numbers of brand new broom heads and wooden shanks were quoted.

David Trout, Durham

Was a Fowler 2-6-4T really buried under the M1? I doubt it!

FIRST off, congratulations are in order – 20 years is a significant achievement. I fully admit that when *Heritage Railway* first appeared, I had doubts about it lasting in the face of some fairly robust competition ('oh ye of little faith!'). No looking back now – well done *Heritage Railway*. Keep on doing it!

I am intrigued by Mr Newman's account of No. 42325 (Track Talk). I doubt if the Fowlers were regularly capable of 90mph in view of their cruder front end characteristics, but I suppose given a thrashing downhill by an enthusiastic passed-fireman, it's a possibility.

In passing, it may be mentioned that, in the Harrow & Wealdstone incident, there were several locomotives involved: No. 46242 *City of Glasgow*, No. 46202 *Princess Anne* and No. 45637 *Windward Islands*. What is not mentioned as a rule is the fourth – Fowler tank No. 42389 on the stationary suburban stopper.

Conversely, the Stanier 2-6-4Ts were noted for their speedy abilities (as were the Riddles), particularly when running cab-first when they were effectively 4-6-2s and consequently every bit

as stable. When Joe Brown (of 'Bruvvers' fame) was a fireman, a regular steed was No. 80079 and he rated it very highly as a lively performer.

As to the question of the eventual resting place of No. 42325, I suggest that the temptation of 86+ tons of scrap would be far too great for enterprising gangs of motorway workers to ignore. Cutting/lifting gear and transport would have been freely available and the provocation great enough to encourage some unofficial night-work.

In any case, leaving an object like a steam locomotive underneath a motorway foundation would be risking subsidence in years to come and I can't see the resident engineer taking a chance on it remaining. Far better to turn a blind eye to its unofficial removal at no expense, no doubt aided and abetted by the film company. All this is, I agree, conjectural, but I have a great deal of experience in such matters. Conjecture can be very compelling "as when you find a trout in the milk" (Henry Thoreau).

Martyn McGinty,
Frome, Somerset

Fowler tank was probably cut up on site after filming

I WAS interested to read the letter from Ian Thomson Newman (Platform, issue 252) as some years ago I heard a rumour that a Fowler 2-6-4T was 'buried under the M1 near Luton'. Online searches however, revealed nothing and I assumed it was just a rumour with no substance.

I was evidently a few miles out with Luton, but altering my search to Scratchwood produced a brief discussion on the National Preservation website from 2012, which concluded that No. 42325 was cut up on site after filming was completed. The film in question was released in 1962 and Scratchwood Services opened seven years later.

Even allowing for landscaping and construction, it's unlikely that BR would have allowed a derailed locomotive and wagons to lie around there for several years. The What Happened to Steam website states "Cut up at Scratchwood Sidings, London by an unknown scrap merchant."

So perhaps it's not worth trying to dig up the M1, even though one of these locomotives would be a worthy restoration project. As it is, the Northern Counties 'Jeep' No. 4 owned by the Railway Preservation Society of Ireland is the nearest thing we have.

Geoff Kerr, Littleborough, Lancashire

A Victorian community made by the railways

THE article by Geoff Courtney in last month's issue about my railway museum's recent acquisitions turned the spotlight on Silloth, a fascinating example of the Victorian railways turning what was a greenfield site into a heavily-promoted industrial and leisure community.

The Silloth branch was opened by the snappily titled Carlisle & Silloth Bay Railway & Dock Co as a response to the Maryport & Carlisle Railway taking large quantities of its trade due to its original port at Port Carlisle being too small and difficult to access.

Silloth had relatively deep water and so a plan was hatched to construct a large dock there. Unfortunately though, the planning left a little to be desired as the railway opened in 1856, but shipping didn't start using the dock until 1859. However, the North British Railway had its eyes on the route as it needed a west coast port and access to Carlisle station for its impending Waverley Line from Edinburgh – access which was being obstructed by the existing Caledonian/LNWR cartel.

Therefore, it initially leased, and subsequently purchased, the Silloth and Port Carlisle lines, bridged over the Caledonian line and branched in its Waverley Line just north of Carlisle

at Port Carlisle Junction. Although the building of the docks at Silloth was ill-considered and never fulfilled its promise, the town of Silloth was born. It was remorselessly advertised as a Victorian seaside resort with 'the mildest and most genial atmosphere of any place in the Kingdom, with the exception of Torquay' – which sounds a bit like Fawlty Towers!

The North British Railway laid out a championship golf links and associated hotel to entice Scottish holidaymakers down on its Waverley Line, as well as running frequent cheap day specials in the hope of making Silloth its next Southport.

It also promoted the port by putting on both passenger and freight steamers to Ireland, Liverpool and the Isle of Man. The route to Ireland quickly became the premier way of importing cattle from the Emerald Isle.

There are still local farmers who can remember catching the train from St Bees up to Silloth with their fathers to meet the steamer, herd their cattle off and onto the waiting railway wagons, and then herding them up St Bees' main street after their rail trip down.

Alas, although being a huge community asset, the Silloth line came under the inevitable scrutiny of



North British Railway B class/LNER J35 class 0-6-0 No. 64478 readies itself for departure from Silloth with a train for Carlisle on August 6, 1951. As *Heritage Railway* reader and local railway museum owner Peter Rooke explains, the station owed its extensive facilities to dock, golf and tourist traffic, and was promoted by the North British Railway as a resort second to only Torquay.
WALTER DENDY/CREATIVE COMMONS

Dr Beeching, with the inevitable closure on September 6, 1964, amid much local opposition. Silloth still retains its old-world charm, its cobbled streets, excellent golf course and holiday camp,

but regrettably its best days upped and left some years ago.

*Peter Rooke,
West Cumberland Railway Museum,
St Bees, Cumbria*



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Steam off track

WHEN Richard Trevithick built his first self-propelled steam vehicle, he intended it to run on roads.

However, those 19th century highways were, by and large, potholed, muddy affairs, unable to take the machines' weight.

As we know, Trevithick turned to railways on which to develop his concept, but what would have happened if he had persevered with his road transport goal?

The ready answer is the traction engine, a slow, ponderous and noisy cousin of the railway locomotive.

Traction engines replaced draught horses, and became popular in industrialised countries from around 1850. They were still being built in the early-20th century.

