

Rail Holidays of the World



Take a Specialist Steam Railway Tour this Autumn

Behind the Scenes in Salzburgerland ~

Departs 13 August 2019 - 10 Days from £1,685pp

Travel to beautiful Salzburg, Austria by train to explore the wide variety of transport situated near the city, including behind the scenes access to several railways and private steam charters.

- ❖ Based in picturesque Salzburg in a centrally located hotel
- ❖ Escorted daily excursions by private coach
- ❖ Unique 'behind the scenes' access on several railways
- ❖ Krimml Waterfalls
- ❖ Guided tours given by experienced staff
- ❖ Private steam charters
- ❖ Museum visits



Germany in Full Steam ~

Departs 11 September 2019 - 16 Days from £2,430pp

Ride the still active narrow gauge lines of former East Germany and visit the preserved rail lines and museums of the West. A great way to explore Germany's railway heritage and its interesting cities.

- ❖ Return travel on the Vulkan Express
- ❖ Wutachtalbahn journey with shadow bus for photographic opportunities
- ❖ Return trip on the Kandertalbahn
- ❖ Entry to Nuremberg Railway Museum
- ❖ Visit to Neuenmarkt-Wirsberg Railway Museum
- ❖ 3 day Harz Rover ticket for unlimited travel on Harzer Schmalspurbahnen
- ❖ Return travel on the Molli Bahn
- ❖ Return travel on the Rasender Roland

Journées du Patrimoine on the Vivarais ~

Departs 12 September 2019 - 5 Days from £1,155pp

Visit France as it celebrates its annual Journées du Patrimoine ('Heritage Days') and tour the country's famous railway network, the Vivarais on both sides of the Rhone-Loire watershed.

- ❖ Experience France's 'Heritage' weekend on the old Vivarais network
- ❖ Ride the lines on either side of the Rhone-Loire watershed
- ❖ Visit 'le Jardin des Trains Ardéchois'
- ❖ Private coach transfers to 'hard to reach' locations

Swiss Rail Adventure ~

Departs 12 September 2019 - 15 Days from £2,775pp

A specialist rail tour to Switzerland that includes steam train excursions on the UNESCO Rhaetian Railway, journeys on the Bernina and Glacier Express trains and sightseeing tours.

- ❖ Scenic rail journey to and from Switzerland using Eurostar and InterCity trains
- ❖ First class Swiss Pass for unlimited travel whilst in Switzerland
- ❖ No expensive excursions to pay for
- ❖ Steam excursions on Rhaetian Railway, Furka Bergstrecke & Brienz Rothorn Railway
- ❖ Bernina and Glacier Express trains with reserved seats in first class
- ❖ Arranged optional excursions on free days to Arosa, Davos, Zermatt and Montreux at no extra cost (these may change according to weather conditions)
- ❖ Centrally located hotels in the Old Town of Chur, Brig and Thun for easy touring

India's Golden Triangle & Ranthambore ~

Departs 28 October 2019 - 19 Days from £4,795pp

Our new tour of India focuses on its famous Golden Triangle and includes rail journeys on the spectacular Kangra Valley and Kalka Shimla Railways and a safari at the Ranthambore National Park.

- ❖ Private Heritage carriage on the Kalka Shimla Railway
- ❖ Private steam charter – Shimla to Shoghi
- ❖ Steam on the Kangra Valley – Subject to availability
- ❖ Golden Temple, Taj Mahal & Red Fort
- ❖ Fairy Queen Steam Locomotive & Rewari Museum
- ❖ 3 Safaris at the Ranthambore National Park
- ❖ Amber Fort, City Palace and Hawa Mahal
- ❖ Amritsar, Shimla, Delhi & Jaipur

45 Years of Unforgettable Rail Journeys

www.ffestiniogtravel.com – Book Online!

Call 01766 512400 Email info@ffestiniogtravel.co.uk

 **Ffestiniog Travel**



Ffestiniog Travel is owned by a charitable trust and profits go to support the world famous Ffestiniog and Welsh Highland Railways every booking helps preserve the railways.

HELP GREAT CENTRAL BUILD NEW LOCO WORKS AND VISITOR CENTRE

HERITAGE RAILWAY

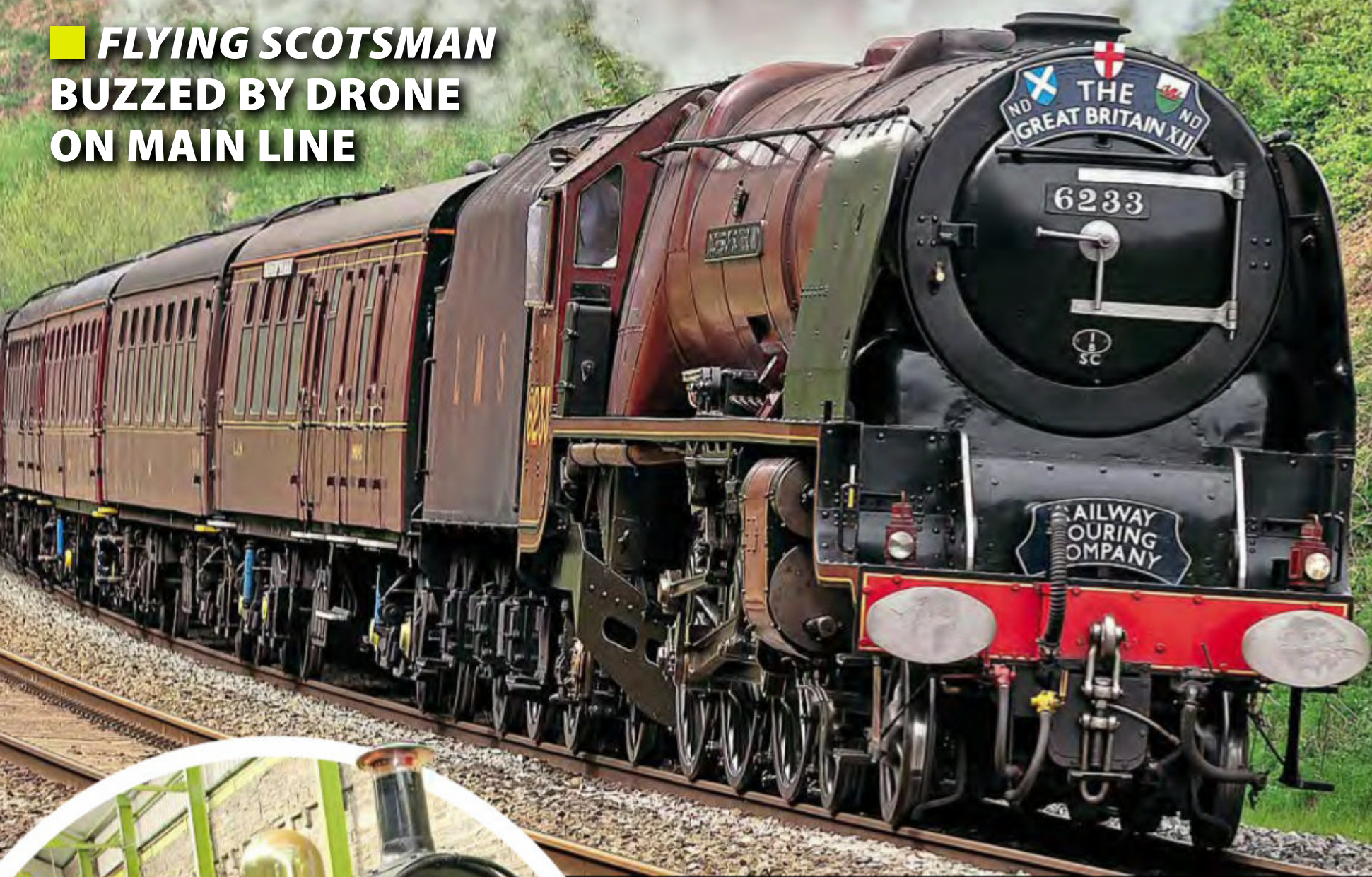
THE BRIGHTER STEAM NEWS MAGAZINE

ISSUE 254

May 10 –
June 6, 2019

WEST SOMERSET GETS SUMMER TAUNTON LINK

■ **FLYING SCOTSMAN
BUZZED BY DRONE
ON MAIN LINE**



◀ **MANX MANNIN TO STEAM AGAIN**

■ **SOUTH DEVON'S 50TH ANNIVERSARY
SPECTACULAR** ■ **LOUGHBOROUGH BIDS
FOR GCR '04' OVERHAUL** ■ **BRADLEY
MANOR FOR MINEHEAD SUMMER – WITH
RAVENINGHAM HALL ON SEVERN VALLEY**

MORTONS

PRINTED IN THE UK

£4.30

No. 254 UK Off-sale date: 07/06/2019



OO Gauge (1:76 Scale)

Bachmann Branchline - Steam locos

32-301A Class 2251 0-6-0 Collett Goods 3212 in BR black early emblem and Collett tender (RRP £114.95) **BARGAIN** £78



32-236 Class 3F 'Jinty' 0-6-0T 47619 in early British Railways black (RRP £109.95) **BARGAIN** £74.50
32-227DS Class 3F Jinty 0-6-0T 7365 in LMS black - DCC sound fitted (RRP £214.95) **BARGAIN** £168



30-525loco Class 49xx 'Hall' 4-6-0 4965 "Rood Ashton Hall" in Great Western green - split from 30-525 set. £79
31-214 Class 6P Patriot 4-6-0 45538 'Giggleswick' in BR Green early emblem (RRP £164.95) **BARGAIN** £107
31-531 Class A2 4-6-2 60536 "Trimbush" in BR lined green early emblem (RRP £179.95) **BARGAIN** £111



31-921 Class H2 Atlantic 4-4-2 32424 "Beachy Head" in BR black early emblem (RRP £189.95) **BARGAIN** £124.50

Diesel locos

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

Coaches

30-525Coaches 2 x Pullman Cars (349 & 335) & 1 x Mk1 BSK in Pullman Umber & Cream - separated from the Shakespeare Express set £70

Dapol - Diesel locos



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

DMUs

4D-009-HAT04 Class 121 single car DMU 'Bubblecar' 121020 in Chiltern Railways blue - Hatton's limited edition (RRP £129.95) **BARGAIN** £89
4D-009-HAT02 Class 121 single car DMU 'Bubblecar' 121032 in Arriva Trains Wales - Hatton's limited edition (RRP £129.95) **BARGAIN** £105
4D-009-HAT06 Class 121 single car DMU 'Bubblecar' 960010 in Railtrack 'coaching stock' maroon - Hatton's limited edition (RRP £129.95) **BARGAIN** £89

Wagons

4F-026-014 HIA aggregate limestone hopper 369012 Freightliner green £22.52

Hattons Originals - Steam locos

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

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

Wagons

H4-FEAS-006 FEA-S intermodal wagon 640911 GBR/Metronet yellow track panel carrier. £59
H4-FEAS-005 FEA-S intermodal wagon 640921 GBR/Metronet yellow track panel carrier. £59



H4-RHTT-001 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules £118



H4-RHTT-004 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules - weathered £126
H4-RHTT-005 Rail Head Treatment Train 'Water Jet' 2 wagons and water jetting modules - weathered £126
H4-RHTT-003 Rail Head Treatment Train 'Water' wagon 3 water modules to extend either RHTT pack to 3 wagons. £59
H4-RHTT-006 Rail Head Treatment Train 'Water' wagon 3 water modules to extend either RHTT pack to 3 wagons - weathered £63

Heljan - Diesel locos

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

Electric locos



7704 Class 77 EM2 Woodhead electric 27001 "Ariadne" in BR green - Ltd Ed for Olivias Trains (RRP £165) **BARGAIN** £99
7702 Class 77 EM2 Woodhead electric 27004 "Juno" in BR electric blue - Ltd Ed for Olivias Trains (RRP £165) **BARGAIN** £99

DMUs



8940 Class 128 parcels DMU M55993 in BR Blue full yellow ends and flush fronts (RRP £119.95) **BARGAIN** £54

Wagons



BOC07 100 ton BOC tank in BOC Liquid Nitrogen red stripe and Gloucester bogies - 0007 **NEW** £75

BOC16 100 ton BOC tank BOC Liquid Nitrogen red stripe and GPS bogies - 0014 **NEW** £75

BOC06 100 ton BOC tank in BOC Liquid Oxygen yellow stripe and Gloucester bogies - 0015 **NEW** £75

Man-made scenic structure - railway-related



89121 27.4 metre (90ft) Motorised turntable - ready for installation. For HO/OO scales. DCC ready £210

Hornby - Steam locos



R3292 Class 0F Pug 0-4-0ST 56011 in BR black - Hornby 2014 Collectors Club special edition (RRP £24.99) **BARGAIN** £14.50



R3616 Class 5MT 'Black Five' 4-6-0 5089 in LMS black £153

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



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



R3781 Class A1 Terrier 0-6-0T 5 "Rolvenden" in Kent and East Sussex Railway blue £81



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



R3600TTS Class J36 0-6-0 673 "Maude" in North British Railway lined black - as preserved - TTS sound fitted **NEW** £148.50



R3621 Class J36 0-6-0 722 in LNER black £126
R3603TTS Class LN 'Lord Nelson' 4-6-0 30850 "Lord Nelson" in BR green late crest - TTS sound fitted £175.50



R3635 Class LN 'Lord Nelson' 4-6-0 30863 "Lord Rodney" in BR green early emblem £153
R3171 Class P2 2-6-2 2001 'Cock O' The North' LNER Green (Railroad range) £89



R3329 Class S15 4-6-0 30830 in BR black late crest (RRP £134.99) **BARGAIN** £94

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

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



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



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

Diesel locos



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

Electric locos

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

Train sets - analogue

R1151 Caledonian Belle starter trainset 0-4-0 steam loco in blue 4 wheel coach & open wagon (RRP £49.99) **BARGAIN** £45

Train sets - digital

R1173 e-Link DCC Western Master train set GWR Class 2721 steam loco & 3 wagons. £130



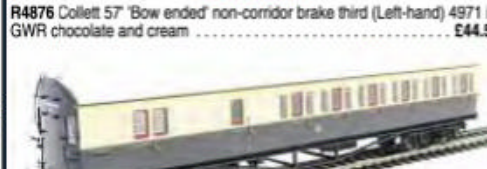
R1125 Somerset Belle train set Class 3F 0-6-0 S&DJR 0-6-0 steam loco & 3 wagons - DCC control (RRP £210.99) **BARGAIN** £130



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 £44.50



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

R4643A Mk1 TSO second open M4473 BR maroon (RRP £24.99) **BARGAIN** £18

Point motors

R8243 Surface Mounted point motor £8.50

Oxford Diecast - Military ground vehicles

NEW



76WOT002 Ford WOT1 Crash Tender RAF Catterick (Red) **NEW** £13.50

Oxford Rail - Steam locos

OR76DG002 Class 2301 Dean Goods 0-6-0 2409 in BR Black early emblem (RRP £112.95) **BARGAIN** £74



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

Coaches



OR763FO004 Mk3a FO first open 11013 in Stobart Rail Pullman **NEW** £29

Wagons



OR76BOOM02 BL 13.5 inch howitzer railgun "Gladiator" £46

N Gauge

Dapol - Steam locos



2S-008-011 Class A4 4-6-2 2512 "Silver Fox" in LNER grey valances £128.83

2S-008-008 Class A4 4-6-2 4468 "Mallard" LNER garter blue valances £128.83

Diesel locos

2D-022-004 Class 68 68014 in Chiltern Railways (RRP £135) **BARGAIN** £84

HSTs



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

DMUs



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

O Gauge (1:43 Scale)

Heljan - Steam locos



6121 Class 61xx 'Large Prairie' 2-6-2T in BR black early emblem - unnumbered £594.15

Diesel locos



2006 Class 20 in BR blue full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (RRP £599) **BARGAIN** £395

2555 Class 25/3 in BR green small yellow panels - unnumbered £448.25

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

Coaches

4933 Mk1 TSO second open in BR blue and grey - unnumbered £169.50

Wagons

1043 200xx VBA sliding door van in EWS (RRP £84.95) **BARGAIN** £34



So that's why they call it the Bluebell Railway! SR Maunsell Q 0-6-0 No. 30541 passes Lindfield Woods with the 4pm from Sheffield Park on April 27. NICK GILLIAM

EDITORIAL

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

ADVERTISING

Advertising representative
Rebecca Storr 01507 529310
rkstorr@mortons.co.uk
Divisional advertising manager
Sue Keily skeily@mortons.co.uk

CUSTOMER SERVICES

General Queries & Back Issues
01507 529529
Monday-Friday 8.30am-6pm
Saturday 8.30am-12.30pm
Answerphone 24H
help@classicmagazines.co.uk
www.classicmagazines.co.uk

DISTRIBUTION & PRINTING

Distribution
Marketforce UK Ltd
5 Churchill Place, Canary Wharf
London, E14 5HU
0203 787 9001
Printing
William Gibbons & Sons,
Wolverhampton

MORTONS MEDIA GROUP LTD

Circulation manager
Steve O'Hara
Marketing manager
Charlotte Park
Subscription manager
Paul Deacon
Commercial director
Nigel Hole
Publishing director
Dan Savage

ARCHIVE

Enquiries Jane Skayman
01507 529423
jskayman@mortons.co.uk

SUBSCRIPTION

Full subscription rates (but see page 30 for offer): (12 months 12 issues, inc post and packing) – UK £55.90. Export rates are also available – see page 30 for more details. UK subscriptions are zero-rated for the purposes of Value Added Tax. Enquiries: subscriptions@mortons.co.uk

EDITORIAL CONTRIBUTIONS

Contributions to this magazine should be clearly typed and ideally sent by email. Photographs, which should be clearly marked with the contributor's name and address, are submitted at the owner's risk. Mortons Media Group Ltd cannot be held responsible for loss or damage, however caused. All postal submissions must include an appropriate SAE for the return of all material. Opinions expressed in this magazine are not necessarily those of the editor or his staff.

© Mortons Media Group Ltd.

All rights reserved. No part of this publication may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording, or any information storage retrieval system without prior permission in writing from the publisher.

ISSN No 1466-3560

Published

Every four weeks on a Friday.
Advert deadline
May 23, 2019
Next issue on sale
June 7, 2019

We are all in this together

In recent months, we have covered extensively the impending crisis at the West Somerset Railway and the rapid steps that are being taken to right the ship.

We all know that the West Somerset is a magnificent heritage railway, and there is every reason why it should continue to be so, but it appears that for too long, aspects of it have been taken for granted.

As soon as the problems were properly identified, along with the help of the Office of Rail and Road, sweeping changes have had to be made.

For example, a brave decision was taken to close the line for three months while a major new infrastructure plan was developed and implemented, even though this meant the loss of the spring steam gala.

An audit was carried out of the entire railway, both financially and in regulatory compliance terms.

Drastic action was immediately taken

to save the railway from insolvency by cutting staffing costs – with 16 redundancies – realising assets, raising funds internally and making better arrangements with the banks via an overdraft and loan.

The whole business model was reappraised, and new five and 10-year goals have been set.

Locomotive fleet issues have been addressed, with some engines determined to be not required in the future on restoration cost grounds, so that the line can instead focus on its in-house fleet.

A complete overhaul of volunteer recruitment, induction, training and retention has been set in place, plus improved fundraising from the WSR's support organisations. I could go on, but what is now happening, within the space of just six months, is the rebuilding of the overall confidence in the railway, its culture and public reputation in going forward, ranging from the communities it serves to the whole West Somerset Railway family of stakeholders and supporters. My personal opinion is that the very public disputes aired between the plc board and its supporting association several years ago not only

damaged the railway but also the public perception of the heritage railway sector as a whole.

Complacency is our sector's worst enemy. Reopening and maybe extending a railway are certainly magnificent achievements, and so is the restoration of locomotives and rolling stock, but maintenance to the standard achieved and required in the 21st century is a daily work in progress. No railway can afford to take its eye off the ball for just a moment and take its current state of play for granted.

I recall the incident two years ago when a toddler might have fallen through the missing floor of a moving train on the South Devon Railway. Mercifully no harm was done, but the ramifications for the whole movement could have been catastrophic.

Thankfully, the SDR has bounced back from that low point and just held a magnificent 50th golden anniversary gala (News, pages 14-15) with more to come.

The changes that are now taking place under the new chairman at Minehead should provide the basis of a textbook from which we must all learn.

Logic and life experience dictate that the WSR cannot be the only heritage line with problems that had been brewing below the surface. All of them should take a long and hard look at whether they are in every department following sound best practice, and if not, what steps, no matter how severe, must be taken to rectify any problems.

As it stands, we can now look forward to a superb summer of action on the West Somerset, especially with the introduction of the new trial main line shuttle links from Taunton to Bishops Lydeard and a cluster of enticing gala events, plus some different traction in action.

So, let's all get behind the West Somerset as these vital changes are being made, and support the revitalised line with a summer visit or two.

"Complacency is our sector's worst enemy."

Robin Jones Editor

CONTENTS

ISSUE 254

May 10, 2019 – June 6, 2019

News



7

Headline News

6

- West Somerset Railway gets Taunton link 40 years on
- US 4-8-8-4 Big Boy steams again after 60-year absence
- Help Great Central build new Loughborough works & visitor centre
- GWR locos lead Manor 'invasion' for Minehead summer season
- NER autocar No. 3170 takes its first heritage era fares at Embsay



14

News

10

- South Devon Railway celebrates 50th anniversary in style
- Betton Grange group to build 'lost' 3500-gallon Collett tender
- Great Western Society launches Saint No. 2999 *Lady of Legend*
- Corwen Central gap closes in as Llangollen extension forges ahead
- GCRN falls victim to vandal attack, resulting in 112 windows smashed
- Ten locomotives lined up for GWR's bumper Cotswold festival of steam
- Severn Valley keeps Didcot's Large Prairie for 2019 season
- A1 Steam Locomotive Trust launches £450k P2 tender appeal



56

Main Line News

56

- Crewe's memorable April 13 steam charter fest sees four departures
- *Princess Elizabeth* works first passenger turn after repairs
- *Duchess of Sutherland* takes RTC's 'The Great Britain XII' tour by storm

With Full Regulator

64

In his latest column, Don Benn describes the recent record run from Carlisle to Shap by Tornado



WIN
TRAIN TICKETS
AND BOOKS
PAGE 74

Regulars

Subscribe Today

30

Centre

54

'Black Fives' Nos. 44871 and 45407 *The Lancashire Fusilier* made a fabulous sight with 'The Citadel' on April 13, taking in the scenic Settle and Carlisle line



54

Main Line Itinerary

62

Railwayana

76

Platform

86

Off the Shelf

90

Up & Running

94

The Month Ahead

106

Features

Today Broadway, Tomorrow Leek!

The Churnet Valley Railway's long-awaited extension to Leek has now begun. The line has all the ingredients to emulate the award-winning Gloucestershire Warwickshire Railway's phenomenally-successful Broadway project and the Llangollen Railway's new permanent presence in the heart of Corwen. Nicola Fox looks at the history of this superbly-scenic Staffordshire moorlands heritage line and its immense potential waiting to be unlocked.



46



CONTENTS: Southern Railway livery hits new heights in North Wales: Lynton & Barnstaple Railway replica pair Manning Wardle 2-6-2T No. 190 *Lyd*, owned and built by the Ffestiniog Railway, and Baldwin 2-4-2T replica No. 762 *Lyn*, visiting from Woody Bay, double-head 'The Snowdonian' through the Aberglaslyn Pass on the Welsh Highland Railway on April 13. The annual 80-mile round trip covered both the WHR and the FR. A second trip, 'The Snowdonian Limited' will run on Saturday, June 15, with a Beyer-Garratt hauling the train from Porthmadog to the new Caernarfon station and motive power on the Ffestiniog section to be confirmed. CHRIS PARRY/FF&WHR

COVER: LMS Princess Coronation Pacific No. 6233 *Duchess of Sutherland* is seen after leaving Whiteball Tunnel at Marlands with the Plymouth-Bristol-Westbury-Taunton-West Somerset Railway leg of the Railway Touring Company's 'Great Britain XII' tour on April 28. DON BISHOP

52



Leiston Works line steams again in June!

Britain's newest standard gauge heritage line starts running on June 1-2. Julian Warner outlines the story of Suffolk's Leiston Works Railway revival.

68



Manx on the up!

Gareth Evans provides an overview of what the Isle of Man can offer railway enthusiasts and also learns about the latest developments on the system, including the story behind the turnaround of the system's fortunes in recent years – plus the planned return to steam of No. 16 *Mannin*.

Sandstone: 'Where mountains meet the stars' – the main star being its railway!

John Titlow visited this year's International Sandstone Festival, which was set to be the biggest 2ft gauge event ever held in the southern hemisphere. His verdict: it was the finest in the world! Here he reports in words and pictures on this showpiece heritage railway event to beat all others – and British-built steam certainly made its mark.



80

SUBSCRIBE FROM JUST £20*

*THAT'S JUST £3.33 AN ISSUE IF YOU PAY BY DIRECT DEBIT EVERY 6 MONTHS

See page 30



Find the latest news, images and discussion online only at:



Like us facebook.com/heritagerrailway



Follow us @HeritageRailMag

West Somerset Railway gets Taunton link 40 years on

By Robin Jones

TRIAL DMU weekend services are to link the West Somerset Railway's southern terminus of Bishops Lydeard with Taunton this summer.

Main line operator Great Western Railway (GWR) has awarded £60,000 from its Customer and Communities Improvement Fund for the Exmoor Gateway project, which is intended to link the national rail network at Taunton to the heritage line's services at Bishops Lydeard.

West Somerset Railway chairman Jon Jones-Pratt said: "We welcome the chance to work with our colleagues on GWR to bring more visitors to this lovely part of Somerset, and to enjoy the sight and sound of steam trains to the seaside.

"What better way to start a holiday or have a great day out?"

Taunton Deane MP Rebecca Pow said: "Linking Taunton railway station to the West Somerset Railway makes perfect sense. It will encourage more people to travel to the start of the route by rail as opposed to by car. I am delighted that GWR is supporting this initiative.

"As a local myself I have enjoyed many happy trips on this heritage railway and I hope that many others will be able to take advantage of this wonderful experience by benefiting from this new rail link. The West Somerset Railway really is one of the jewels in Somerset's crown."

GWR managing director Mark Hopwood said: "We at GWR recognise only too well the vital role that rail plays in the local and the national economy, and I am delighted that we have

been able to continue to support the communities we serve with this funding."

Demand assessment

This year, the WSR is marking 40 years since it extended its services from Minehead to Bishops Lydeard.

Back then, it would have liked to have run its train all the way through Norton Fitzwarren

Junction into Taunton station itself. However, at the time it was said that the revivalists were prevented from doing so by objections from the National Union of Railwaymen whose members included bus drivers on the then No. 218 route from Taunton to Minehead.

The Exmoor Gateway project aims to encourage more people to use the rail link as an alternative to driving on the congested A358 and A39 roads in summer.

The WSR provides the track access and staff to look after the trains while on the heritage line, while GWR supplies grant aid to meet the anticipated difference between the costs of providing the service

and the likely fares income from passengers using it.

The estimated cost of the service for this summer is £160,000. In addition to the GWR grant, it is thought that £60,000 will come from fares from passengers using the link, and £40,000 will be met by WSR which will be

waiving the track access charge and providing staff for the service, some of who will be volunteers.

The aim of the trial is to assess the extent of the public demand for trains linking the WSR and the national network. As it stands, the Minehead branch with its single passing loops does not allow for sufficient capacity for extra through trains to the resort, but the GWR DMUs will allow connections with the heritage

trains at Bishops Lydeard. Whether or not the service resumes for summer 2020 depends on its success this year.

While the Swanage and North Yorkshire Moors railways already run over Network Rail metals, the Taunton experiment will be the first time that a national rail operator will run a regular, scheduled passenger service onto a UK heritage railway.

In view of major steps being taken

to tackle the WSR's current financial situation, reported in issue 252, a statement from the heritage line read: "This is a carefully structured plan and it will not be a financial burden on us with most of the WSR input being benefits in kind (such as waiving the track access charge) rather than as a cash injection as such.

"The new service will encourage new passengers to the railway, who perhaps would not have come to us without the rail link, and we expect to generate more income than that spent by the WSR in running this trial service.

New markets

"As a business, we have to look at new markets and opportunities as they present themselves to us, especially those in partnership with bigger organisations, such as GWR."

BR withdrew passenger services to Minehead in 1971. While other West Country seaside branches like Exmouth, St Ives and Barnstaple remain open to this day, the WSR has never received any public support to operate similar regular public services.

Meanwhile, GWR and construction company John Sisk & Son have finalised contracts for a multi-million pound redevelopment of Taunton station, including a new multi-storey car park; a new ticket office and entrance; an improved bus and taxi interchange; and additional bike spaces in a bid to improve the customer experience for people visiting the town by train – numbers that are expected to double over the next 10 years.

"Linking Taunton railway station to the West Somerset Railway makes perfect sense. It will encourage more people to travel to the start of the route by rail as opposed to by car. I am delighted that GWR is supporting this initiative."

Day two of the Railway Touring Company's 'Great Britain XII' tour, Sunday, April 28, saw LMS 4-6-2 No. 6233 *Duchess of Sutherland* head from Bristol, Bath, Westbury, Frome and Taunton to Norton Fitzwarren on the West Somerset Railway, where it turned on the triangle, while Somerset & Dorset 7F 2-8-0 No. 53808 took the train on to Bishops Lydeard and Minehead. WSR



US Big Boy steaming again after 60 years

AS we closed for press, the Union Pacific Steam Team was making final preparations for the May 4 relaunch of Big Boy articulated 4-8-8-4 No. 4014 in Cheyenne, Wyoming. The relaunch follows a five-year restoration to running order for the Spike 150 celebrations to mark the 150th anniversary of the completion of the UStranscontinental railroad.

A final steam blow on the evening of Saturday, April 29, cleared out No. 4014's throttle header and the associated high pressure steam lines.

It was planned that UP's 'Living Legend' – FEF-3 4-8-4 No. 844 would double-head with No. 4014 from Cheyenne to Ogden on May 4 after Big Boy's 9.30am 'christening' ceremony.

Union Pacific hosted the 150th anniversary celebration at 10.30am

on Thursday, May 9, at Ogden Union Station – a day ahead of Utah's own celebration at Promontory Summit, where the fabled Golden Spike was originally tapped into place. Union Pacific no longer has tracks near Promontory Summit because they were removed as part of a scrap metal drive during the Second World War.

Re-creation

At the May 9 ceremony, No. 844 and No. 4014 met, re-creating the historic image taken at Promontory Summit on May 10, 1869.

Following the steam meet, Union Pacific chairman, president and CEO Lance Fritz and Utah Governor Gary Herbert were joined by Margaret Yee and Sandy Dodge to tap a ceremonial spike. Yee's ancestors were among



The final essential tests are being conducted on No. 4014 at Union Pacific's Steam Shop in Cheyenne on April 27. UP

thousands of Chinese immigrants who forged the transcontinental railroad for Central Pacific, while Dodge is a descendent of General Grenville Dodge, Civil War veteran and Union Pacific's chief engineer during construction.

The steam locomotives will remain on display at Ogden Union station until May 12, when they return home to the Steam Shop in Cheyenne. However, the 150th anniversary celebration will continue throughout the year, with No. 4014 visiting many states across the Union Pacific network.

The Big Boy is one of eight left in

the world and is now the only one in operation. Following its return to working order, it is now also the world's biggest, heaviest and most powerful operational steam locomotive, taking over that mantle from Union Pacific's articulated 4-6-6-4 Challenger No. 3985.

Outshopped by ALCO in November 1941, No. 4014 ran in service until 1958.

In 1961, No. 4014 was donated to the Railway & Locomotive Historical Society and displayed in Pomona, California. In 2014, it was moved to Union Pacific's Steam Shop in Cheyenne, Wyoming, for restoration.

GCR waiting to hear if NRM's O4 and *Oliver Cromwell* overhauls can start

By Robin Jones

THE Great Central Railway is waiting to hear whether its bids to overhaul two National Collection locomotives are successful.

As we closed for press, officials were negotiating a draft contract from the National Railway Museum on the line's proposals to overhaul both BR Britannia Pacific No. 70013 *Oliver Cromwell*, in its case back to main line operating standards, and GCR O4 (8K) 2-8-0 No. 63601.

A 'rival' bid by No. 70013's long-term custodian the 5305 Locomotive Association, to resume custody of the locomotive, failed because of concerns over

funding and the location.

In April, an exploratory examination of No. 70013, involving staff from both bodies took place in a bid to ascertain the extent of the 10-year overhaul that is needed, prior to the NRM giving consent for an overhaul to begin.

It has been estimated that the overhaul will cost £220,000 – and a private individual who has asked to remain anonymous has agreed to help fund it.

As revealed in our last issue, as part of its 15-year strategy for operational rail vehicles, the National Railway Museum was considering a proposal to restore

the O4 and again a contract draft is under discussion.

The O4, which steamed for the first time in the heritage era on January 24, 2000, 36 years after it last ran, its overhaul funded by a national appeal, made its public comeback at the GCR's winter steam gala six days later.

It appeared at the NRM's Railfest 2012 event and made its final run on the GCR on June 24, 2012, before its 10-year boiler ticket expired.

Estimates have placed the material cost of its overhaul at £134,000, plus around £100,000 in labour.

GCR managing director Michael

Gough said that the third National Collection locomotive at the line, SR King Arthur 4-6-0 No. 777 *Sir Lamiel*, will definitely be leaving the railway. Its boiler ticket having expired in 2018, it is now taking up space in Loughborough shed which is subject to major redevelopment plans (see separate story), and owner the NRM is to consider bids from elsewhere for its restoration to running order or static display.