BOTH: ROBIN JONES



Several thousand examples have been preserved worldwide, with people snatching the opportunity to obtain their own steam engine – even if it does not run on rails.

Popular steam fairs are held throughout the year in the UK, and they also make appearances at numerous heritage railway events and galas, always attracting crowds.

So, if you're keen to sample even more steam, and are looking for a fun day out across the UK, there are some great events advertised on this page well worth paying a visit during this summer.

For more events later in the year, keep reading *Heritage Railway Magazine*.



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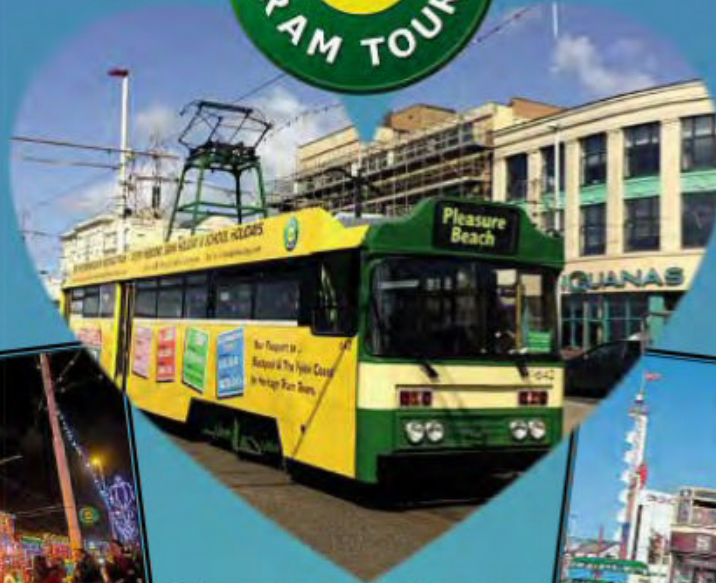
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Southern Locomotives Limited-owned unrebuilt Bulleid Pacific No. 34072 257 Squadron starred in a 30742 Charter photographic special at the Swanage Railway on March 4. The Battle of Britain class is seen passing Holme Lane near the Network Rail boundary. MARTIN CREESE

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Sheffield Park, East Sussex TN22 2QL.
Tel: 01825 720800.

Running: W/Es, B/Hs + Apr 15-18, 24-26.

May Weds-Suns.

Bredgar & Wormshill Light Railway

2ft gauge, ½ mile.
Bredgar, Sittingbourne, Kent.
Tel: 01622 884254.

Running: Apr 21. May 5.

East Kent Railway

Standard gauge, two miles, Shepherdswell, Dover.
Tel: 01304 832042.
Running: Apr 14, 19-22, 28. May 5, 6, 12, 19, 26, 27.

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Running: W/Es + sch hols.

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10¼in gauge, 600 yards, Rock-a-Nore Road, Hastings, East Sussex.
Running: W/Es + sch hols.

Hayling Seaside Railway

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Hayling Island, Hants.

Running: W/Es, Weds + sch hols

Hollycombe Steam in the Country

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Hampshire GU30 7LP. Tel: 01428 724900.

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Isle of Wight Steam Railway

Standard gauge, five miles.
Havenstreet, Isle of Wight.
Tel: 01983 882204.

Running: Apr 12-25, 28, 30. May W/Es, B/Hs, Tues-Thurs.

Kempton Steam Railway

2ft gauge, ½ mile, Hanworth.
Tel: 01932 765328.

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Running: Suns.

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Standard gauge, 10 miles, footplate experience, wine and dine.
Alresford, Hants SO24 9JG.
Tel: 01962 733810.

Running: W/Es + Apr 15-19, 22, 30. May W/Es, B/Hs, Tues-Thurs.

Romney, Hythe & Dymchurch Railway

1ft 3in gauge, 13½ miles, footplate experience. New Romney, Kent.
Tel: 01797 362353.

Running: Daily from Apr 1.

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: Suns, B/Hs + Apr 19 20, 22 + May 29.

Spa Valley Railway

Standard gauge, five miles, footplate experience.
Tunbridge Wells, Kent.
Tel: 01892 537715.

Running: W/Es + Apr 17-19, 22, 27, 28. May W/Es, B/Hs.

SOUTH WEST

Avon Valley Railway

Standard gauge, three miles, footplate experience, wine and dine.
Bitton, Bristol.

Tel: 0117 932 7296.

Running: Apr W/Es, 16-19, 22. May W/Es, B/Hs + 1, 15, 28-30.

Beer Heights Light Railway

7¼in gauge. Off A3052, Beer, Devon.
Tel: 01297 21542

Running: Wed-Sun. Daily from Apr 1.

Bodmin & Wenford Railway

Standard gauge, 6½ miles, footplate experience, wine and dine.
Bodmin, Cornwall.
Tel: 01208 73666.

Running: Apr 12-24, 27, 28, 30. May W/Es, B/Hs, Tues-Weds.

Bristol Harbour Railway

Standard gauge, one mile. M Shed, Bristol.

Tel: 0117 352 6600.

Running: Apr 13, 14, 20-22. May 4-6, 25-27.

Dartmoor Railway

Standard gauge, seven miles.
Okehampton, Devon.
Tel: 01837 55164.

Running: W/Es + B/Hs.

Dartmouth Steam Railway

Standard gauge, seven miles, wine and dine. Paignton, Devon.
Tel: 01803 555872.

Running: Daily.

Devon Railway Centre

2ft gauge, ½ mile. Bickleigh, Devon.
Tel: 01884 855671.

Running: Apr 6-28. May Weds-Suns.

East Somerset Railway

Standard gauge, two miles. Cranmore, Somerset. Tel: 01749 880417.

Running: Apr W/Es + 17, 19, 22.

May W/Es, B/Hs.

Gartell Light Railway

2ft gauge, ½ mile. Common Lane, Yenston, Templecombe, Somerset BA8 0NB. Tel: 01963 370752

Running: Apr 22. May 6, 27.

Helston Railway

Standard gauge. Helston, Cornwall.
Tel: 07875 481380.

Running: Apr Suns + 17-20, 22, 25, 28.

May Suns, B/Hs, Thurs.

Launceston Steam Railway

2ft gauge, 2 miles. Launceston, Cornwall.
Tel: 01566 775665.

Running: Apr 14-19, 21-26. May 19-24, 26-31.

Lynton & Barnstaple Railway

2ft gauge, one mile. Woody Bay,

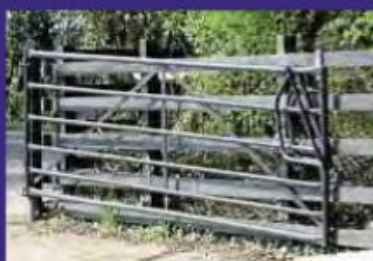
The information in this list was correct at the time of going to press. We strongly advise that you confirm details with the railway concerned.

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UP & RUNNING

north Devon. Tel: 01598 763487.

Running: Apr 12-25, 27, 28, 30. May W/Es, B/Hs, Tues-Thurs.

Moors Valley Railway

7¼in gauge, one mile. Ringwood, Hants.

Tel: 01425 471415.

Running: W/Es + sch hols.

Plym Valley Railway

Standard gauge, 1½ miles.

Marsh Mills, Plymouth.

Running: Suns + Apr 13, 22 + May 25.

Seaton Tramway

3ft gauge, three miles. Harbour Road,

Seaton, Devon. Tel: 01297 20375.

Running: Daily.

Somerset & Dorset Railway

Standard gauge, ½ mile,

Midsomer Norton station,

Silver Street BA3 2EY.

Tel: 01761 411221

Open Sun, Mon.

Running: Apr 21, 22. May 5, 18, 19.

South Devon Railway

Standard gauge, seven miles,

footplate experience, wine and dine.

Buckfastleigh, Devon.

Tel: 01364 644370.

Running: Daily.

Swanage Railway

Standard gauge, six miles, footplate

experience, wine and dine.

Swanage, Dorset.

Tel: 01929 425800.

Running: Daily.

Swindon & Cricklade Railway

Standard gauge, three miles,

footplate experience.

Blunsdon, Wiltshire.

Tel: 01793 771615.

Running: W/Es, B/Hs.

West Somerset Railway

Standard gauge, 20 miles,

footplate experience, wine and dine.

Minehead, Somerset TA24 5BG.

Tel: 01643 704996.

Running: W/Es, B/Hs, Tues-Thurs.

EAST ANGLIA

Bressingham Steam Museum

Narrow gauge, one mile.

Diss, Norfolk.

Tel: 01379 686900.

Running: Daily.

Bure Valley Railway

1ft 3in gauge, nine miles,

footplate experience.

Aylsham, Norfolk.

Tel: 01263 733858.

Running: Daily.

Colne Valley Railway

Standard gauge, one mile,

footplate experience, wine and dine.

Castle Hedingham, Essex.

Tel: 01787 461174.

Running: Apr W/Es + 17, 19, 22. May W/

Es + B/Hs.

East Anglian Railway Museum

Standard gauge, ¼ mile. Wakes Colne,

Essex. Tel: 01206 242524.

Open: Daily.

Running: May 5, 6, 19, 26-27.

Mangapps Railway

Standard gauge, one mile.

near Burnham-on-Crouch, Essex.

Tel: 01621 784898.

Running: W/Es + B/Hs.



The 2ft gauge Apedale Valley Light Railway operates an interesting collection of rolling stock at weekends and Bank Holidays – including Hudswell Clarke 0-6-0WT No. 1238 of 1916. The locomotive is seen with a passenger train on July 14, 2018. GARETH EVANS

Mid-Norfolk Railway

Standard gauge, 11½ miles, footplate

experience. Dereham, Norfolk.

Tel: 01362 690633.

Running: Apr W/Es + 17-19, 22.

May W/Es + Weds.

Mid-Suffolk Light Railway

Standard gauge, ½ mile.

Brockford, Suffolk. Tel: 01449 766899.

Running: Suns, B/Hs.

Nene Valley Railway

Standard gauge, 7½ miles,

footplate experience. Wansford,

Peterborough, Cambs.

Tel: 01780 784444.

Running: Apr W/Es, Weds + 16, 19, 22, 24.

May W/Es, B/Hs, Weds.

North Norfolk Railway

Standard gauge, 5½ miles,

footplate experience.

Sheringham, Norfolk

NR26 8RA.

Tel: 01263 820800.

Running: Daily.

Wells & Walsingham Railway

10¼in gauge, four miles.

Wells-next-the-Sea, Norfolk.

Tel: 01328 711630.

Running: Daily.

Whitwell & Reepham Railway

Standard gauge, ¼ mile.

Reepham, Norfolk.

Tel: 01603 871694.

Open: W/Es.

Running: Steam first Sun of month.

HOME COUNTIES

Buckinghamshire Railway Centre

Standard gauge, ¼ mile,

footplate experience.

Quainton Road, Bucks.

Tel: 01296 655720

Open: Daily.

Running: Apr 14, 17, 28. May 5, 6, 19, 26,

27.

Chinnor & Princes Risborough Railway

Standard gauge, 3½ miles.

Chinnor, Oxon.

Tel: 01844 353535.

Running: Apr W/Es, B/Hs. May 4-6, 12, 18,

19, 25-27.

Cholsey & Wallingford Railway

Standard gauge, 2½ miles.

Wallingford, Oxon.

Tel: 01491 835067.

Running: Apr 14.

Didcot Railway Centre

Standard gauge,

footplate experience.

Didcot, Oxon.

Tel: 01235 817200.

Open: W/Es.

Running: Apr 13, 14, 19-22, 27, 28.

Epping Ongar Railway

Standard gauge, five miles.

Ongar, Essex.

Tel: 01277 365200.

Running: Apr W/Es + 12, 19, 22.

May W/Es, B/Hs.

Leighton Buzzard Railway

2ft gauge, 2¾ miles.

Leighton Buzzard, Beds.

Tel: 01525 373888.

Running: Suns, B/Hs + Apr 16, 17, 20 +

May 25.

MIDLANDS

Amerton Railway

2ft gauge, one mile.

Stowe-by-Chartley, Staffs.

Tel: 01785 850965.

Running: W/Es + sch hols.

Apedale Valley Railway

2ft gauge, ½ mile.

Apedale, Newcastle-under-Lyme,

Staffs.

Tel: 0845 094 1953.