Michael said that also currently under restoration in the shed were Phil Wainwright's LMS 'Black Five' No. 45491 and SR West Country light Pacific No. 34039 *Boscastle*.

Autocar takes its first heritage fares at Embsay

AWARD-WINNING NER petrol-electric autocar No. 3170 has carried its first fare-paying passengers since it was rebuilt.

The historical run by the 1903-built vehicle now acknowledged as the world's first internal combustion-powered passenger train, was made on Thursday, April 18, with the 10.30am from Bolton Abbey station on the Embsay & Bolton Abbey Steam Railway.

The autocar made several runs the day before – but with the aid of a diesel after technical problems were encountered.

After working on the problem overnight, the autocar ran the first trip on its own for the first time as a fare-

paying service the following morning.

Project founder Steve Middleton gave a short introductory talk on board about the autocar before departure and a film crew was there to record the event.

The round trip to Embsay and back was completed smoothly in about 40 minutes.

Passenger Rodney Towers said: "It was amazingly quiet and smooth traction compared to today's DMUs."

As exclusively revealed in *Heritage Railway* last issue, No. 3170, the winner of the Heritage Railway Association's Peter Manisty Award for Excellence 2019, will attend the Warley National Model Railway Exhibition at the



NER autocar No. 3170 arrives at Bolton Abbey for its first public service run on April 18. RODNEY TOWERS

National Exhibition Centre near Birmingham on November 23/24, and afterwards will undergo trial running

on the Great Central Railway for adjustments and is set to be used on passenger trains.

Help the GCR build £960k Loughborough locomotive works and visitor centre

By Robin Jones

THE Great Central Railway has launched an appeal to build a new £960,000 locomotive works and shed at Loughborough, combined with a state-of-the-art visitor centre and educational facility.

The railway has been holding what is described as 'positive' discussions with potential grant aid bodies and as-yet-unnamed match funders, but expects to have to raise up to £400,000 of the overall cost of the scheme by itself.

Replacing its existing life-expired facility which has become costly to maintain, will provide enhanced facilities for the restoration and maintenance of the railway's extensive locomotive fleet along with greater manufacturing capabilities. The new works is also set to become a tourist magnet in its own right.

An extended machine shop will help make the railway more self-sufficient in manufacturing precision parts but also in retaining heritage skills which are becoming more difficult to find.

Viewing areas

The shed will also offer increased covered storage for the locomotive fleet, to minimise the effects of the elements which can lead to rapid deterioration.

Furthermore, the centre will vastly improve the working environment for staff and volunteers. This will help to attract and retain more apprentices and younger volunteers, and transfer a wider range of rare heritage skills to the next generation of locomotive engineers. The scheme, being developed alongside the Bridging the Gap project to link the line to the GCR (Nottingham), will build on the blossoming relationships with local schools, colleges and universities, boosting the number of school parties who will be able to



An artist's impression of the planned new locomotive works and visitor centre north of Loughborough station. GCR

see heritage engineering in progress first-hand, in conjunction with their curriculums.

The existing shed was donated to the nascent heritage line by the RAF in the early Seventies, but is becoming increasingly costly to maintain and suffers from cramped accommodation.

It has long been a focal point for visitors to Loughborough station, although by necessity access has often been restricted.

However, for the first time, all shed activities will be accessible to the public with dedicated viewing areas, show points and interactive displays that will explain both the historical and engineering context of the activities undertaken, allowing visitors to not only witness but become more engaged with heritage restoration in progress.

The railway's position at the heart

of the Midlands with its outstanding road and rail connections will enhance its appeal as a visitor facility and a jewel in the crown of Britain's only heritage double-track main line.

Stakeholder engagement

The development will be administered by a stakeholders' committee, including representatives of locomotive shed staff, locomotive owning groups, the line's permanent way and signalling and telegraph teams, the GCR board, the David Clarke Railway Trust and the local authorities.

GCR managing director Michael Gough said: "We are excited by this development, which will allow our visitors unprecedented access to truly engage with all the activities needed to restore mainline steam locomotives".

"One area we have been concentrating on at the GCR for

the last 12 months is our support for schools and colleges and their curriculum needs. The centre is designed with this in mind, offering a range of capabilities to support learning from early years through to our own young engineers and volunteers".

→ To help fund the project, the David Clarke Railway Trust has launched an appeal whereby supporters can purchase a £200 plaque to be mounted on a wall in the GCR's Heritage Gallery suite at Loughborough station. Those wishing to purchase a plaque are invited to do so on the GCR website at www.gcrailway.co.uk/shedappeal or send a cheque for £200 made payable to 'DCRT' to: Loco Shed Appeal, Great Central Railway, Lovatt House, 3 Wharnccliffe Road, Loughborough, LE11 1SL. UK taxpayers can boost their contribution by asking for them to be Gift Aided.

Spring Bank Holiday Monday open day at Garw Valley Railway HQ

TO highlight its progress, Bridgend's Garw Valley Railway is to hold an open day from 10am until 3.30pm at its Locomotive Works, Old Station Yard, Pontycymer on Monday, May 27.

Over the past year, volunteers

have laid an extra 100 yards of track – a dedicated group of younger volunteers have completed work on the superstructure of their Shark brake van.

Following the successful conclusion of the public

consultation for the line's proposed Garw Valley Heritage Centre, an application is currently being made to the National Lottery Heritage Fund.

The aim of the centre will be to highlight the valley's history, the

growth of its coal mining heritage and how the railway played its part.

The GVR is home to Hunslet 0-6-0ST Pamela, two FC Hibberd Planets Nos. 4006 and 3890 and a Class 108 DMU, comprising cars Nos. 52048 and 51919.

Scotsman 'droned' on main line

By Cedric Johns

NOT for the first time, Network Rail and the British Transport Police have issued a warning about flying drones over or close to railways.

This latest warning followed an incident on the South West Main Line when *Flying Scotsman* was 'buzzed' by a drone.

It happened on April 12 when the A3 was working light engine and support coach to Southall after its hugely-successful visit to the Swanage Railway (News, page 18).

According to footage posted on the internet, the incident occurred on a nine-mile section between Woking and Farnborough, the distance suggesting that the operator was mobile and following *Scotsman*. Network Rail and the Transport Police are investigating in the hope of

tracing the person concerned.

British Transport Police Inspector Andy Jackson said: "First and foremost, flying a drone near to the railway can be extremely dangerous. It is a criminal offence to fly a drone on, over or within 50 metres of the railway and it is important any would-be drone pilots are aware of this.

"Put into place by the Civil Aviation Authority, these strict guidelines are there to ensure the safety of those who are using the railway, including passengers, rail staff and the pilots of drones. British Transport Police will always conduct vigorous investigations where we have evidence that drones are being flown illegally near the railway."

Flying a drone near to a railway can result in a court appearance and a fine of up to £2500.



Hudswell Clarke 0-6-0T *Nunlow* departs from Keighley on June 4, 2008.

BRIAN SHARPE

Cement works stalwart *Nunlow* is coming home

THE Bahamas Locomotive Society's Hudswell Clarke 0-6-0T No. 1704 of 1938 *Nunlow* is to return to its original home, the G & T Earle Cement Manufacturers works at Hope in Derbyshire.

Nunlow, the boiler ticket of which expired in April 2018, will be taken from the society's museum at Ingrow West and placed on static display at a public open day on June 1 to mark the 90th anniversary of the works. There will be a private VIP event the day before.

Nunlow – which was named after a limestone hill behind the works which was slowly taken away and turned into cement – worked for Earle until 1964 when it was stored after being replaced by diesels.

In 1969, it was bought by the

society for £500 and arrived at Dinting Railway Centre in time for the society's first Easter steam weekend. No. 1704 entered service, giving footplate rides every Sunday throughout the season.

On closure of the Dinting centre, *Nunlow* moved permanently to Ingrow in 2003 when the society took over the old Midland goods shed. After overhaul, the locomotive returned to steam in 2008.

For the open day, it will be accompanied by LNWR 0-6-2T Coal Tank No. 1054 which will run along the works' two-mile internal system.

In the longer term, it is hoped to get the works' apprentices to help with the latest overhaul of *Nunlow* at Ingrow.

Laurel and Hardy return to Romney

FOLLOWING the success of the recent Stan and Ollie film, the Romney, Hythe & Dymchurch Railway has invited Laurel and Hardy re-enactors back to Kent to celebrate Laurel and Hardy Day

on Saturday, May 25, when the re-enactment of the 1947 reopening of the tunnel from New Romney to Dungeness by the comic duo will take place, with a special themed double-header.

GWR locos lead Manor 'invasion' for Minehead summer season

By Robin Jones

THREE GWR 78xx Manors, maybe two visiting pannier tank engines, and the West Somerset's own mogul No. 9351 and resident Somerset & Dorset 7F No. 53808 are expected to be the line's principal all-steam, star motive power this summer, making it a feast for GWR fans.

The trio of Manors will be home-based No. 7828 *Odney Manor* and No. 7822 *Foxcote Manor* from Llangollen, plus hopefully No. 7802 *Bradley Manor* from the Severn Valley Railway too. All of this will rekindle the sight, sound, smell and memories for many of the Blue route diagrammed, popular Class 4 types on Cambrian lines in Wales towards the end of steam.

Subject to inspections and hire agreements being concluded as we closed for press, No. 7802 could arrive soon from the SVR in exchange for GWR 4-6-0 No. 6960 *Raveningham Hall* going the other way.

This exchange is expected to be a temporary move after the WSR reduced its Bishops Lydeard to Minehead axle loading to 19 tonnes while the 22-mile line endeavours to catch up with a backlog of track and infrastructure works, thereby making the Red route diagram Hall just over the new lower axle weight limit.

Meanwhile, Hugh Shipton's GWR 0-6-0PT No. 6430 from the Llangollen Railway was a surprise and welcome Easter visitor when it called in for a short seaside holiday after the South Devon Railway's 50th anniversary gala and left on April 25. The locomotive

will run at the Nene Valley Railway until October.

On loan from Tyseley Locomotive Works, pannier No. 7752 is being repainted from its latter-day London Transport livery as L94 back into GWR Brunswick green, and also undergoing light repairs before entering service.

Also, for the 40th anniversary of the line's reopening to Bishops Lydeard gala weekend on June 8/9, it's still hoped to have 0-6-0PT No. 6412 back from the South Devon Railway. However, that move now can probably only happen if a suitable cover locomotive can be found in time to run SDR services that weekend. No. 6412 was one of the WSR's original engines in 1979 after purchase from the Dart Valley Railway in 1976, but then sold back to the SDR in 2007



Surprise visitor GWR pannier No. 6430 heads the 'Quantock Belle' during its fleeting late April visit to the West Somerset Railway. WSR

by the West Somerset Railway Association.

As reported on page 23, No. 9351 is to return to traffic following an overhaul funded by the association at Williton Works.

For the June 20-23 diesel gala, Class 14 D9526, Class 33s D6566 and D6575 from the home fleet will run with Class 35 Hymeks D7017 and D7018 – the latter making its first normal public appearances since overhaul after engine failure in August 1995.

Class 47 D1661 and Class 52 D1010 *Western Campaigner* are out of service under overhaul.

Visitors to the event will be Class 25 D7535 from the South Devon Railway, Class 31 No. 31163/97205 from the Chinnor & Princess Risborough Railway, Class 37 D6948 from the Gloucestershire Warwickshire Railway and two Class 73/1s from GB Railfreight.

WSR plc chairman Jon Jones-Pratt commented: "We may also look to bring in some other engines later this year to provide variety but, in all honesty, the loco line-up for the 2019 season will be one of the best ever seen on the WSR and we are committed to achieving that.

"Reducing the axle weight limit will actually be a good thing for the WSR in the short-term as it will allow us a period to better maintain and protect the WSR track and infrastructure to the correct standards before we then look at raising the weight limits again. It also allows us to do something different rather than just the status quo and we'll have a Class 37 this year too, so we are not standing still!"

Corwen Central embankment gap now being infilled

By Robin Jones

MORE than 40 years since the abandoned trackbed was breached to provide an alternative access to the Corwen sewage farm, volunteers at the Llangollen Railway's new Corwen Central station project began the task of infilling the notorious gap in the embankment east of the town to allow the railway to be extended into the new western terminus.

Following a successful appeal to raise funds to employ a local contractor to bring in around 10,000 tons of infill material from the site of the old Ruthin branch line, work to layer and compact the infill started on Monday, April 15.

Over the following four days the exercise was planned for three phases and the initial phase has re-established the northern line of the old embankment across a 100ft length to an average depth of 10ft. The second phase working across the 40ft width of the area to build up the central void has provided a level surface.

Closing the gap

The work has seen the infill close the northern access to the sewage works and re-establish the eastern side of the northern embankment. The infill continued into the shallower gap across the route of the former trackbed, all layered and compacted as of close of play on April 18.

At the end of the first phase of the exercise, project manager Richard

Dixon-Gough said: "May I, on behalf of the project team and Llangollen Railway, express my thanks and gratitude to all who have worked so hard over some long days and taken on the physical effort to achieve so much this week."

"With the support of our contractors, we have literally moved mountains and the first phase of the exercise has been virtually completed. Without the input from everyone involved, this would not have happened."

However, for the moment, there is a need to maintain a wheeled vehicle access at the southern gate entrance. As part of the third phase, the mess room and workshop container had to be lifted from the western end of the northern embankment and deposited at a new location on the eastern side to allow for the final infill, and eventual closure of the access point.

After an Easter break in the project, another contractor provided the means to lift the portable mess room and workshop container and repositioned them on April 24 – thereby releasing the other side of the northern embankment for infill.

When complete, it will finally be possible to extend the existing railhead into the new station site, where it will be connected to a loop line that is already in place around the island platform.

The gap has long been seen as the big obstruction to the completion of the new terminal and the financial support from Llangollen Railway



Looking west over the gap, showing the depth of the infill to level up.

GEORGE JONES

members, well wishers and the Corwen community in raising £10,000 has been key to tackling the reinstatement of the embankment.

Appeal target

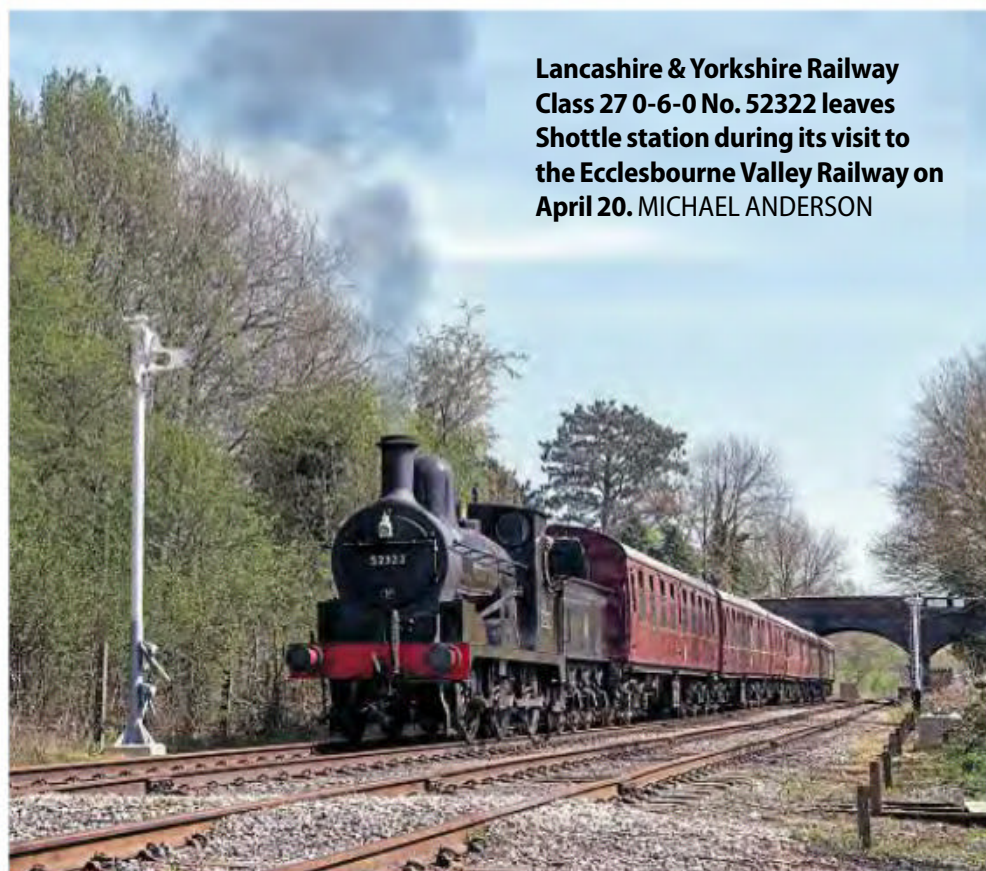
On the eve of the infilling date, project fundraiser Paul Bailey announced that a cheque had been received for £500 as the proceeds of a Corwen townsfolk charity draw and, together with funds raised during the line's 1940s weekend, the total donations to date have exceeded the appeal target.