Running: W/Es + B/Hs.

Barrow Hill Roundhouse

Standard gauge, ¼ mile. Chesterfield,

Derbyshire. Tel: 01246 472450.

Open: W/Es.

Battlefield Line Railway

Standard gauge, five miles.

Shackerstone, Leics.

Tel: 01827 880754.

Running: W/Es + B/Hs.

Cambrian Heritage Railways

Standard gauge, ¾ mile (Llynclys),

½ mile (Oswestry), footplate experience,

Llynclys station & Oswestry station

(museum open Tues-Fri 11-3pm from Apr +

running days). Tel: 01691 728131.

Running: Apr 21, 22. May 4-6, 11, 18, 25-

27 (Llynclys). Apr 21, 22. May 5, 6, 12, 19,

26, 27 (Oswestry).

Chasewater Railway

Standard gauge, two miles.

Walsall, West Midlands.

Tel: 01543 452623.

Running: Apr 16, 19-22, 25, 27, 28.

May W/Es, B/Hs.

Churnet Valley Railway

Standard gauge, 5¼ miles,

footplate experience,

wine and dine.

Cheddleton, Staffs.

Tel: 01538 750755.

Running: Apr W/Es + 15, 17, 22, 24.

May W/Es, B/Hs

Dean Forest Railway

Standard gauge, 4¼ miles,

footplate experience.

Norchard, Lydney, Glos.

Tel: 01594 845840.

Running: W/Es, Weds, B/Hs.

Ecclesbourne Valley Railway

Standard gauge, eight miles.

Wirksworth, Derbyshire.

Tel: 01629 823076.

Running: W/Es, B/Hs, Tues + Apr 18, 25,

26 + May 30, 31.

Evesham Vale Railway

1ft 3in gauge, 1¼ miles.

A46 north of Evesham, Worcs.

Tel: 01386 422282.

Running: W/Es + sch hols.

Foxfield Railway

Standard gauge, 5½ miles.

Blythe Bridge, Staffs.

Running: Apr 14, 17, 19-22, 24, 27, 28.

May Suns + 6, 18, 25, 27, 29

Gloucestershire Warwickshire Railway

Standard gauge, 14 miles,

footplate experience.

Toddington, Glos.

Tel: 01242 621405.

Running: W/Es, B/Hs, Tues-Thurs.

Great Central Railway

Standard gauge, eight miles.

Loughborough, Leics LE11 1RW.

Tel: 01509 632323.

Running: W/Es, B/Hs + Apr 16-19, 22-25 +

May 28, 29, 31.

Great Central Railway Nottingham

Standard gauge, 10 miles.

Ruddington, Notts.

Tel: 0115 940 570.

Running: Suns, B/Hs + May 4, 25.

Midland Railway – Butterley

Standard gauge, 3½ miles,

footplate experience, wine and dine.

Ripley, Derbyshire. Tel: 01773 570140.

Running: W/Es, B/Hs + sch hols.



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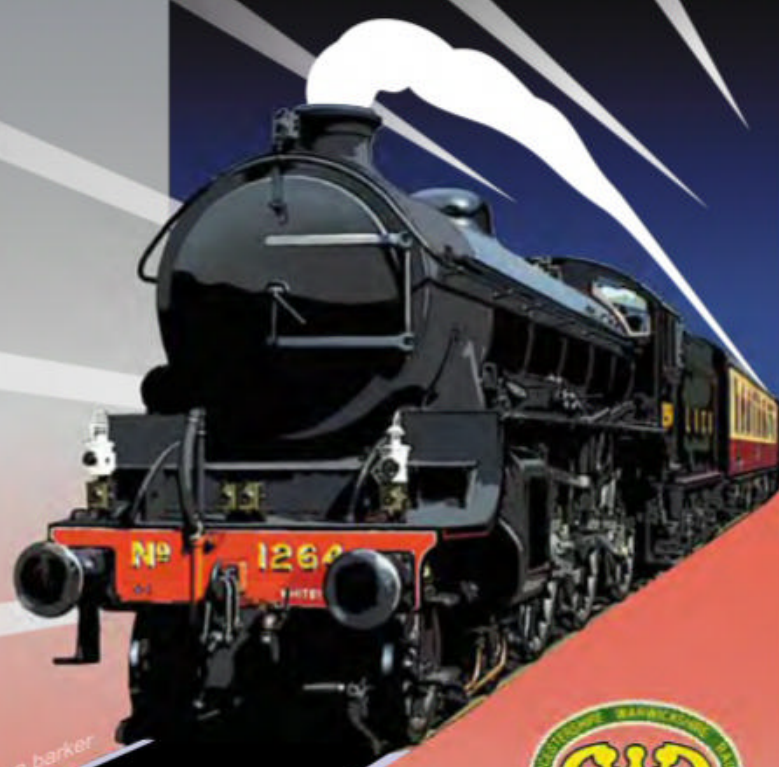
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UP & RUNNING

Northampton & Lamport Railway

Standard gauge, two miles.
Pitsford, Northants.
Tel: 01604 820327.

Running: Suns, B/Hs
Peak Rail

Standard gauge, four miles.
Matlock, Derbyshire.
Tel: 01629 580381.

Running: W/Es + Apr 16, 17, 22-24, 30.
Perrygrove Railway

1ft 3in gauge. B4228, Coleford,
Gloucestershire.
Tel: 01594 834991.

Running: W/Es + sch hols.
Rocks by Rail

Standard gauge, ¼ mile.
Cottesmore, Rutland.
Open: Sun, Tues, Thur.

Running: Apr 21, 22. May 5, 6, 19, 26, 27.

Rudyard Lake Railway

10¼in gauge, 1½ miles. Leek, Staffs.
Tel: 01995 672280.

Running: W/Es + sch hols.

Rushden Transport Museum

Standard gauge, ¼ mile.

Open: W/Es.

Severn Valley Railway

Standard gauge, 16 miles,
footplate experience.
Kidderminster,
Worcs DY10 1QR.
Tel: 01562 757900.

Running: Daily.

Sherwood Forest Railway

1ft 3in gauge, ¼ mile.
Edwinstowe, Nottinghamshire.

Running: Daily.

Steeple Grange Light Railway

1ft 6in gauge, ½ mile,
footplate experience.
Wirksworth, Derbyshire.