Opening the new station for trains is

then dependent on completing work on the platform, the ballasting of the new track and its final alignment before an official inspection.

LR spokesman George Jones said: "The building of the new terminus has been a tremendous challenge for the volunteers engaged in the project over the past four years but the final phase is now in sight."

"We aim to open later this summer on a date still to be announced. After all the effort and expenditure it will be time for the new station to start to earn its keep."



Lancashire & Yorkshire Railway Class 27 0-6-0 No. 52322 leaves Shottle station during its visit to the Ecclesbourne Valley Railway on April 20. MICHAEL ANDERSON



THE North Eastern Locomotive Preservation Group has temporarily repainted its Q6 No. 63395 into its original NER livery, which it carried when built as a T2 at Darlington Works in 1918, to celebrate its centenary. NELPG chairman Chris Lawson said: "The only 0-8-0 currently in working preservation, it was so nearly lost to the scrapman in 1967 and saved with only hours to go before it was due to be cut up." The repainted Q6 was displayed during the North Yorkshire Moors Railway's May bank holiday weekend. NELPG



Dubs 0-6-0T No. 4 *Caledonia* heads over the level crossing at Ballasalla. BRIAN SHARPE

Caledonia stars in Manx rush hour

By Brian Sharpe

OVER the Easter weekend, the heritage railways and tramways on the Isle of Man staged their 'Rush Hour on the Railways' event with intensive timetables on the Isle of Man Steam Railway and the Manx Electric Railway. The Snaefell Mountain Railway, Laxey Mines Railway and Groudle Glen Railway were also in operation.

On the steam railway, four locomotives were in use over the weekend, including the unique Dubs 0-6-0T No. 4 *Caledonia*, built for the Manx Northern Railway in 1894, which had returned to steam at the end of the 2018 season.

The Manx Northern Railway built a line from St John's on the Isle of Man Railway, to Ramsey that opened in 1879. It was operated by similar 2-4-0Ts to the ones on the IoMR.

The Foxdale Railway was promoted by the MNR as a separate undertaking but worked by the MNR from its

opening in 1886. This line branched southwards from St John's and allowed lead and silver ores from the mines at Foxdale to be delivered directly to the dockside in Ramsey.

It was realised that a much more powerful locomotive was required for the mineral traffic and *Caledonia* was ordered from Dubs in Glasgow. The MNR was taken over by the IoMR in 1905 and the Foxdale mines closed in 1911, but *Caledonia* survived as No. 15 in the IoMR stock, although it saw little further use.

Return to action

By 1975, *Caledonia* was on display in the then new Port Erin Railway Museum in MNR livery, where it remained until 1993. However, it returned to steam in 1995 and even operated on the 1-in-12 gradients of the Snaefell Mountain Railway as part of its centenary celebrations that year. *Caledonia* had been leased to help with the construction of the SMR in 1895.

Caledonia joined the fleet of serviceable locomotives on the IOMSR, and was the subject of a major rebuild from 2009; returning to service in January 2013. It was prematurely withdrawn again in 2014 with boiler problems but the overhauled boiler was returned in April 2018 and the locomotive was back in action for September 2018.

The next major event on the island will be the annual transport festival, which runs from July 24-28. Following a similar format to the Easter programme, there will be a parallel run of MER tramcars, bus tours, tours of the IoMR shed at Douglas and of the MER Derby Castle workshops.

The event will commemorate the 125th anniversary of the arrival of the first tram at Laxey and the 125th anniversary of the entry into service of Beyer Peacock 2-4-0T No. 8 *Fenella* on the IoMR.

→ **Manx on the up:** feature by Gareth Evans, pages 68-73.

Bowes reopens after site uplift

THE Bowes Railway reopened to the public on April 6/7.

Visitors could view the restored brakeman's cabin at the top of the Springwell self-acting incline. It housed the brake wheel to control the speed of loaded wagons on descent and empties coming up.

A new Bowes timeline has been created, illustrating its history as a George Stephenson-designed railway that opened in 1826, continuing through its working life, featuring the colliery, wagon and engineering workshops and its relationship with the village where many of its workers lived.

Guided site tours were given, along with blacksmith forge demonstrations, and shunting of wagons around Springwell Yard with Hibberd Planet diesel No. 101 (3922 of 1959), former Port of Sunderland Ruston & Hornsby diesel No. 416210 of 1957 *Perky* and former Redheugh Gas Works Ruston & Hornsby No. 476140 of 1963.

112 windows smashed in GCRN vandal attack

TEENAGE vandals broke 112 windows during an attack on the Great Central Railway – Nottingham's Ruddington site on the evening of Monday, April 29, causing an estimated £80,000 worth of damage.

At around 5.45pm, six male offenders, believed to be aged between 14 and 16, entered the site and smashed windows on two DMUs – a 108 and a Class 116 – plus two Mk2 carriages. Named *Deborah*, one of the latter has been damaged to the point that it is likely to be beyond economic repair and it may end up being scrapped – which unfortunately came after 75% of its windows were only recently replaced.

The offenders also broke into the signalbox locker room, as well as the 125 Group's Mk3 buffet car, leaving more damage in their wake.

Stan Stanway, director of GCRN told *Heritage Railway*: "It's completely

soul destroying to see years of effort wrecked overnight. Of the five vehicles damaged, one appears to be beyond economic repair.

"Our volunteers have gone through the full range of emotions in the hours that have followed the attack.

"We are appealing for information on the culprits who were disturbed and made off from site at around 6.15pm. After being given chase by the police, the offenders unfortunately managed to evade capture somewhere within the Mere Way Business Park.

"What's important now is that the persons responsible are caught and punished. In the meantime, we're looking at ways of repairing the damage and increasing site security – perhaps through sponsorship. We would welcome any donations. Contact us by email on info@gcrn.co.uk or by calling 0115 9405705."

IN BRIEF

→ **PEPPERCORN A1 Pacific** No. 60163 *Tornado* will make its second visit to the Wensleydale Railway from Saturday, May 18 to Tuesday, June 4, and on Friday, May 31 it will make the first-ever non-stop run over all 22 miles from Leeming Bar to Redmire and back again on the heritage line since it opened.

→ **THE Welsh Highland Heritage Railway's** original Welsh Highland Railway Hunslet 2-6-2T *Russell* has had a spark arrestor fitted at Gelert's Farm in readiness for its special appearance on the Ffestiniog & Welsh Highland Railways' June 21-23 gala, which will see it haul trains to Beddgelert on the Friday and Saturday evenings.

→ **THE Romney, Hythe & Dymchurch Railway's** May 11-12 steam and diesel gala will feature 'Train from Spain' *Whillan Beck* visiting from the Ravenglass & Eskdale Railway and which is celebrating its 90th birthday. There will be a 21-mile non-stop run that pairs up with a parallel run, a multi-header led by *Whillan Beck*, which will also head shuttles, and double headers with No. 4 *The Bug*.

→ **HUNSLET** Austerity 0-6-0ST No. 3883 *Lord Phil* has been hired to run on the Midland Railway-Butterley this year.

→ **AFTER passing its boiler inspection in April, the Somerset & Dorset Railway Trust's** Peckett 0-4-0ST No. 1788 *Kilmersdon* is to spend a second year on loan to the award-winning Helston Railway.

→ **THE Leighton Buzzard Railway** will host the 2019 Bedfordshire Whisky Festival on Father's Day, Sunday, June 16, from 10.30am until 4pm in the engine shed at Page's Park.

→ **THE Isle of Wight's** popular Fort Victoria model railway in Freshwater has been put up for sale by 75-year-old operators Di Holbrook and Rod Heskins, who have run it for the last 13 years. They say it will close at the end of the summer unless a buyer can be found. Anyone interested should contact agents Scotcher and Co on 01983 822288, or the venue itself on 01983 761553.



Bodmin General £141k boost for second platform

By Robin Jones

THE Bodmin & Wenford Railway has received awards totalling £141,000 towards the cost of installing a second platform at its Bodmin General headquarters.

Great Western Railway has given £54,000 from its Customer and Communities Improvement Fund (CCIF), supported by the Department for Transport, to the project, added to match funding from Cornwall Council – and could pave the way for main line connections in the future.

GWR's contribution is the largest ever made to a heritage railway. Additional funding will need to be raised by the railway itself, but this combined award is seen as the vital springboard to kick-start the project.

The BWR's Nick Wood said: "We are delighted to have been awarded this funding from GWR CCIF. It marks a significant contribution and brings to life our exciting, long-held plans to develop Bodmin General station.

"The creation of the second platform will enable the railway to offer increased services and enhance our visitor experience, especially during the peak summer season and at Christmas. The design is in keeping with the railway's GWR heritage pedigree and the conservation area.

"We believe this ambitious project will enhance our railway today and



How a two-platform Bodmin General station would look again. NICK WOOD/BWR

prepare us for the future, while retaining and celebrating our heritage past. We look forward to working with GWR and Cornwall Council over the coming year to deliver this project."

GWR managing director Mark Hopwood said: "We at GWR recognise only too well the vital role that rail plays in local and the national economy, and I am delighted that we have been able to continue to support the communities we serve with this funding."

Cornwall councillor and Bodmin Town councillor Leigh Frost, said: "Improving Bodmin's infrastructure has always been my priority, and

being able to work with the BWR on this has been a privilege. Together, not only have we secured Bodmin a vital service but future proofed one of its most popular attractions. I am pleased the BWR has won this grant."

Cornwall Council's cabinet member for transport Coun Geoff Brown, added: "I am delighted that we have secured funding to carry out a feasibility study aimed at delivering a second platform at Bodmin enhance rail links from the town direct to the main line services. We will continue to work with both the heritage railway and GWR to deliver this improvement."

Six other schemes in Cornwall have also been awarded funding under the GWR scheme. They include £40,000 towards the refurbishment of Saltash station, the main building of which had lain near-derelict for several years before Saltash Town Council bought it in June 2017.

A grant of £40,000 has also been awarded to create a heritage centre in the 1901 Liskeard & Looe Railway building on platform 3 at Liskeard.

Camelford station, which once served the North Cornwall Railway, will get £35,057 for a new play area promoting the heritage of the station and line, by installing a train play structure and incorporating all 13 station signs from Halwill Junction to Padstow into a new adventure trail.

A scheme for better pedestrian signage and way marking at St Ives station has received £5000, while an 'onward connectivity' scheme linking Penzance station to the bus station and town centre, and extending platform 4's heritage fencing along the old motor raildock has been given £15,900.

Finally, as part of the One Public Transport System for Cornwall, £26,500 was given to provide real-time bus information at key main line stations. It forms part of the project to establish a fully integrated public transport system across rail, bus and ferry services.

Ten in steam at big Cotswold festival



First-time visitor: B1 4-6-0 No. 1264 in LNER lined black about to run round its train at Whitby on April 3, 2018. TONY FLETCHER/GWR

By Robin Jones

THERE will be at least 10 locomotives in steam at the Gloucestershire Warwickshire Railway's 'Northern Soul' Cotswold Festival of Steam on May 25-27, which is again being backed by *Heritage Railway* publisher Mortons.

The event, which will have eight engines in steam on the standard gauge 'main line' will include the first visit to the line in the heritage era from an LNER B1 4-6-0, in the form of No. 1264 from the North Yorkshire Moors Railway.

B1s were a very rare visitor to the Stratford-upon-Avon to Cheltenham route in late BR steam days, when trains were diverted along the route from the Midland main line over the Lickey bank.

Another first is the visit of Caledonian Railway 439 class 0-4-4T No. 419 (pictured on pages 32-33 and 46-51), while another blue engine, GWR 4-6-0 No. 6023 *King Edward II*, one of the most popular locomotives at last year's event, will be making a welcome return.

Churchward 2-8-0T No. 4270 is celebrating its 100th birthday this year, making two centenarian locomotives in the home fleet, the other being 1905-built No. 2807.

Also in service will be Bulleid Merchant Navy 4-6-2 No. 35006 *Peninsular & Oriental SN Co*, WR Modified Hall 4-6-0 No. 7903 *Foremarke Hall* and WR 4-6-0 No. 7820 *Dinmore Manor*.

Visitors will be able to ride on the footplate for the entire length

Avon Valley gets the ultimate Easter egg!

By Robin Jones

MORE than half a century after it was sold for scrap, a Sentinel locomotive that once shunted goods in and out of the Fry's Somerdale chocolate factory near Keynsham, returned to service on the nearby Avon Valley Railway on Good Friday.

The 0-4-0VBT, No. 7942 of 1928, which in its working life may well have delivered wagonloads of products, including Easter eggs, from the factory, now Cadbury's, was replaced in 1956 with a diesel shunter and sold for scrap in 1964.

Rediscovery

However, amateur historian and former Fry's engineer Eric Miles – who used to ride on the footplate of the engine when he was an apprentice in the 1950s, catching a lift to Keynsham station – was never convinced it had been destroyed and set about tracking it down.

After he retired, Eric published a book, *The Somerdale Story*, and photographs, chance talks with engine enthusiasts and tracing collectors, he found the haulage firm that had taken it to Essex, where it had been hidden under a hut in a garden for 19 years.



Above: Running in public for the first time in 63 years – Fry's chocolate factory Sentinel 0-4-0T No. 7942 of 1928 resplendent in the sunshine at Bitton station on April 19 as it hauls the line's GWR Toad brake van. CALLUM WILCOX/AVON VALLEY RAILWAY

In 2010, it was brought to Bitton for it to be restored, under Eric's leadership, after the owner agreed to sell it to the AVR. Following a restoration which cost around £50,000, it ran in service on the line during the Easter weekend.

Fry's Chocolate Cream bars were given out to visitors, by Mondelez and a local supplier Chapple & Jenkins. BBC TV turned up to film on Good Friday.



View from the front: Somerdale was the nearby chocolate factory where the Sentinel worked. How many tons of Turkish Delight must it have hauled in its working life? ADAM ASHFORD/ AVON VALLEY RAILWAY

of the line from Broadway to Cheltenham. The cost is £110, which includes the day advance entrance fee of £23.

To apply for the footplate rides – or for the advance tickets for visitors – go to www.gwsr.com 'planning your visit' and select 2019 Events Calendar.

There will be an intensive timetable, some double-heading and a small number of top-and-tail trips into Broadway to allow for timely locomotive exchanges.

The North Gloucestershire Narrow Gauge Railway at Toddington is expected to turn out at least two of its 2ft gauge locomotives – which could include Henschel & Sohn 0-8-0T No. 1901 of 1919; Hunslet 0-4-2T No. 2075 *Chakaskraal* No. 6 of 1940; and Chrzanow 0-6-0T No. 3512 *Tourska* of 1957. Travel on the short line from Toddington is free to event visitors. Several traction engines will also be in steam.

Getting to the railway is easier now that the car park has opened at Broadway station. However, it is a pay and display facility operated by Wychavon District Council, costing £5 per day (£3 of which is redeemable in the station ticket office).

On production of the ticket counterfoil, those who bought tickets in advance will get £3 cash back, while those buying on the day will get £3 knocked off their ticket price. However, visitors are advised to park at Cheltenham (free), rather than Broadway or Toddington as spaces are likely to quickly fill up.

A free classic bus service will directly link Cheltenham Spa station to Cheltenham Racecourse station – and at Broadway, a Routemaster bus will link the station with the village.

Once again there will be the usual attractions at Toddington – a marquee with trade and

preservation society stands as well as the Mortons Media stand.

Among the stands will be one for Toddington Standard Locomotive Limited – the new owner of the 'forgotten' BR Standard 4MT 2-6-0 No. 76077. As highlighted in issue 251, the company has been formed to overhaul No. 76077, long considered to be one of the 'lost' ex-Barry locomotives. Since it arrived at Toddington in 1987 when the engine was dismantled and some work was done, it had been stored on wagons in a siding at the station for more than three decades.

The carriage and wagon works at Winchcombe will again be open to the public, who will be able to see how a fleet of BR Mk.1 coaches is restored and maintained in the Bill Ellesmere building.

Visitors will also be able to view the latest progress on the freight wagons as the line builds up its fleet of operational goods stock.

'Last' Derby 25 to return for anniversary

THE Midland Railway-Butterley is aiming to restore Class 25 D7671 to traffic in time to celebrate the anniversary of the Midland Railway Trust on September 14-15.

The venue is aiming to raise £3000 for repairs to D7671, which was selected for preservation by the Derby Industrial Museum. It is hoped to repaint the 'Rat' back into two-tone green livery.

The locomotive was built at Derby Works in February 1967 as one of the final batch of 18 (D7660-77).

Rawtenstall upgrade now underway

A £600,000 redevelopment of the East Lancashire Railway's Rawtenstall terminus has begun.

In early April, work started on building a new canopy which will eventually span the entire length and width of the station buildings.