Running: Suns from Apr 21.

Telford Steam Railway

Standard gauge, one mile,
footplate experience.
Telford, Shropshire.
Tel: 01952 503880.

Running: Apr 20-22, 28.
May 5, 6, 12, 19, 26, 27.

NORTH WEST

East Lancashire Railway

Standard gauge, 12 miles, footplate
experience. Bury, Lancs.
Tel: 01617 647790.

Running: Wed-Sun + B/Hs.

Eden Valley Railway

Standard gauge, two miles.
Warcop, off A66,
Cumbria CA16 6PR
01768 342309.

Running: Suns, B/Hs.

Heaton Park Tramway

Standard gauge, ½ mile.
Manchester.

Running: Suns.

Isle of Man Steam Railway

3ft 6in gauge, 15½ miles.
Douglas, Isle of Man.
Tel: 01624 662525.

Running: Daily.

Lakeside & Haverthwaite Railway

Standard gauge, 3½ miles.

near Ulverston, Cumbria.

Tel: 01539 531594.

Running: Daily.

Ravenglass & Eskdale Railway

1ft 3in gauge, seven miles.
Ravenglass, Cumbria.
Tel: 01229 717171.

Running: Daily.

Ribble Steam Railway

Standard gauge, one mile.
Preston, Lancs. Tel: 01772 728800.

Running: Apr 7, 14. May 12, 19.

Stainmore Railway

Standard gauge, ½ mile.
Kirkby Stephen East Station,
Kirkby Stephen,
Cumbria CA17 4LA.
Open: W/Es.

Running: Apr 20, 21. May 5, 26.

West Lancashire Light Railway

2ft gauge. Hesketh Bank, Lancs.
Tel: 01772 815881.

Running: Suns, B/Hs.

NORTH EAST

Aln Valley Railway

Standard gauge, ½ mile.
Lionheart station, Alnwick,
Northumberland.

Running: Apr 13, 14, 16, 20-22, 27, 28.

May 4-6, 12, 19, 25, 27, 28, 30.

Appleby Frodingham Railway Preservation Society

Standard gauge, 15 miles.
British Steel Steelworks, Scunthorpe.
Tel: 01652 657053.

Running: Apr 27. May 4, 18.

Bowes Railway

Standard gauge, one mile.
Springwell, Tyne & Wear.
Tel: 01914 161847.

Open: Thur-Sat.

Cleethorpes Coast Light Railway

1ft 3in gauge, two miles.
Cleethorpes, North East Lincolnshire.
Tel: 01472 604657.

Running: Daily.

Derwent Valley Railway

Standard gauge, ½ mile. Murton Park,
Layerthorpe, York. Tel: 01904 489966.

Running: Suns, B/Hs.

Elsecar Railway

Standard gauge, one mile. Footplate
experience. Elsecar, South Yorks.
Tel: 01226 746746. Open: Daily.

Running: Suns.

Embsay & Bolton Abbey Steam Railway

Standard gauge, five miles.
Embsay, North Yorks.

Running: W/Es, B/Hs, Tues.

Keighley & Worth Valley Railway

Standard gauge, five miles,
footplate experience,
wine and dine.
Keighley, West Yorks BD22 8NJ.
Tel: 01535 645214.

Running: W/Es, Weds + sch hols.

Kirklees Light Railway

1ft 3in gauge, four miles.
Huddersfield, West Yorks.
Tel: 01484 865727.

Running: W/Es, B/Hs + sch hols.



With the daffodils in bloom, this pleasant scene shows Taff Vale Railway O2 class 0-6-2T No. 85 passing Draughton on the Embsay & Bolton Abbey Railway with the 12.45pm Bolton Abbey to Embsay Dales dining train on March 17. PAUL BIGGS

Lincolnshire Coast Light Railway

2ft gauge, ½ mile.
Water Leisure Park, Walls Lane,
Skegness, Lincolnshire.

Running: Jun 15.

Lincolnshire Wolds Railway

Standard gauge, 1½ miles.
Ludborough, Lincolnshire.
Tel: 01507 363881.

Running: Apr 19-22. May 4-6.

Middleton Railway

Standard gauge, 1½ miles.
Hunslet, Leeds.
Tel: 0113 271 0320.

Running: W/Es, B/Hs + May 29.

North Tyneside Railway

Standard gauge, two miles.
North Shields.
Tel: 0191 200 7106

Running: Suns, B/Hs.

North Yorkshire Moors Railway

Standard gauge, 18 miles,
wine and dine.
Grosmont, North Yorks.
Tel: 01751 472508.

Running: Daily.

South Tynedale Railway

2ft gauge, 5 miles. Alston, Cumbria.
Tel: 01434 382828/381696.

Running: W/Es, Tues, Thurs.

Tanfield Railway

Standard gauge, three miles.
near Gateshead, Tyne and Wear.
Tel: 01913 887545.

Running: Suns, B/Hs + May 4, 18.

Weardale Railway

Standard gauge, 18 miles.
Stanhope, Bishop Auckland,
Co Durham.
Tel: 01388 526203.

Running: W/Es, B/Hs + Apr 12, 17, 19, 24
+ May 29.

Wensleydale Railway

Standard gauge, 22 miles.
Leeming Bar, North Yorkshire.
Tel: 0845 450 5474.

Running: W/Es, B/Hs, Tues, Fris.

Yorkshire Wolds Railway

Standard gauge, 300ft.
Fimber, East Yorkshire YO25 3HG.
Tel: 01377 338053.

Running: Suns, B/Hs.

WALES

Bala Lake Railway

2ft gauge, 4½ miles. Llanuwchllyn,
Gwynedd. Tel: 01678 540666.

Running: Apr W/Es, Tues-Thurs + 15, 22,
30. May W/Es, Tues-Thurs.

Barry Tourist Railway

Standard gauge, two miles. Barry Island,
Vale of Glamorgan. Tel: 01446 748816.

Running: Apr 19-22, 25-27.

Brecon Mountain Railway

2ft gauge, 3½ miles.
Merthyr Tydfil.
Tel: 01685 722988.

Running: W/Es, Tues-Thurs.

Corris Railway

2ft 3in gauge, ¾ mile. Corris, Machynlleth.
Tel: 01654 761303.

Running: Apr 19-22. May 4-6, 12, 19,
25-27.

Fairbourne Railway

12¼in gauge, two miles. Fairbourne,
Gwynedd. Tel: 01341 250362.

Running: Apr 13-28, 30. May W/Es, B/Hs,
Tues-Thurs.

Ffestiniog Railway

2ft gauge, 13½ miles, Porthmadog,
Gwynedd. Tel: 01766 516000.

Running: Daily.

Gwili Railway

Standard gauge, 4 miles.
Bronwydd Arms, Carmarthenshire.

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UP & RUNNING

Tel: 01267 238213.

Running: Apr 13-27. May B/Hs, W/Es, Tues, Weds.

Llanberis Lake Railway

2ft gauge, three miles. Llanberis, Gwynedd. Tel: 01286 870549.

Running: Apr Sun-Fri + 20, 27.

May Sun-Fri + 4, 24.

Llanelli & Mynydd Mawr Railway

Standard gauge, ¼ mile. Cynheidre, near Llanelli, Carmarthenshire.

Tel: 01554 759255.

Running: Apr 27. May 25.

Llangollen Railway

Standard gauge, 10 miles, footplate experience, wine and dine.

Llangollen, Denbighshire.

Tel: 01978 860979.

Running: Daily.

Pontypool & Blaenavon Railway

Standard gauge, two miles.

Blaenavon, Torfaen.

Tel: 01495 792263.

Running: W/Es + B/Hs.

Rhiw Valley Railway

1ft 3in gauge, ¾ mile.

Manafon, nr Welshpool, Powys.

Tel: 01938 810441.

Running: May 4, 5.

Rhyl Miniature Railway

1ft 3in gauge. Rhyl, North Wales.

Running: Apr W/Es + 19, 22-28.

May W/Es + 27-31.

Snowdon Mountain Railway

800mm gauge, 4½ miles.

Llanberis, Gwynedd.

Tel: 01286 870223.

Running: Daily.

Talylyn Railway

2ft 3in gauge, 7½ miles, footplate experience.

Tywyn, Gwynedd.

Tel: 01654 710472.

Running: Daily.

Teifi Valley Railway

2ft gauge, ½ mile.

Henllan, Ceredigion SA44 5TD.

Tel: 01559 371077.

Running: Suns.

Vale of Rheidol Railway

2ft gauge, 11¾ miles.

Aberystwyth, Ceredigion.

Tel: 01970 625819.

Running: Daily.



Gwili Railway RSH 0-6-0ST *Welsh Guardsman* crosses the river that gives the Carmarthenshire line its name. SCOTT ARTUS/GR

Welsh Highland Heritage Railway

2ft gauge, one mile.

Porthmadog, Gwynedd.

Tel: 01766 513402.

Running: Apr 12-27. May W/Es, B/Hs +

Tues-Thurs.

Welsh Highland Railway

2ft gauge, 26 miles.

Caernarfon, Gwynedd.

Tel: 01766 516000.

Running: Apr 12-30. May 1, 2. 4-9, 11, 12,

14-31.

Welshpool & Llanfair Light Railway

2ft 6in gauge, eight miles, footplate experience.

Llanfair Caereinion, Powys.

Tel: 01938 810441.

Running: Apr 13-28. May W/Es, B/Hs, 14-

16, 21-23, 27-31.

SCOTLAND

Almond Valley Railway

2ft 6in gauge, ¼ mile. Livingston,

West Lothian. Tel: 01506 414957.

Running: W/Es.

Bo'ness & Kinneil Railway

Standard gauge, five miles.

Bo'ness, West Lothian.

Tel: 01506 822298. **Open:** Daily.

Running: W/Es + Tues.

Caledonian Railway

Standard gauge, four miles.

Brechin, Angus. Tel: 01356 622992.

Running: Apr 20, 21. June W/Es.

Keith & Dufftown Railway

Standard gauge, 11 miles.

Dufftown, Banffshire.

Running: W/Es, B/Hs + May 2, 3, 31.

Royal Deeside Railway

Standard gauge, one mile.

Milton of Crathes,

Kincardineshire.

Running: Apr 13, 14, 20, 21, 28.

May 5, 12, 19, 26.

Lothaldmond Railway Museum

Standard gauge, ½ mile.

Scottish Vintage Bus Museum,

Lothaldmond, nr Dunfermline.

Running: Apr 21, 28. May 5, 12, 19, 26.

Strathspey Railway

Standard gauge, 10 miles. Aviemore,

Inverness-shire.

Tel: 01479 810725.

Running: W/Es, B/Hs + Weds, Thurs.

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: Apr 20-22. May 6, 27.

Stradbally Woodland Railway

3ft gauge, ½ mile.

Stradbally, County Laois.

Running: Apr 21, 22. May 5, 6.

Waterford & Suir Valley Railway

3ft gauge, six miles.

Kilmeadan,

County Waterford.

Tel: 00353 384058.

Running: Daily from Apr 1.

The information in this list was correct at the time of going to press. We strongly advise that you confirm details with the railway concerned.

Railway Museums

Beamish

County Durham. The Living Museum of the North. **Open:** Daily.

Col Stephens Railway Museum

Tenterden Station, Kent. **Open:** W/Es.

Tel: 01580 765155.

Conwy Valley Railway Museum

Betws-y-Coed, Conwy. **Open:** Daily.

Tel: 01690 710568.

Crewe Heritage Centre

Vernon Way, Crewe. **Open:** W/Es + B/H.

Tel: 01270 212130.

Head of Steam

North Road Station, Darlington.

Open: Tues-Sun. Tel: 01325 460532.

Museum Of Scottish Railways

Bo'ness. **Open:** Daily.

Tel: 01506 825855.

Irchester Narrow Gauge Railway Museum

Near Wellingborough, Northants.

Open: Suns. Tel: 01604 675368.

Kidderminster Railway Museum

Kidderminster, Worcs. **Open:** SVR

operating days. Tel: 01562 825316.

Locomotion: The National Railway Museum, Shildon

Co Durham. **Open:** Daily.

Tel: 01388 777999.

London Transport Museum

Covent Garden Piazza.

Open: Daily.

Tel: 0207 379 6344.

Manchester Museum of Science & Industry

Castlefield, Manchester.

Open: Daily.

Tel: 0161 832 2244.