The redevelopment, approved by Rossendale Council in 2017, will include a new fully accessible station building accommodating a cafe, kitchen, activity/community room, tourist information centre and toilet and baby changing facilities, the expansion of Buffer Stops Bar and a new forecourt.

Chairman Mike Kelly said: "The design will keep the station's traditional appearance, whilst boasting modern, high quality facilities."

Back in April 1969, the Dart Valley Railway reopened the line by running a service train with GWR 0-6-0PT No. 6412 sandwiched between four auto carriages. At the time, Colin Harmes was fireman. On April 6 at the start of the 50th anniversary celebratory nine-day gala, the railway ran an 'Inaugural Special', a four-carriage auto train again with No. 6412, departing from Buckfastleigh at 12.05pm – and Colin was once again on the footplate. The headboard is a replica of the original. Having left Buckfastleigh the train is seen passing Dartington heading for Totnes Riverside. COLIN WALLACE



Celebrating 50 years of South Devon splendour!

By Robin Jones

FOR most readers of this magazine, the name Dr Richard Beeching immediately conjures up images of the ultimate railway bogeyman who, through his recommendations to close nearly a third of the UK national network, led to him being described as the most hated civil servant of all time and by the media as the 'railway axeman'!

However, in a real life 'man bites dog' scenario, one of the former BR chairman's more benevolent deeds was celebrated in style at Buckfastleigh on the South Devon Railway on Saturday, April 13.

It was half a century earlier that 'the axeman' officially reopened the heritage line. Then it was known as the Dart Valley Railway, and on May 21, 1969, GWR 2-6-2 Prairie No. 4555 hauled the train six weeks after the mile line restarted public services on April 5 the same year with a four-coach auto 'sandwich' train pulled by GWR 0-6-0PT No. 6412.

The Ashburton branch – the part of which now survives between Buckfastleigh and Totnes – had closed to passengers on November 3, 1958 – nearly three years before Beeching took over the nation's

railways – and to freight on September 7, 1962, and so did not even survive long enough to make it into his cataclysmic report of February 27, 1963, *The Reshaping of Britain's Railways*. So in performing the official reopening ceremony, Beeching 'got his hands on the railway' for the first time.

This time around, home-based GWR Prairie No. 5526 headed a re-enactment of that opening train, taking invited guests on a round trip to the award-winning Totnes Riverside station.

The VIP hosts for the special run were David Fitzgerald of BBC Radio Devon and Spotlight, and Falklands War veteran and disability campaigner Simon Weston.

Civic guests included Devon County Council vice chairman Coun Richard Hosking, Coun Tom Holway, the chairman of South Hams District Council and his consort Anne Holway, the county council's cabinet member for infrastructure, development and waste Coun Andrea Davis, and Coun Jacqui Hodgson, representing Totnes Town and also Devon County councils. Chris Murray, chairman of the Devon Association of Tourist Attractions and with his wife Nicky,

the owners of Pennywell Farm, were among guests representing the tourism sector.

The April 6-14 steam gala, which included the re-enactment special and celebrated 50 years of preservation, saw more than 4500 passengers carried, making it one of the most successful in the history of the heritage line, now known as the South Devon Railway. Revenue from all sources totalled over £100,000 which has not only covered the cost of organising the gala, but will also assist in financing future projects.

Other locomotives taking part included GWR 0-6-0PT No. 6412 and Class 33 D6501 (33002) from the home fleet, WR 0-6-0PT No. 1501 from the Severn Valley Railway, pannier No. 6430 from the Llangollen Railway, the late Dennis Howell's WR 0-6-0PT No. 9466 (which on the final day masqueraded as 9462, a former Newton Abbot locomotive), and Ryan Pope's Barclay 0-4-0ST No. 1219 from Williton on the West Somerset Railway, acting as station pilot.

The varied timetable included double-heading on passenger and goods trains. There were also auto trains with the locomotive sandwiched between auto-coaches

and brake van special trips alongside the line hauled by No. 1219.

The event also made a cracking start to the line's new Charitable Community Benefit Society launch, as highlighted in *HR* issue 252, with numerous expressions of interest from people wishing to buy shares in the new business.

The impact of the South Devon Railway on the heritage sector can never be underestimated.

Formed as a profit-making venture by local businessmen in the 1960s who rightly foresaw the day when steam locomotives would be a novelty rather than a facet of everyday life, and would draw in tourists en masse, it was the first heritage line in the West Country, Britain's top summer holiday destination, and in the first year carried 60,000 passengers at a profit.

Furthermore, in 1972, the railway purchased the coastal Paignton to Kingswear branch in service from British Rail, turning the original preservation company into the Dart Valley Railway plc to operate both lines.

In 1989, DVR plc publicly announced that the Totnes to Buckfastleigh line was uneconomic,



Recreating a cameo scene from 50 years before: hosts David Fitzgerald of BBC Radio Devon and Spotlight stands next to a plaque he had just unveiled on the wall of Buckfastleigh station recalling the official opening of the heritage line by Dr Richard Beeching. ALASDAIR PAGE



WR Pannier No. 1501 heads a mixed goods train on April 13. COLIN WALLACE



BBC presenter David Fitzgerald prepares to wave the green flag to launch the 50th anniversary opening re-enactment special. ALASDAIR PAGE



WR 0-6-0PT No. 9466, which as reported in our last issue is now being offered for sale by the family of Dennis Howell, approached Hood Bridge with a service train on April 10. COLIN WALLACE

and needed to find another operator or it would close it.

Thankfully, it was taken over by its volunteers via the Dumbleton Hall Locomotive Limited group as a charity, renamed the South Devon Railway, and it finally acquired the freehold on February 8, 2010.

The 6.64 mile Buckfastleigh line has been developed as an epitome of a typical GWR branch line, and indeed, built a new eastern terminus, Totnes Riverside, on what was nothing more than a muddy trackside field, using genuine parts from closed stations elsewhere in the former Swindon empire.

The 'new but original' station, which also serves the splendid Totnes Rare Breeds Farm and has a path to the town centre via a footbridge over the River Dart, won the Heritage Railway Association's Interpretation Award 2016, sponsored by this magazine.

Hopefully, one day, current and commendable initiatives to rebuild the branch back to Ashburton, where the Brunel-designed station building survives and is crying out for a steam train to run beneath its train shed roof one again, will come to fruition.

Here's to the next 50 years!



It's off! The official opening re-enactment special hauled by No. 5526 departs from Buckfastleigh on April 13. ALASDAIR PAGE

Northernmost miniature line has been sold

WHAT is claimed to be Britain's most northerly miniature railway has new owners.

Highland Hospice has bought the 7¼in gauge Ness Islands Railway in Inverness.

The half-mile line that runs on a circuit, was created by enthusiast Ian Young, who ran it for more than 35 years.

A spokesman for the charity said: "This popular and much-loved attraction has been built up to the success it is by the late Ian Young and his wife Jan and their children and grandchildren.

"We are honoured that they have entrusted us with continuing Ian's legacy and we hope we can keep the railway running for many more years to come.

"All proceeds from the business will go towards funding hospice care in the Highlands. Full steam ahead!"

Wightwick Hall for Battlefield

RECENTLY-LAUNCHED WR 4-6-0 No.6989 *Wightwick Hall* has been booked for its first visit to another heritage line.

The 1948-built ex-Barry scrapyards Modified Hall was officially launched into traffic at its Buckinghamshire Railway Centre restoration base on March 3, before hauling its first passenger train in 55 years, as highlighted in issue 252.

Having taken four decades to restore it to steam, No. 6989 has been booked to appear in the Battlefield Line's October 18-20 50th anniversary gala, for which other visiting locomotives are being sought.

Get in touch

editor@heritagerailway.co.uk

SUBSCRIBE TODAY!
FROM ONLY £20
SEE P30 FOR DETAILS



GWR 4-6-0 No. 6818 *Hardwick Grange* at Swindon, with one of the Collett 3500-gallon tenders of which the Betton Grange Society plans to build a replica for main line operation with new-build No. 6880. An appeal for £150,000 has been launched for the purpose. 6880/COURTESY BOB MEANLEY

Grange group to build 'lost' Collett tender

By Robin Jones

WITH new-build GWR 4-6-0 No. 6880 *Betton Grange* on the home straight and set to steam this year, the group building the 81st class member has turned its attention to constructing a new Collett 3500-gallon tender of the type made extinct when the last was scrapped in the 1960s.

Several Granges ran with early Churchward 3500-gallon tenders cascaded from older locomotives, but under Charles Collett, Swindon built 27 3500-gallon tenders under Lot A118 and these were numbered 2242-2268. It is this type that the group intends to build to run behind *Betton Grange* on both preserved lines and the main line. The new tender will also be numbered 2268.

"The Collett 3500-gallon type looks good behind a Grange and we think it gives the overall best appearance and, given that the last of the Lot was No.68, it seems appropriate to number ours as such," said spokesman Paul Appleton.

As far as the group can ascertain, tender No. 2268 ran with four different Granges: No. 6839 (as at 3/5/50), No. 6850 (17/8/55), No. 6851 (18/10/58) and No. 6836 (4/3/61), but its whereabouts after this are not known, presumed scrapped.

With construction of the locomotive at an advanced stage at Tyseley Locomotive Works, with only a small amount of work remaining



One of the replica tender plates offered as an incentives to join one of the tender supporters' clubs, carrying the number 2268. 6880

on the boiler before its hydraulic and steam tests, prior to it being reunited with the similarly almost complete chassis (with remaining funding of around £15,000 needed), the group plans to start building the tender as soon as funds permit and has launched its 'Tendering to Success' appeal to raise the estimated £150,000 that is needed.

The society has recently purchased a suitable tender chassis and it is thought it will cost £40,000 to construct a brand new tender tank and top, with £110,000 needed to overhaul all components and rebuild the chassis to main line standards.

Once the locomotive itself moves from Tyseley to Llangollen, where it will at first be steamed exclusively for members and supporters before commencing running-in on the North Wales line, it will be paired with the on-loan tender from Collett

2-8-0 No. 3814, which is currently undergoing overhaul in the workshops at Llangollen.

Paul added: "It's our understanding that other groups have constructed GWR-style 3500-gallon tenders using Churchward and Collett chassis, most notably for Manor class locomotives such as Nos. 7802, 7820 and 7821, but ours will be the first to be numbered in the original Collett series and it is expected to be the only one operational on the main line."

There are three ways to support *Betton Grange's* 'Tendering to Success' appeal – register for the 'Ton Up Club' with donations of £100, the '3500 Tank Club' with donations of £350, or the 'Chassis Club' with a donation of £1100, which can be spread over 12 or 24 instalments. There are various benefits for each level, with 3500 Tank Club donors receiving a replica shed plate of their choice or a replica 6880 smokebox display plate, and those joining the 'Chassis Club' receiving one of the superb replica 2268 tender plates.

➔ For details of the 'Tendering to Success' appeal go to www.6880.co.uk or contact Lynn Moore for an information leaflet by post at: 6880 Tender Appeal, 224 Staining Road, Blackpool, Lancashire FY3 0DL, or by email: lynn@6880.co.uk. The website also has a list of tender parts that can be sponsored, starting from just £10.

Small engine overhauls progressing at Ffestiniog

TWO of the Ffestiniog Railway's SMALLER engines that are currently undergoing overhaul have seen significant progress recently.

The stripped-down boiler of Hunslet 0-4-OST *Lilla* has been

ultrasonically tested and passed for a further 10 years' service.

The new tubes that are in stock will now be fitted and the locomotive reassembled.

George England 0-4-OSTT *Welsh*

Pony, which has never run in the heritage era, is also moving towards possible completion this year.

The inside motion has been fitted and work is progressing steadily on the new boiler.

Ffestiniog & Welsh Highland honoured by Network Rail with diesel naming

THE Ffestiniog & Welsh Highland Railways' partnership with Network Rail has been celebrated by the naming of a Class 97 diesel at Minffordd station.

No. 97302 (formerly No. 37170) was named *Rheilffyrdd Ffestiniog ac Eryri/ Ffestiniog & Welsh Highland Railways* at a ceremony on Friday, April 12, attended by representatives from Network Rail, Transport for Wales and other industry bodies. Dafydd Elis-Thomas, Assembly Member for Dwyfor Meirionnydd and Deputy Minister for Culture, Sport and Tourism unveiled the name.

The newly-named locomotive is part of a special fleet of three Class 97s (Network Rail engineering trains) that are solely for work on the Cambrian lines – the first to trial the European Railway Traffic Management System (ERTMS), a technological system that sees traditional trackside signals replaced by an in-cab system.

This particular locomotive, compatible with ERTMS, has recently been in use for railhead treatment during the autumn season and is planned for track renewal work later in the year.



Ff&WHR general manager Paul Lewin said: "We really value the relationship between Network Rail and the Ffestiniog & Welsh Highland Railways.

"We both have a strong focus on skills that will be needed in future. Every apprentice that works for Network Rail in Wales and Borders spends some time with our team and we also look to help attract applicants from North Wales to

join the training schemes offered by both our companies. Also, a number of Network Rail staff use their volunteering allowance to work on our railway, which is really appreciated."

Sir Peter Hendy CBE, chairman of Network Rail, said: "We are proud of our strong links with the Ffestiniog & Welsh Highland Railways and value its important role in increasing tourism on the Cambrian coast line."

Sir Peter Hendy CBE (left) with Dafydd Elis-Thomas AM (centre) and Dr John Prideaux (right) after the naming of No. 97302 *Rheilffyrdd Ffestiniog ac Eryri/ Ffestiniog & Welsh Highland Railways* at Minffordd station.
NETWORK RAIL

Remembering a century of railway homes

AN exhibition to mark 100 years since a benefit fund was set up to provide housing for injured railway workers is to be staged at the Head of Steam – Darlington Railway Museum in September.

The event is planned to mark the centenary of the North Eastern Railway Cottage Homes and Benefit Fund, which was set up in 1919 to provide housing for railwaymen who were disabled during World War One or staff who retired due to age or ill-health.

The exhibition team wants to hear from any members of the public who lived, or are currently living in, North Eastern Railway Cottage Homes or similar railway housing. The stories and memories gathered will help shape the exhibition.

→ Anyone with reminiscences is asked to email headofsteam@darlington.gov.uk or call the reception on 01325 405060.

**ROYAL
AIR FORCE**
COSFORD AIR SHOW

Sunday 9th June

Vintage Trains Tickets include entry to Air-Show



EXCITING DAYS OUT WITH VINTAGE TRAINS

Vintage Trains is pleased to announce the first steam railtours with newly restored No. 7029 'Clun Castle'.

Passengers can join the trains at convenient local stations including Dorridge, Solihull, Tyseley (mainline), central Birmingham and others depending on the route.

We offer a choice of classes including 1st Class Dining with 4-course dinner starting with a glass of fizz and Silver Service at your table, Private Dining Compartments, Club & Standard Classes.

For more details and how to book, please visit:

www.VintageTrains.co.uk

or telephone:

0121 708 4960

Saturday 25th May - The Chester Venturer

Saturday 1st June - The Cotswold Explorer

Sunday 9th June - Cosford Flyer for RAF Cosford Airshow

Saturday 15th June - Didcot to Oxford Railway 175

Saturday 29th June - Welsh Marches w/ No. 45596 'Bahamas'

Railway author made up with Midhurst

THE author of the book *The Chichester & Midhurst Railway* (Minor Railways of Britain Series, 1980) Paul Clark, was delighted with his purchase of a Southern Railway station target sign for Midhurst, which was offered for sale at the recent Mid-Hants Railwayana Auction, held at Perrins School, New Alresford, Hampshire.

It is only the second time that a sign from the West Sussex location, which closed to passengers on February 5, 1955, has been offered and realised £5200 plus buyers' premium, making it the fourth most expensive Southern target in auction history, after Mayfield (£7056) and Heathfield and Bournemouth Central jointly at £6048.

The auction on April 20, a debut event for Southern-based collectors, hosted by Railwayana Auctions UK, saw a packed hall with competitive bids on a range of mainly Southern-based items, but classic traction items continue to attract interest with the nameplate and cabside set from D1052 *Western Viceroy* heading the pack at £10,500. Modern GM worksplates from Nos. 66512 and 67029 made £840 and £560 respectively, while two items offered from the nearby Mid-Hants Railway – the original chimney and flamecut panel from SR No. 35005 *Canadian Pacific*, raised £450 and £750 respectively towards restoration funds.

RAUK proprietor Neil Booth said: "We were absolutely delighted with our first venture in the south, with strong bidding across all areas of collecting."

The next Mid-Hants auction at the same location is set for October 26.



A3 Pacific No. 60103 *Flying Scotsman* departs Corfe Castle on April 12 with the castle ruins in the background. ANDREW PM WRIGHT

Scotsman visit brings pre-season tourist boom to Purbeck

By Cedric Johns

THE visit of *Flying Scotsman* to the Swanage Railway brought an unexpected financial windfall both to the railway and local traders, according to the heritage line.