National Railway Museum

Leeman Road, York. **Open:** Daily.

Tel: 01904 621261.

Penrhyn Castle Industrial Railway Museum

Bangor, Gwynedd. **Open:** Daily.

Rail Story

Ingrow, West Yorks. **Open:** Daily.

Tel: 01535 680425.

Shillingstone Station

Shillingstone, Dorset.

Open: Sat, Sun and Wed.

Tel: 01258 860696.

Somerset & Dorset Railway Trust

Washford, Somerset. **Open:** Weekends.

Tel: 01984 640869.

STEAM – Museum of the GWR

Swindon, Wilts. **Open:** Daily.

Tel: 01793 466646.

St Albans South Signalbox & Museum

St Albans City station. Tel: 01727 863131.

Ulster Folk & Transport Museum

Cultra, Co Down. **Open:** Tues-Sun.

West Cumberland Railway Museum

St Bees, Cumbria. **Open:** Monthly,

dates as per Facebook entry or email

petergrooke@btinternet.com

Yeovil Railway Centre

Yeovil Junction, Somerset.

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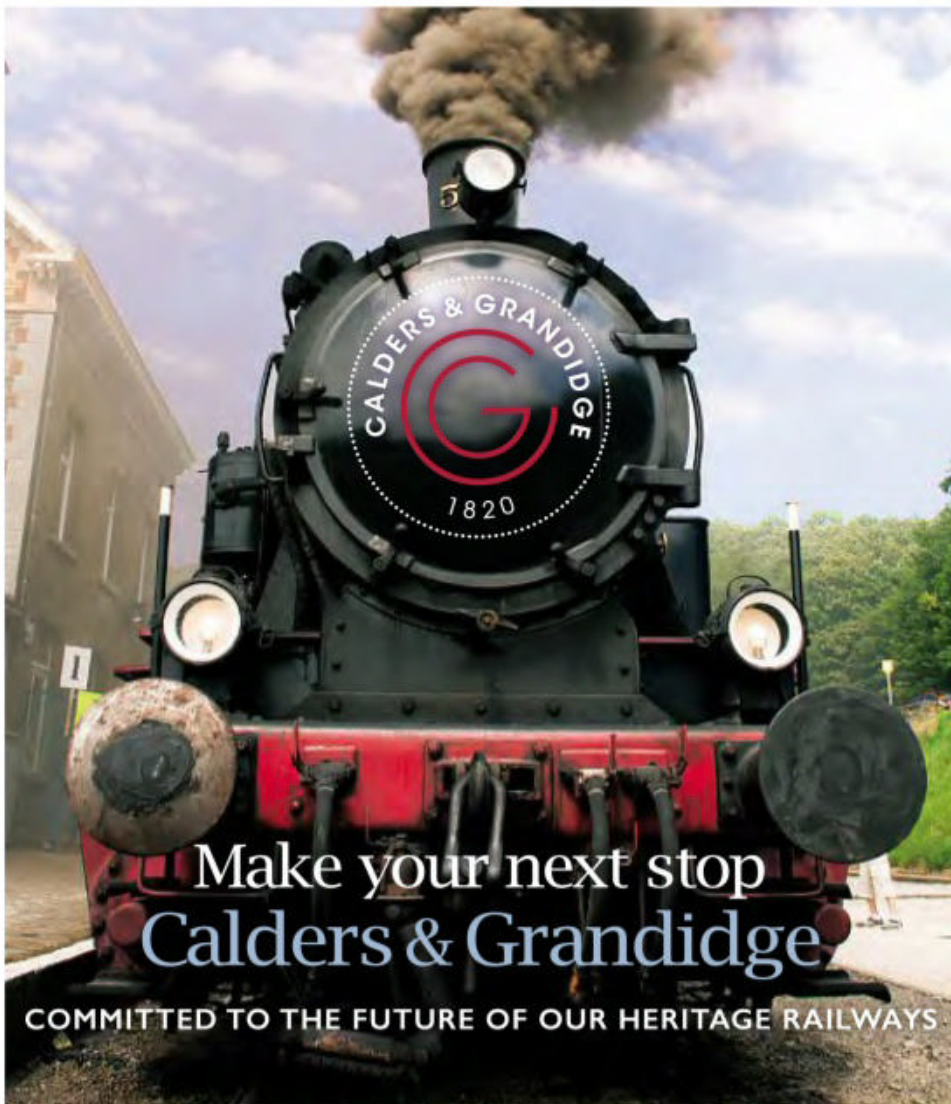
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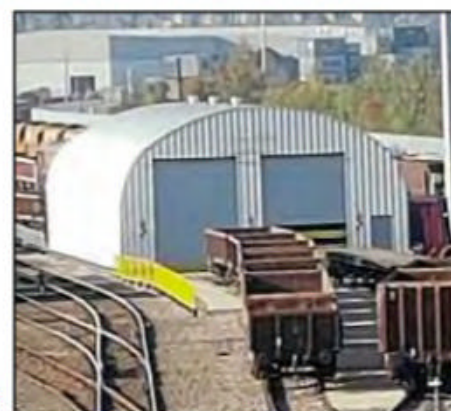


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Quarter two events

By Gareth Evans

IT'S frightening how the weeks fly by – to think we're now into the second quarter of 2019. There is no shortage of enthusiast and family-friendly events,

encompassing a range of tastes – from narrow gauge and industrial to former main line steam and diesel traction. As always, we welcome your photographs – either for the magazine or website (see panel below).