The highly successful five-day operation of the A3 Pacific, commencing on Friday, March 22, saw trains filled to 97% capacity, with 8640 seats sold.

No. 60103 was then placed on static display at Corfe Castle station – and again, its celebrity status went into overdrive.

Another 5485 paid to board the footplate and walk through the tender corridor to view repatriated Pullman Car 14, which ran behind *Flying Scotsman* during its ill-fated trip of North America between 1969-72.

Meanwhile, shops, pubs and restaurants in the picture-postcard village saw a sudden and unexpected pre-season upsurge in trade – despite periods of heavy rain which beset the Purbeck countryside.

At one stage, queues built up

on the Sandbanks ferry as visitors queued to drive on to the isle to reach the heritage line.

Swanage Railway's business division director Mick Gould, a volunteer signaller and train guard, said: "The number of people who wanted to ride behind and see the iconic *Flying Scotsman* exceeded our expectations, proving that No. 60103 is still the nation's favourite steam locomotive and truly the people's engine."

Memorable event

"So many people worked tirelessly and beyond the call of duty for both the planning and execution of what was the largest and most challenging special event in the history of the Swanage Railway."

"It was a tremendous event and seeing the smiles on so many people's faces during the event was wonderful."

"No. 60103 is a marvellous machine and part of this country's engineering DNA."

Once its visit was completed, *Scotsman* and support coach

departed Swanage via Wareham on Friday, April 12 – the A3 working tender first as far as Southampton. On arrival, the Pacific ran around its coach. It then headed for Southall, where it stopped overnight before continuing to York the following day.

Arriving at the National Railway Museum's north siding, *Scotsman* was part of the attraction of the venue's Easter week programme.

Back on the main line, the A3 was booked to work the final leg of the Railway Touring Company's 'Great Britain XII' tour, taking the train from York to Paddington via Derby and Oxford on May 5.

On May 9, the A3 and B1 No. 61306 *Mayflower* were booked to double-head Steam Dreams' Highland & Islands' nine-day tour of Scotland from York to Edinburgh.

The Scottish Railway Preservation Society will be using No. 60103 for three 'Forth Circle' trips on May 19. A morning train departs Linlithgow, followed by an afternoon trip from Dalmeny and an evening excursion from Inverkeithing.

Ten additional trainees needed for Ff&WHR heritage skills scheme

THE Ffestiniog & Welsh Highland Railways is seeking to take on 10 new trainees as the second phase of a £454,000 Heritage Lottery Fund-funded programme.

Part of the HLF 'Skills for the Future' scheme, the railway aims to attract trainees in order to share the heritage skills of its talented workforce and encourage

careers in the heritage sector.

Following the successful appointment of 10 new trainees at the start of the programme in spring 2018, the railway is now recruiting for the second phase in September 2019.

Director and general manager Paul Lewin said: "For our national heritage to have a bright future

we need to ensure that there are people with the skills necessary to conserve, work with and interpret our heritage assets. As traditional heritage skills diverge from the requirements of mainstream industry, it is ever more important that we concentrate on developing those skills."

"Skills areas covered by the

scheme include horticulture, heritage joinery, heritage mechanical engineering, dry stone walling, permanent way engineering and heritage interpretation. The scheme works in collaboration with local partners and colleges."

Potential trainees for the scheme are invited to email: hlfs4f@ffwhr.com.

South Tynedale Railway marks Earth Day with ‘green’ locomotive launch

By Robin Jones

THE South Tynedale marked Earth Day on Easter Sunday with the launch of *Green Dragon*, an environmentally-friendly steam locomotive.

Hunslet 0-4-2T No. 859 of 1937 was supplied to Natal in South Africa, where it hauled sugar cane crops. Repatriated in 1997, it was bought by the South Tynedale Railway Preservation Society and moved to Alston the following year.

With help from Heritage Lottery Funding, it was restored by North Bay Engineering, the Statfold Barn Railway and the engineering team at South Tynedale itself.

Renamed *Green Dragon*, it runs on wood waste briquettes and is considered more environmentally-friendly than traditional coal-fired steam engines.

Earth Day, which was launched in 1970 as an annual event to demonstrate support for environmental protection, now includes events in more than 193 countries worldwide, and this year coincided with the Extinction Rebellion street protests in London.



Green Dragon departing Slaggyford with a train for Alston. MATT DITCH

On April 22, STR vice chairman Alan Farrer cut the ribbon at 10.20am to launch *Green Dragon* into traffic and it hauled its first train to Slaggyford 10 minutes later.

On the same day, *Newcastle* and *Carlisle*, the battery electric

locomotives which once carried out work on the Waterloo & City Line, also featured in the proceedings. *Newcastle* made the five-mile journey to Slaggyford, top and *Carlisle* was exhibited on platform 1 at Alston.



TV presenter Chris Tarrant visited the Aln Valley Railway on April 5, during the filming of Elfton Productions Ltd's forthcoming Channel 5 documentary on the importance of railways in the First World War, to be broadcast in the late autumn. At Lionheart station he rode on the line's Hudswell Clarke 0-6-0T *Richboro*, built in 1917. The locomotive was first allocated to the 'secret' Q-port of Richborough in Kent, from where supplies were sent to the British Expeditionary Force in France, involving the world's first roll on-roll off ferry vessel. CHRIS FREEMAN/ALN VALLEY RAILWAY

Great Central Railway Locomotive Shed Appeal

We have created a Locomotive Shed Appeal Wall which will display plaques in recognition of donations received from our kind and generous supporters.

If you are interested in purchasing a £200 plaque, please see www.gcrailway.co.uk/shedappeal or you can apply by post.

Name:

Address:

Postcode:

Phone:

E-mail:

Plaque detail:
How you would like it to appear:
(Max. 26 characters inc. spaces)

Full plaque width 24cm

Gift Aid: I want to Gift Aid my donation and any donations I make in the future or have made in the past 4 years to The David Clarke Railway Trust. I am a UK taxpayer and understand that if I pay less Income Tax and/or Capital Gains Tax than the amount of Gift Aid claimed on all my donations in that tax year it is my responsibility to pay any difference.

Great Central Railway
LEICESTERSHIRE

David Clarke Railway Trust
Registered charity 1104839 Supporting Great Central Railway

A new Locomotive, Visitor, and Education Centre for Loughborough

For any questions or comments on the appeal, please contact **Wayne Cook** via e-mail: wayne.cook@gcrailway.co.uk or telephone: 07958 699306.



NORFOLK HEROINE: Wells & Walsingham Light Railway Garrett 2-6-0+2-6-0 No. 6 *Norfolk Heroine* leaves Wells-next-the-Sea with the noon service to Walsingham on Easter Monday. The 2010-built locomotive is named in honour of British nurse Edith Cavell, who was murdered by the German military during the First World War and whose repatriated body was reburied at Norwich Cathedral a century ago, on May 19, 1919. The Cavell Van that carried her body from Dover to London is displayed at Bodiam station on the Kent & East Sussex Railway. The Wells & Walsingham has since 1982 been labelled as the world's smallest public railway and at four miles is the world's longest 10¼in gauge line. ROBIN JONES

Three-way race to finish at Grosmont shed

By Roger Melton

WITH six steam locomotives already in North Yorkshire Moors Railway service by Easter, and a seventh in the form of BR Standard 4MT No. 76079 nearing the end of winter maintenance, the Grosmont shed staff and volunteers are not letting up on their efforts. No less than three more engines are being worked on, with the aim of finishing them in time for the peak operating season from July to August.

No. 76079 is lagging behind the other locomotives as a result of the discovery of cracks in its inner copper firebox – the affected copper has been

cut away and new sections made and fitted ready to be welded in. It is also receiving extensive repairs to its hopper ashpan.

The three locomotives are S15 4-6-0 No. 825, BR Standard 9F 2-10-0 No. 92134 and Lambton Collieries 0-6-2T No. 29. All are at a similar stage, with motion reassembled and overhauled boilers back in the frames, with lagging and cladding and some boiler fittings in place, leaving for the most part the remaining boiler fittings, pipework and final painting to complete.

Peter Best's USATC S160 No. 2253 is approaching completion in an LMS-

style crimson lake livery. Running-in trials will be carried out at the NYMR, before the 2-8-0 moves to the Dartmouth Steam Railway.

Two other engines are also set to debut this year. The smallest, Cockerill 0-4-0VBT *Lucie* is not likely to be required for use until the October steam gala and Santa special train heating duties – and is therefore likely to be the last to be out-shopped. Work to complete the boiler is being done as time allows – the priority being the larger locomotives needed for regular timetabled NYMR trains.

Perhaps the most eagerly awaited return of the bunch is that of

No. 92134, the only surviving single-chimneyed 9F. While it is unlikely to be severely challenged by the bank from Grosmont to Goathland, it is confidently expected to prove a far more rousing performance than either of its two double-chimneyed classmates which have visited the line in the past, Nos. 92214 and 92220.

Asked about an expected completion date for No. 92134, NYMR general manager Chris Price, said: "Work on the 9F will progress in earnest when the winter work programme is complete, with an estimated finish before the end of May, if not before."

Nene Valley's 'tender care' aids Moors 9F

By Gareth Evans

THE tender from the Nene Valley Railway's BR 5MT No. 73050 *City of Peterborough* moved to the North Yorkshire Moors Railway on March 26 – where it will be used behind BR Standard 2-10-0 No. 92134.

The tender, which was rewheeled in early December, has gone on hire to the NYMR until its return is required in order to be used again with

No. 73050. The move will speed the debut of the 9F.

Withdrawn following expiry of its boiler ticket in 2014, work began on *City of Peterborough* in early 2017.

The boiler is currently stored outside at Wansford and can be viewed from the path to the workshop viewing gallery. Tensile strength tests on the firebox outer wrapper indicate that it is full of strength. Discussions are ongoing

with the insurers, but the process is now nearing completion.

Inside the workshop, the 4-6-0's 6ft 2in driving wheels have been primed. Work has started to remove the distorted stretcher mid-frame, care being taken to hold the frames steady while the stretcher is out.

Most of the smaller parts, including the bogie frames, have been painted and are now stored ready for use as the rebuild progresses.



The overhauled tender for BR 5MT No. 73050 *City of Peterborough* is seen outside the NVR's Wansford depot on March 23, days before it moved to the NYMR for use behind 9F No. 92134. GARETH EVANS

Miniature line closed after derailment

SEVERAL people were taken to hospital by ambulance after a train derailed on the Havering Miniature Railway Club's 7¼in gauge track in Romford's Lodge Farm Park on Easter Monday, leading to the temporary suspension of services for a fortnight.

A London Ambulance Service spokesman said that two ambulances and paramedics were sent to the line shortly before 1pm.

A statement from the society that

evening read: "There was an incident today on the railway which resulted in suspension of services.

"We apologise to those who we have disappointed and ask that you bear with us.

"Trains will be running next on May 6." It was said that a single tramcar came off the track.

It was reported that a 10-month-old baby was later discharged from hospital after a check-up.

Tanfield metal thief to pay £4115

A THIEF convicted of stealing metal rail chairs from the Tanfield Railway has been fined £3000 and ordered to pay £1000 compensation to the line.

Police were called to the heritage line last November after the thief drove across fields to gain access, and found that the chairs worth nearly £2000 had been stolen.

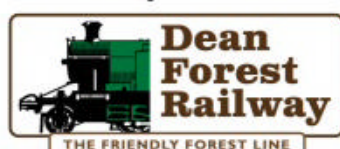
Volunteers handed over CCTV footage which allowed police to trace the black Nissan Navara which

was driven by 31-year-old Robert Pearson when he was subsequently stopped by officers.

Pearson, of Lobley Hill near Gateshead, pleaded guilty to theft at South Tyneside Magistrates' Court. He was also ordered to pay £85 costs and a £30 victim surcharge.

Tanfield engineering manager Ian Cowman thanked the police and said that the theft had caused 'terrible' damage.

Friday 7th June - Saturday 8th June - Sunday 9th June



Royal Forest of Steam

Featuring very special guests:

- BR 'Large Prairie' no. 5199

Courtesy of the Llangollen Railway and 5199 Project

- Hunslet '48150' Class 'Jessie'

Courtesy of the Pontypool & Blaenavon Railway

Try your hand at driving resident Austerity no.152 'Rennes'

Intensive timetable - Freight workings - Model railway display
& much more...



www.deanforestrailway.co.uk

01594 845840

Image credits: Mary and Angus Hogg (5199), Pontypool and Blaenavon Railway (Jessie)

BEER AND CIDER FESTIVAL
ON THE SOUTH DEVON RAILWAY
2019

SPRING BEER FESTIVAL 24TH - 27TH MAY
BUCKFASTLEIGH • STAVERTON • TOTNES RIVERSIDE
REAL ALES | CIDERS | CRAFT BEERS | PIMM'S | TRAINS ALL DAY
WWW.SOUTHDEVONRAILWAY.CO.UK

GLOUCESTERSHIRE WARWICKSHIRE RAILWAY

COTSWOLD FESTIVAL OF STEAM

in association with

HERITAGE RAILWAY *the RAILWAY Magazine*
THE COMPLETE GUIDE TO HERITAGE RAILWAYS

'NORTHERN SOUL'

Featuring:

Caledonian Tank No.419
- courtesy of the Scottish Railway Preservation Society

LNER B1 No. 1264
- courtesy of the Thompson B1 Locomotive Trust

GWR No. 6023 King Edward II
- courtesy of the Great Western Society

Plus the home fleet of 4270, 2807, 7820, 7903 & 35006

Narrow gauge steam rides
Traction engines & beer tent
Carriage & wagon tours,

25th-27th May 2019

© Steven Barker

Tel: 01242 621405
www.gwsr.com
(All locomotives & attractions subject to availability)

Eighteen runners at big Severn Valley Railway diesel festival

By Paul Appleton

MODERN traction enthusiasts will relish the prospect of seeing up to 18 diesel electric and hydraulic locomotives in action at this year's Severn Valley Railway Spring Diesel Festival.

The showpiece event will run from Thursday, May 16, to Saturday, May 18, followed on the Sunday by the usual mixed traffic day, when a selection of steam locomotives from the railway's home fleet operate alongside some of the guest diesels.

All four days feature special timetables. Running on each day is the star of the show, the National Railway Museum's prototype HST power car No. 41001, which is travelling from its base at the Great Central Railway (Nottingham) at Ruddington with five matching Mk.3 coaches. The latter will include catering car No. 10206, from which hot and cold snacks and drinks will be served from 'Buffet 125'.

The vehicles are owned by Ruddington's 125 Group, which under 'Operation Miller', funded and carried out the restoration of the unique power car. The group has recreated the look of the original High Speed Train concept, which later evolved into the InterCity 125 that still operates to this day.

The power car was built in 1972 and during testing between York and Darlington in 1973 it smashed the UK rail and world diesel speed record, reaching 143.2mph. It was the forerunner to the hugely successful InterCity 125 production HST fleet, which revolutionised long-distance UK rail travel. No. 41001 spent more than 25 years as a static exhibit at York, before agreement was reached to return it to operational condition, complete with a 'screaming' Paxman Valenta engine of the type that originally powered all HSTs.

The event is one of the biggest of its type to be staged in Britain and as well as heritage diesel traction, also



High Speed Train prototype No. 41001 idles away at the Mid-Norfolk Railway's Dereham station on a cold, drizzly Saturday, April 6 evening during a photographic charter as part of the weekend's spring diesel gala.
HAYDEN SHEPPARD

features modern machines from the main line. This year's event will include one of the latest Class 88 electro-diesels, courtesy of Direct Rail Services and examples of both Class 60 and Class 66, which are being sent to the gala by GB Railfreight. The latter will carry the freight operator's well-known blue and gold livery, which has recently been applied to two of the SVR-based Class 50 Alliance's locomotives at Eastleigh, Nos. 50007 *Hercules* and 50049 *Defiance*, which are available to operate selected GBRf trains on a 'spot hire' basis.

Neither of these Class 50s are expected to take part in the event, but three other examples in the group's care will be in action: Nos. 50031 *Hood*, 50035 *Ark Royal* and 50044 *Exeter*. Of the 18 locomotives participating in the gala, 12 are visiting from other lines. Guest heritage traction includes the Deltic Preservation Society's popular BR blue Class 55 Deltic No. 55019 *Royal Highland Fusilier*, making a return visit from its Barrow Hill base having made several successful visits to the SVR in previous years. It will once again be

available for Deltic Driver Experience Days either side of the festival, arriving in early May and staying for several weeks – which will also include operation on some of the SVR's timetabled trains on other dates.

Further 'express' power will be in attendance in the shape of two Sulzer-powered 'Peaks'. Normally kept at the Midland Railway – Butterley, Class 44 D4 *Great Gable* is owned by the Peak Locomotive Company and preserved in the original BR green it wore when new in 1960. The second is of the later Class 46, No. 46010, built in 1962 and owned by D05 Preservation Limited at the GCR (Nottingham). It will contrast with D4 with its BR corporate blue livery with yellow ends.

Other visitors include blue-liveried Class 25 D7535, from the Dartmouth Steam Railway (with thanks to South Devon Diesel Traction); Class 31 No. 31163, which is in Derby RTC livery as No. 97205 and travels from the Chinnor & Princes Risborough Railway; 33/1 Preservation Company-owned Class 33 No. 33108, which is no stranger to the SVR, having spent an extended period on the line spanning 2017/8; Class

37 No. 37688 – the blue 'Growler' – is another that has associations with the SVR, having been 'on loan' to the railway since January 2018 and will be able to operate passenger trains on the line for the first time once its vacuum brake system has been refitted and is also owned by D05 Preservation Limited. Similarly, Class 40 No. 40106 *Atlantic Conveyor* has been at the railway since last year, hired-in to operate the steam-heat diesel turns in the line's winter 'A' timetable, but the green-liveried 'Whistler's' steam-heat boiler failed last autumn and it has remained at Kidderminster, albeit unable to operate trains during the colder months. However, the Bury-based locomotive, owned by the Class 40 Preservation Society, is expected to play a starring role during the three days of the festival when steam heat shouldn't be required.

The remaining locomotives in use at the festival are all home-based diesel hydraulics, adding a splash of Western Region colour, with the Diesel Traction Group's maroon-liveried Class 42 D821 *Greyhound* and the SVR Class 14 Company's ochre 0-6-0DH D9551 joined by the Western Locomotive Association's blue-liveried Class 52 D1062 *Western Courier*, which has recently returned to action after a busy winter maintenance programme at Bridgnorth.

The festival will also feature evening running and what organisers describe as 'one or two surprises'. There will be special fares during the festival, but normal fares apply during the mixed traffic day. Kidderminster Diesel Depot will be open on the Saturday and Sunday for public visits and there will be specialist sales stands, including promotional stands from some of the participating groups, under the station canopy at Kidderminster and inside the diesel depot during the weekend. Visit www.svr.co.uk for more information.

Lincolnshire Wolds refurbishes 'box and Mk2 TSO

VOLUNTEERS at the Lincolnshire Wolds Railway have refurbished the exterior of the Great Northern Railway-style signalbox at Ludborough station.

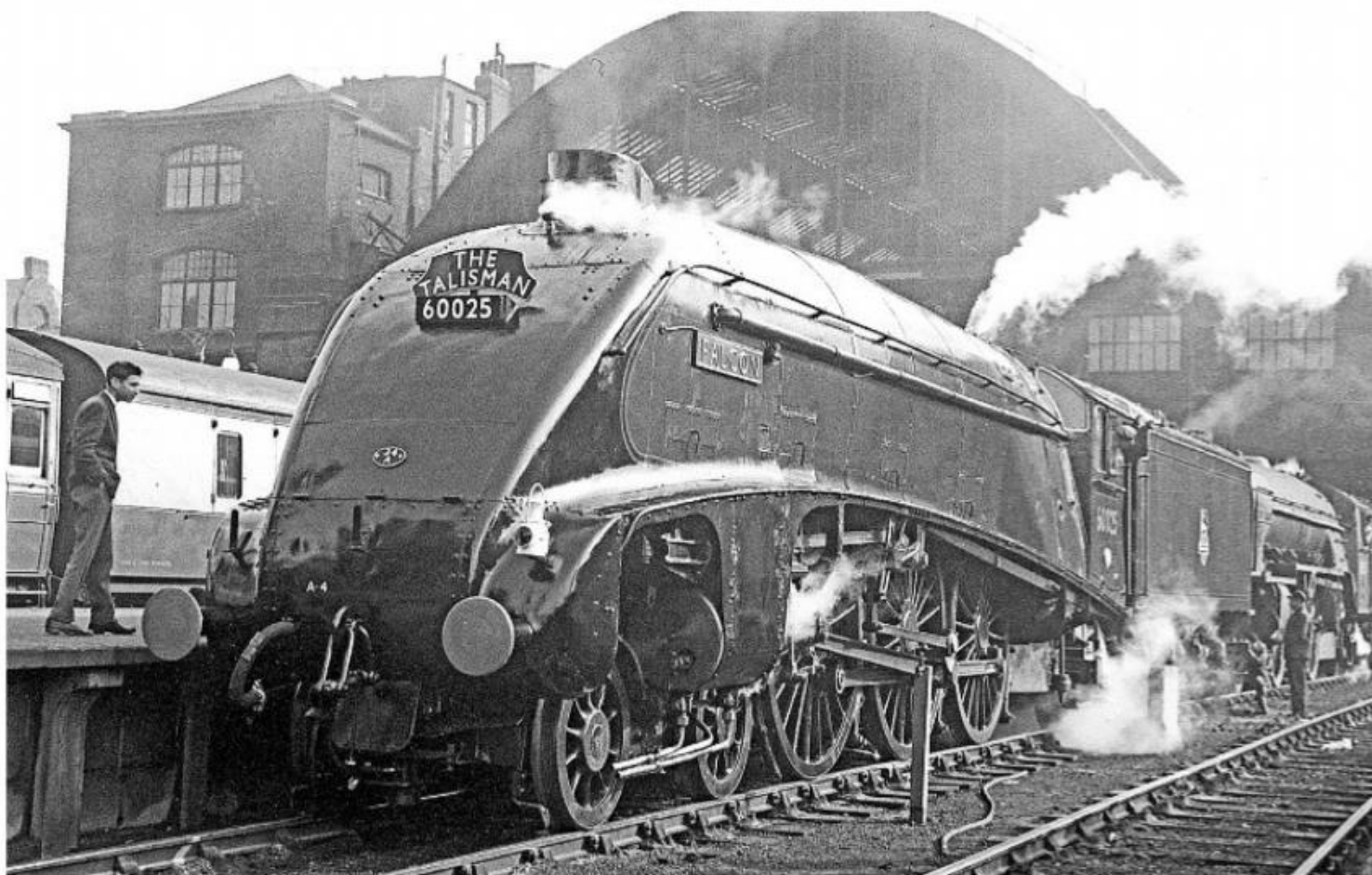
With the weather having taken its toll on the box's exterior woodwork in recent years, the closed season from January to March presented the ideal opportunity to erect scaffolding and carry out the necessary repairs and give it a fresh coat of paint.

Another project that will benefit visitors to the line this year is the restoration of Mk2 TSO coach No. 5158. Built at Derby in 1966, the carriage has been resident

at the LWR since 2002. The vehicle entered the railway's carriage and wagon workshop last year for what was intended to be minor repairs and a repaint. However, the task turned out to be more in-depth. All the windows have been refurbished and fitted with new glass and rubber seals. The toilet compartment was totally rebuilt and extensive repairs have been carried out to the end panels on both sides of the corridor connecting doors. All the bodywork was then rubbed down and painted. The coach is now resplendent in its shiny 'blood and custard' livery.



The refurbished signalbox at Ludborough.
PHIL ELDRIDGE/LWR



Northward-bound: No. 60025 *Falcon* reverses from 'Top Shed' (34A) into King's Cross station on September 17, 1956, in readiness to haul the inaugural Down 'Talisman' 4pm express to Edinburgh. The A4 travelled from the depot down Holloway Bank in tandem with another Pacific, from which it is pictured being uncoupled. One of the 4-6-2's *Falcon* nameplates is coming up for auction at Stoneleigh on June 1, followed six weeks later at Pershore by another plate from the class, that of *Kingfisher*. Coincidentally, a 'Talisman' headboard sold at auction in Newark on March 23 for £2700. TRANSPORT TREASURY

Second top Gresley A4 Pacific plate to go under auctioneer's hammer

By Geoff Courtney

TO many railwayana collectors, former trainspotters and general enthusiasts, some of the names carried by Nigel Gresley's streamlined A4 Pacifics were among the best. The 'golden' and 'silver' series, such as *Golden Fleece* and *Quicksilver*, from Nos. 60030 and 60015 respectively, were perhaps top of the tree, but the bird names also had a strong attraction, even to teenage spotters, and continue to do so today.

Last month GW Railwayana announced that it was to put *Kingfisher* from No. 60024 under the hammer on July 13, as revealed exclusively in *Heritage Railway*, and now a second major auction house, Great Central Railwayana, has been commissioned to sell *Falcon* from No. 60025.

This locomotive was built at Doncaster in January 1937 (works No. 1849), a month after No. 60024, and was initially numbered 4484 and allocated to Edinburgh Haymarket.

Other depots at which it was based during its 26 years of service included King's Cross, Grantham and finally Peterborough New England, where it spent its final four months before being withdrawn in October 1963.

One of the highlights of its career came on September 17, 1956, when it was chosen by King's Cross 'Top Shed' to haul the inaugural Down 'Talisman' London-Edinburgh express, for which in true tradition it was immaculately turned out.

Great Central Railwayana director and auctioneer Mike Soden, said: "Nameplates from A4s have always been attractive to collectors, as is illustrated by *Golden Fleece* selling for £60,000 back in 2004, a world record that has been beaten only recently.

"Those named from birds don't come up very often, and it's a coincidence that two will be going under the hammer within a few weeks of each other."

Falcon will be auctioned at Stoneleigh Park on June 1, and Mike

revealed that another crowd-pulling nameplate from a top East Coast Main Line express steam locomotive will feature in the same sale. It is *Great Central*, which was carried by the LNER-designed, BR-built A1 No. 60156.

This Pacific was one of five in the 50-strong class named after railway companies that were absorbed into the LNER in the Grouping of 1923, the others being Nos. 60113 *Great Northern*, 60147 *North Eastern*, 60157 *Great Eastern* and 60161 *North British*.

No. 60156, whose nameplate includes a hand-painted Great Central Railway coat-of-arms, was built by BR at Doncaster (works No. 2050) in October 1949 to the design of Arthur Peppercorn, the last LNER chief mechanical engineer, and withdrawn from York (50A) in May 1965.

→ See Geoff Courtney's railwayana column on pages 76-78 for further details of the Great Central Railwayana auction at Stoneleigh Park on June 1.

Fundraising drive returns WSR Mogul No. 9351 to steam

THE West Somerset Railway Association has raised more than £18,000 to allow Mogul No. 9351 to be repaired and re-enter service for the summer season.

When the railway suffered financial difficulties over the winter, as outlined in issue 252, officials asked the supporting association to help, and it raised the money for the work at its

restoration base at Williton. WSR plc chairman Jonathan Jones-Pratt said: "We are very grateful to the WSRA, who rose to the challenge we set them, raised the money and are getting the work done.

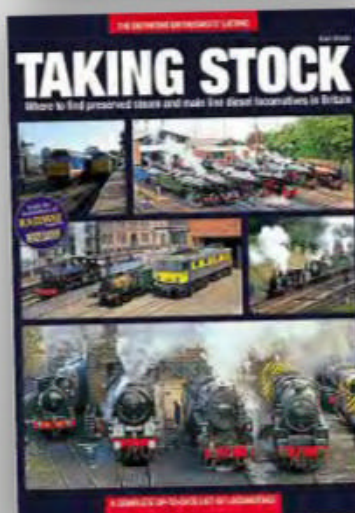
"It shows what we can achieve if we pull together as a united railway."

Association chairman Paul Whitehouse said: "We could not

have done this without support from more than 70 individual donors and the work of volunteers and staff, particularly Ryan Pope and his team at Williton Works. Because we are a registered charity, the UK Government has contributed over £3000 via the Gift Aid scheme."

No. 9351 is now due to be back in traffic by the end of May.

ON SALE
NOW



ORDER TODAY FROM classicmagazines

classicmagazines.co.uk/
thebookshelf

01507 529529

Available at WHSmith FROM £6.99

New Mid-Norfolk storage facility approaches completion

By Roger Melton

THE Mid-Norfolk Railway's new storage sidings at Kimberley Ballast Pit, to hold Greater Anglia rolling stock, are approaching completion, with rides on the new track being offered as part of the railway's spring diesel gala.

In early 2018, a £3.2 million agreement was reached with local train operating company Greater Anglia to provide siding capacity for approximately 30 Class 755 multiple units. Greater Anglia requires a significant increase in siding capacity while it introduces its new fleet of

trains as both the old and new fleets will be in East Anglia at the same time. Construction of the sidings is being paid for by Greater Anglia. As the principal contractor is Sonic Rail Services of Burnham-on-Crouch, the project has been nicknamed 'Project Hedgehog' by MNR volunteers in honour of Sonic the Hedgehog.

The Class 755 units will be stored in the sidings during testing, commissioning and driver training prior to being used for passenger services.

The scheme included improving the signalling along the line to improve operational flexibility, allowing access

to the sidings for train movements and for machinery during the construction phase. This includes a No-Signalman Key Token electric key token system between Wymondham Abbey and Thuxton, with intermediate instruments mid-section at the Ballast Pit Sidings and Hardingham, where a new fan of five sidings has been laid on the site of an old ballast pit to the east of the line at the four-mile post including a crossover and headshunt.

The Up formation south of the accommodation crossing has been dug out of the embankment and levelled to allow the siding closest

to the running line to be flat.

To access the sidings, a new running line over Danemoor Bank and through the Up platform at Hardingham station has been relaid. The Up line on Danemoor Bank will then become a long loop siding ending north of the accommodation crossing south of Danemoor Bank at Brick Kiln Grove, while the new Down line will become the new running line.

A new connection has been laid into Hardingham yard for the various owners of the separate parts of the old yard, in exchange for the land required to fit the double track past the yard.

Watkin comes back home to Caernarfon 126 years on



Watkin moved into position for display inside the new Caernarfon station, which has been part funded by the European Regional Development Fund through the Welsh Government, and which will be officially opened on June 14. FfWHR

THE Welsh Highland Railway's new £3.2 million Caernarfon terminus has its first permanent resident locomotive – one which was built on its doorstep.

On March 31, De Winton locomotive *Watkin* was moved from its long-term home at Penrhyn Castle into the station for static display.

Named after H Watkin Darbyshire of the Penmaenmawr Stone Quarry where it worked for 50 years, the locomotive was built in Caernarfon in 1893 by De Winton, whose works was immediately opposite the new station. It had been on long-term loan to the National Trust for the past 46 years.

Redundant by 1944 and left standing derelict on a siding near the jetty at Penmaenmawr, in February 1966 *Watkin* was purchased by Evan

Hughes, a building contractor in Llanrwst. When he died, his daughter placed the engine on loan to the National Trust, and it was moved to Penrhyn Castle in May 1972. There, volunteers restored and refurbished the locomotive for the venue's railway museum – cared for by volunteers at the castle.

Richard Pennington, house and collections manager at Penrhyn Castle, said: "The team will be sad to see the engine they so lovingly cared for go, but we're over the moon that it is returning to Caernarfon, where its life began and somewhere that is so relevant in its story. It will be a chance for a new audience to learn about *Watkin* and the roles these engines played in the industrial heritage of North Wales."

A 'Hoover' to Broadway

A CLASS 50 will become the first of its class to run from Broadway to Cheltenham when the Gloucestershire Warwickshire Railway holds its July 26-28 summer diesel weekend.

The Fifty Fund's No. 50035 *Ark Royal*, the first of the class to be preserved, will be visiting from the Severn Valley Railway.

The event will also see the return to service of Class 24 No. 5081.

Minehead pioneer *Vulcan* running again

ONE of the pioneer locomotives of the West Somerset Railway has returned to service at the Stephenson Railway Museum's North Tyneside Steam Railway.

No. 2994 *Vulcan*, is one of two survivors of three Bagnall New Standard 18 0-6-0STs built in 1951 for Port Talbot Steelworks.

In 1957, *Vulcan* and No. 2996 *Victor* were later sold to the Austin Motor Company Ltd (later British Leyland) for use on the internal system at the Longbridge car factory in Birmingham.

The third, No. 2995 *Valiant*, was bought by the NCB for use in South Wales but scrapped in 1967.

Vulcan and *Victor* were bought by the nascent West Somerset Railway in 1973. *Vulcan* entered service on the line in 1977, a year after it reopened. Their rough

riding earned them the nickname 'Camel class'.

With its roller bearings in poor condition, *Vulcan* was sold to the Stephenson Railway Museum in 1986. It was repainted in an NER-style black livery as No. 401 and named after Victorian miners' leader and Northumberland MP Thomas Burt.

As train lengths grew longer, No. 2996 also followed out of the WSR door in 1989, and is now on the Lakeside & Haverthwaite Railway.

Museum manager Geoff Woodward said: "No. 401 is an extremely popular engine and it's wonderful to have it back pulling passenger trains once again, thanks to Arts Council England funding and the hard work and dedication of the museum's volunteers."

Former West Somerset Railway Bagnall 0-6-0ST No. 4012 *Vulcan* approaches Middle Engine Lane on the North Tyneside Steam Railway with the second train of the day on April 18.

MATT DITCH



When Bodmin came to Long Rock

By Robin Jones

GREAT Western Railway's Long Rock depot charity open day on Saturday, April 13 proved to be a resounding success – with more than a little help from the Bodmin & Wenford Railway.