Built in 1949 at Brighton Works, Bulleid Pacific No. 34092 *City of Wells* passes Duckworth Lane, Townsend Fold on the East Lancashire Railway with 9.15am Bury Bolton Street to Rawtenstall service on Saturday, March 23. IAN DIXON

SPECIAL EVENTS

APRIL

- 6-14: South Devon Railway: Golden Anniversary Steam Gala 2019 ■
- 11-14: Beamish: Great North Steam Fair
- 12-14: Weardale Railway: Diesel Gala ■
- 13: Ffestiniog & Welsh Highland Railways: The Snowdonian
- 13: Llangollen Railway: 1940s Home Front
- 13: Middleton Railway: Heritage Diesel Day ■
- 13: Nene Valley Railway: Steam Folk & Morris
- 13, 14: Avon Valley Railway: Fire & Water!
- 13, 14: Great Central Railway: Diesel Gala ■
- 14: Foxfield Railway: The 20th Anniversary Classic & Vintage Rally
- 14: Whitwell & Reepham Railway: 1940s Era Sale
- 15, 17: Churnet Valley Railway: Mad Hatter's Tea Party ■
- 17, 18: Embsay & Bolton Abbey Railway: NER Autocar Public Launch ■
- 18-22: Bluebell Railway: Easter Egg Hunt ■
- 19-22: Avon Valley Railway: Chocolate Train ■
- 19-22: Barry Tourist Railway: Easter Bunny Weekend ■
- 19-22: Great Central Railway: Easter Vintage Festival
- 19-22: Gwili Railway: Easter Bunny Special ■
- 19-22: Kirklees Light Railway: Easter Eggspress ■
- 19-22: Lakeside & Haverthwaite Railway: Easter Egg Weekend ■
- 19-22: Lincolnshire Wolds Railway: Easter Special ■
- 19-22: Pontypool & Blaenavon Railway: Easter Weekend
- 19-22: Sittingbourne & Kemsley Light Railway: Four Days of Steam ■

19-22: Tanfield Railway: An Edwardian Easter

19-22: West Lancashire Light Railway: Easter events (Easter Egg Hunt on Easter Sunday) ■

20: Fairbourne Railway: Easter Egg Hunt ■

20, 21: Stainmore Railway Company: Easter Weekend & Classic Commercial Vehicle Rally (steam)

20-22: Aln Valley Railway: Easter Steam Weekend

20-22: Apedale Valley Light Railway: Easter Egg Hunt ■

20-22: Churnet Valley Railway: Mad Hatter's Tea Party ■

20-22 Middleton Railway: Easter Bank Holiday celebration ■

20-22: Nene Valley Railway: Easter – Doctor Who Weekend ■

20-22: Welshpool & Llanfair Railway: Easter Bunny ■

21: Rocks by Rail: Easter Bunny Hunt ■

21, 22: Corris Railway: Easter Weekend ■

21, 22: Mid Suffolk Light Railway: Easter Steam Up

21, 22: Rhyl Miniature Railway: Easter Egg Hunt ■

22: South Tynedale Railway: Enthusiasts Gala

26-28: Ecclesbourne Valley Railway: Diesel & Ale Bash ■

27: Bluebell Railway: Toy and Rail Collectors Fair

27: Welshpool & Llanfair Railway: Sierra Leone Independence Day

27, 28 Ffestiniog & Welsh Highland Railways: Join the Ff&WHR Volunteers

27, 28: Foxfield Railway: Diesel Gala ■

27-28: Gloucestershire Warwickshire Railway: Wartime in the Cotswolds

27, 28: Kirklees Light Railway: Photography Days

27, 28: Nene Valley Railway: Travelling Post Office

27, 28: Ribble Steam Railway: Spring Steam Gala

28: Dean Forest Railway: Vintage Vehicle Day

MAY

4: Nene Valley Railway: Wallace & Gromit ■

4, 5: Aln Valley Railway: Bank Holiday Steam

4, 5: Gwili Railway: Welsh Food and Craft Festival

4, 5: Kirklees Light Railway: *Sian & Katie* Weekend

4-6: Bressingham Steam & Gardens: Heritage Steam Gala ■

4-6: Churnet Valley Railway: Diesel Gala ■

4-6: Leighton Buzzard Railway: 100th Anniversary Spring Gala ■

4-6: Lincolnshire Wolds Railway: Family Fun Weekend ■

4-6: Middleton Railway: Teddy Bears Special ■

4-6: Nene Valley Railway: Bank Holiday Branch Line Weekend

4-6: North Yorkshire Moors Railway: Behind the Scenes ■

5: Bredgar & Wormshill Light Railway: Model Railway Exhibition

5: Epping Ongar Railway: Dinosaurs at the Railway

5-6: Crich Tramway Village: Beer and Bands at Crich

5-6: Mid Suffolk Light Railway: Middy in the War Years

5-7: Great Western Society Didcot: Saint Launch ■

6: Rocks by Rail: Cement Quarry Railway Day

6: East Kent Railway: Steam locomotive running day

6, 7: East Anglian Railway Museum: May Bank Holiday Festival

10-12: Swanage Railway: Diesel Gala ■

11: Middleton Railway: Heritage Diesel Day ■

11, 12: Lynton & Barnstaple Railway: Spring Gala ■

11, 12: Nene Valley Railway: Steam Punk

11, 12: Statfold Barn Railway: Giant Miniature Weekend ■

11, 12: Swindon & Cricklade Railway: Diesel Gala ■

12: Bressingham Steam & Gardens: 1940s Day

12: Mid-Norfolk Railway: Classic Bus Day

16-18: Severn Valley Railway: Spring Diesel Festival ■

16-18: Barrow Hill Roundhouse: Rail Ale 2019

17-19 Ffestiniog & Welsh Highland Railways: Rail-Ale Festival ■

18, 19: Amberley Museum: Home Front Weekend

18, 19: Dean Forest Railway: 40s Weekend

18, 19: Foxfield Railway: War Wheels

18, 19: Tanfield Railway: Mining Heritage Weekend

18, 19: Swindon & Cricklade Railway: Behind the Scenes Weekend

18, 19: Hollycombe Steam in the Country: Steam in Miniature

19: Buckinghamshire Railway Centre: Diesel Day ■

19: East Anglian Railway Museum: A Steamy Vintage Encounter

19: Severn Valley Railway: Mixed Traction Day ■

19: Apedale Valley Light Railway: Bus Rally

19: Crich Tramway Village: Classic Transport Gathering

19-22: Great Western Society Didcot: King/Saint/Railmotor Event ■

22: East Somerset Railway: DMU Day ■

RAILWAYANA

APRIL

- 13 Thirsk Railwayana
- 27 Paddington Ticket Auctions, central London
- 27 GWRA 'Buy & Go', Pershore

MAY

- 11 Talisman Railwayana, Templecombe



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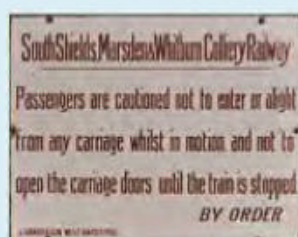
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