The event at the refurbished Penzance motive power depot, the main maintenance facility of the Night Riviera sleeper service, entertained the crowds with of mixture of steam and both modern and heritage diesel traction.

Arranged in support of the local Penlee lifeboat station and the RNLI, one of the highlights was the naming ceremony of the new GWR Class 802 Intercity Express Trains unit No. 802008 *RNLB Solomon Browne* and *Rick Rescorla* – particularly poignant and relevant to West Cornwall. *Solomon Browne* was the Penlee lifeboat which sank with the loss of all hands in December 1981, while attempting to rescue the crew of the stricken *Union Star* in a force 10 storm just the other side of Mounts Bay from Long Rock.

Rick Rescorla was the Cornishman from Hayle who lost his life in the 9/11

disaster in New York while saving the lives of many others engulfed in the Twin Towers inferno.

Families of the lifeboatmen were there to pay tribute, while Rick Rescorla's widow was accompanied by officials from the US Embassy in London.

The Cornish main line saw a plethora of unusual locomotive movements. The day before, the Bodmin & Wenford's diesel contingent of Class 47 No. 47306 and Class 50 No. 50042 *Triumph* were towed from Bodmin Parkway to Penzance by Direct Rail Services Class 57 No. 57306, on hire to GWR for the Night Riviera. The routing was via the Up line to Liskeard for run round and crossover to the Down line, then on to Penzance via Bodmin Parkway and Truro.

This train was followed by the GB Railfreight contribution consisting of two Class 50s, Nos. 50007 *Hercules* and 50042 *Defiance*, and No. 73107



Bodmin's GWR pannier No. 4612 alongside a visiting Class 50. No. 4612 carried a PZ shed code for the occasion. PAUL BICKERDYKE

Tracy, towed by No. 66714. It was the first-ever appearance in Cornwall of a Class 73.

Bodmin's steam representatives, GWR 0-6-0PT No. 4612 and cut-down Bagnall Port of Par 0-4-0ST *Alfred* were

taken to Long Rock by low loader. Also holding the fort for steam was Collett 0-6-0 No. 3205 from the South Devon Railway.

Depot Class 08 shunter No. 08645, dressed overall as a Cornish St Piran's flag, found particular favour with the duchy public, while No. 47306 was highly commended for its new Railfreight Distribution livery.



On Sunday, April 14, the Bodmin & Wenford was the surprise host of two GBRF locomotives returning north from the previous day's Long Rock open day. At Bodmin, Class 73 No. 73107 hauled a revenue-earning passenger train to Boscarne Junction, thereby reaching former Southern Region metals as befits a 54-year-old locomotive originally designed for work as a SR third rail DC electric. Also, visiting Class 66 No. 66714 ran with home-based Class 37 No. 37142 on service trains. JIMMY JAMES



Bagnall 0-4-0ST Alfred on display. PAUL BICKERDYKE



The depot's Class 08 shunter dressed up as a St Piran's flag, the emblem of Cornwall. JIMMY JAMES

Second
Southern
Mid Hants
Auction
October 26th

Railwayana Auctions UK Ltd

STAFFORD RAILWAYANA

AUCTIONS

Perins School,
Pound Hill,
New Alresford,
Hampshire
SO24 9BS

The
leading UK
Railwayana
Auction for
everyone

Free probate
& insurance
valuations on
single items
or whole
collections

All commission
rates held
for 2019

On Site
Refreshments

NEXT AUCTION: 6th JULY 2019

Doors open 8am, Auction starts 10am

QUALITY - RARITY - DIVERSITY

Welcome
to our
31st
Auction

Sellers commission
12% inc VAT will be
added to
'hammer price'
12% inc VAT buyers
premium will be
added to the buyers
invoice

We offer a
collection
service from all
corners of
the UK

FOR IMMEDIATE RESPONSE CALL NEIL TODAY

NOW IS THE TIME TO REALISE THE VALUE OF YOUR COLLECTION(S) WITH A
BUOYANT MARKET OUR RATES AT STAFFORD, VENDORS AND BUYERS ARE EACH
CHARGED A COMMISSION OF JUST 12% INC VAT OF THE HAMMER PRICE
RECORD BREAKING PRICES AT STAFFORD

What is your Railwayana worth?

**3000 CATALOGUE
DISTRIBUTION**

STOP PRESS! More Exciting Rarities Arriving Soon

The Blessed William Howard Catholic School, Rowley Avenue, Stafford ST17 9AB

Items Now Being Accepted For Our 6th July 2019 Auction. Contact Neil For Further Details

Selection of items entered into our 6th July Stafford Auction



Enquiries please contact Neil on 01242 620020 or 07836 225711 Email: office@railwayana.com or office@gwr1.com. View more online/more choice, look on our website: www.ukrailwayana.com
Railwayana Auctions UK Ltd, Toddington Grange, Burberry Hill, Toddington, Glos GL54 5DN

**New
Southern
Mid Hants
Auction
Venue**

Railwayana Auctions UK Ltd

MID-HANTS RAILWAYANA AUCTIONS

**New
Southern
Mid Hants
Auction
Venue**

The
leading UK
Railwayana
Auction for
everyone

All commission
rates held
for 2019

On Site
Refreshments

NEXT AUCTION: 26th OCTOBER 2019

Doors open 8am, Auction starts 10am

QUALITY - RARITY - DIVERSITY

FOR IMMEDIATE RESPONSE CALL NEIL TODAY

01242 620020 or 07836 225711

Welcome
to our
32nd
Auction

Sellers commission
12% inc VAT will be
added to
'hammer price'
12% inc VAT buyers
premium will be
added to the buyers
invoice

Free probate
& insurance
valuations on
single items
or whole
collections

NOW IS THE TIME TO REALISE THE VALUE OF YOUR COLLECTION(S) WITH A
BUOYANT MARKET OUR RATES AT STAFFORD, VENDORS AND BUYERS ARE
EACH CHARGED A COMMISSION OF JUST 12% INC VAT OF THE HAMMER
PRICE RECORD BREAKING PRICES AT STAFFORD

What is your Railwayana worth?

**3000 CATALOGUE
DISTRIBUTION**

We offer a
collection
service from all
corners of
the UK

Perins School, Pound Hill, New Alresford, Hampshire SO24 9BS
Items Now Being Accepted For Our 26th October 2019 Auction. Contact Neil For Further Details

Selection of items entered into our 26th October Mid Hants Auction

ANGMERING	EARLEY	LAMPETER	NEWHAVEN HARBOUR	PAIGNTON	ROWFANT	WINNERSH HALL
BARCOMBE MILLS	EASTBOURNE	LLANWRTYD WELLS	NEWHAVEN TOWN	ST. ERTH	SOUTHEASE & RODMELL	WITHYHAM

7927 £1400	1614 £400	70 F £200	73 A £100	83 B £500	WESTERN VICEROY £10,500	D 1052 £220	STREATHAM HILL £330	ASH VALE £400
4266 £700	2865 £700	81 A £210	81 B £860	81 D £220	WILLINGTON HALL £4100	Virgin £220	LINGFIELD £460	BARCOMBE MILLS £1600
2245 £480	9622 £500	ARDINGLY £1060	LEWES £700	BECKENHAM £530	HASLEMERE £300	ROAD SERVICES £55	SEVENOAKS £620	BRAMBER £1900
4238 £600	9409 £400	CHANDLERS FORD £400	DORKING NORTH £600	BINGHAM ROAD £150	PETERSFIELD £500	A.R.P. SHELTERS £950	READING GENERAL £1300	COBHAM AND STOKE D'ABERNON £500
4691 £580	6716 £450	EAST PUTNEY £430	BASINGSTOKE £660	ELTHAM PARK £150	SHERBORNE £500	BRUSH TRACTION £750	LIMPLEY STOKE £2000	DIDCOT £750
6663 £600	4169 £700	MIDHURST £5200	WATERLOO £820	NORBURY £1250	SWAYTHLING £130	FARNHAM BENTLEY BORDON ALTON £165	GORING & STREATLEY £600	EASTLEIGH £800
4093 £3300	3635 £10500	STREATHAM HILL £150	WINCHESTER B £500	WINCHESTER B £500	WINCHESTER B £500	ROAD NARROWS £370	SITTINGBOURNE £560	FINCHLEY ROAD & FROGNAL £500
9026 £1000	9761 £300	TULSE HILL £400	WINCHFIELD £150	WINCHFIELD £150	WINCHFIELD £150	NOTICE CYCLING PROHIBITED £100	TONBRIDGE £500	IDMISTON £2800
4604 £500	31891 £1500	REFRESHMENTS £360	PARCELS AND LEFT LUGGAGE £160	PARCELS AND LEFT LUGGAGE £160	PARCELS AND LEFT LUGGAGE £160	WAY OUT TO IFORD FAIRFIRE AND JUMPERS £1000	EARLSWOOD £350	NEW MILTON £1000
61325 £750	42064 £560	TRAIN TO ST ALBANS £630	FEMALE MESS ROOM £620	FEMALE MESS ROOM £620	FEMALE MESS ROOM £620	GOODS DEPOT £660	GROOMBRIDGE £1300	NEWBURY £720
68056 £500	45385 £500	WINSTON CHURCHILL £670	WINSTON CHURCHILL £670	WINSTON CHURCHILL £670	WINSTON CHURCHILL £670	SEA KING £3000	TONBRIDGE £500	PORTON £1900
75060 £600	76053 £750	WINSTON CHURCHILL £670	WINSTON CHURCHILL £670	WINSTON CHURCHILL £670	WINSTON CHURCHILL £670	SEA KING £3000	TONBRIDGE £500	PORTON £1900
78009 £950	80145 £2850	WINSTON CHURCHILL £670	WINSTON CHURCHILL £670	WINSTON CHURCHILL £670	WINSTON CHURCHILL £670	SEA KING £3000	TONBRIDGE £500	PORTON £1900
90548 £500	90548 £500	WINSTON CHURCHILL £670	WINSTON CHURCHILL £670	WINSTON CHURCHILL £670	WINSTON CHURCHILL £670	SEA KING £3000	TONBRIDGE £500	PORTON £1900

Enquiries please contact Neil on 01242 620020 or 07836 225711 Email: office@railwayana.com or office@gwr1.com. View more online/more choice, look on our website: www.ukrailwayana.com
Railwayana Auctions UK Ltd, Toddington Grange, Burberry Hill, Toddington, Glos GL54 5DN

1906 '120mph' test run highlighted at Didcot *Lady of Legend* launch

By Robin Jones

A PURPORTED 120mph GWR experimental steam run said to have taken place in 1906 just two years after *City of Truro* was unofficially clocked at 102.3mph – was highlighted at the official launch weekend of new Churchward Saint 4-6-0 No. 2999 *Lady of Legend* at Didcot Railway Centre.

The official launch of No. 2999 – the culmination of a 45-year project by the Great Western Society to re-create a Saint by back-converting an example of its successor type in ex-Barry scrapyards No. 4942 *Maindy Hall* – took place at the centre on Friday, April 5, when TV presenter Prue Leith – a former member of the British Railway board – cut a ribbon as the locomotive stood in steam on the turntable.

Afterwards, *Lady of Legend* gave a series of rides to guests and public visitors in a three-coach Edwardian train along the centre's demonstration line.

No. 2999 attracted crowds during three days of public running, and on Sunday, April 7, it was inspected by none other than Myra Blair, the granddaughter of Henry James Robinson – who is credited with driving Saint No. 2903 *Lady of Lyons* at a speed of more than 100mph in May 1906.

Robinson, whose career in transport began at the age of 14 when he drove a horse and cart, reached the rank of chief locomotive inspector of the GWR before he retired in January 1932. At the time of his retirement, *The Times* newspaper picked up the story of his alleged speed exploit with No. 2903, and reported that on a light engine run between Badminton and Wootton Bassett, he achieved a speed of "two miles a minute."

The Railway Magazine invited Churchward's successor as chief mechanical engineer Charles Collett to explain, and his response was

published in the April 1932 edition: "It appears that in May, 1906, No. 2903 – one of the newly introduced two-cylinder 4-6-0 locomotives and herself fresh from the shops – was taken for a trial run light from Swindon to Stoke Gifford, with the intention, after running the engine round the Filton-Patchway triangle, of having 'a sharp run' back. Signal checks were experienced, however, and No. 2903 was then stopped at Chipping Sodbury until 'line clear' had been obtained through to Wootton Bassett, after which she was restarted, and there was evidently some running of very startling order down the 1-in-300 from Badminton to Little Somerford."

"The purpose of the run was to demonstrate that an engine taken straight from the shops could be run at over 100 miles per hour. Those on the footplate included Mr Collett, who was then assistant manager

of the locomotive works, Mr G H Flewellen, who was the locomotive inspector, and the foreman of the erecting shop, Mr Evans. The timing for some distance by the mileposts with a stop watch was given as 120 miles per hour, and the clocking between the signalboxes of Little Somerford and Hullavington was booked as two minutes for the 4½ miles.

"Mr Collett points out that, while the object of running a new engine on its first trip at over 100 miles per hour was achieved, the timing could not be regarded as accurate and that the 102.3mph record of *City of Truro* in 1904, made under the personal observation of one of the most careful recorders of his time – the late Charles Rous-Marten – with the aid of a chronograph reading to one-fifth parts of a second, must remain the best duly authenticated railway speed record that this country has yet witnessed."



Making one of its first passenger-carrying trips at the head of three immaculately-restored Edwardian coaches, new GWR Saint No. 2999 *Lady of Legend* is pictured in action of the Didcot Railway Centre running line, shortly after its official launch by Prue Leith on April 5. ROBIN JONES

RETIREMENT OF G.W.R. CHIEF LOCOMOTIVE-INSPECTOR

Chief Locomotive-inspector Henry James Robinson is retiring on Monday after 50 years' service with the Great Western Railway Company. It is claimed that in 1906, on an experimental run with a light engine between Badminton and Wootton Bassett, he obtained a speed of two miles a minute. Mr. Robinson started work at 14 as the driver of a horse and cart. Last September, 51 years later, he helped to regain for England the world's train record for the fastest start-to-stop run. Under his supervision the "Cheltenham Flyer" express took the record from the Canadian Pacific Railway by covering the 77½ miles between Swindon and Paddington in 59½ minutes, an average speed of 77.9 miles an hour, and then on two successive days made even better times. Mr. Robinson was on the footplate of the Launceston Castle, which drew the train, on each occasion. Mr. Robinson has driven every member of the Royal Family. He will be succeeded by Mr. F. C. Sheldon, of Swindon.

Left: *The Times* cutting from 1932 which refers to a GWR light engine run in 1906 at a speed of "two miles a minute".

Right: TV's *Bake Off* star Prue Leith cuts the ribbon to unofficially launch *Lady of Legend* at 11am on April 5. Prue herself is a railway lady of legend – in his launch speech, Saint Project secretary and treasurer Richard Croucher pointed out that as a member of the British Railway board, Prue was responsible for the ending of the much-lambasted British Rail sandwich! FRANK DUMBLETON





Myra Blair (second from right) and her family giving three cheers for Henry James Robinson, said to have clocked 120mph. The members of the group are all either direct descendants of Robinson, or have married into the family. FRANK DUMBLETON

At the time of the alleged 120mph run, railway companies were reticent to disclose details of trains running at high speeds, in view of the public backlash which followed the fatal crash at Preston in 1896. Rous-Marten did not reveal the identity of the locomotive until the April 1908 edition of *The Railway Magazine*, and the GWR officially confirmed *City of Truro's* feat only in 1922.

Lady of Legend will run at Didcot in its first year to allow for any adjustments in the running-in period. There will be a special event with the Saint and visiting WR 4-6-0 No. 7903 *Foremarke Hall* steaming together on June 7-9.

However, there are no plans to run No. 2999 on the main line, as its large cylinders are thought likely to cause

clearance problems.

The last Saint to be withdrawn was No. 2920 *Saint David* which was scrapped immediately following withdrawal in October 1953.

Although it is intended that *Lady of Legend* will run primarily in its 4-6-0 configuration as a Saint, it is planned to have the engine run for a period during its 10-year boiler ticket as 4-4-2 Atlantic No. 191.

At the launch ceremony, Saint Project secretary and treasurer Richard Croucher reminded visitors that the purchase of No. 4942 from Dai Woodham's scrapyard was completed on December 31, 1973 – the day before Britain joined the Common Market (now the European Union), and therefore avoided having to pay VAT on the deal!



Enshrouded by steam: new Saint *Lady of Legend* on the Didcot turntable prior to its official launch on Friday, April 5. ROBIN JONES



Myra Blair on the footplate of No. 2999 *Lady of Legend* with the crew, Leigh Drew and Ali Matthews. FRANK DUMBLETON



***Lady of Legend* passes GWR 4-6-0 No. 6023 *King Edward II*, another masterpiece of restoration by the Great Western Society, and which is bound for the Gloucestershire Warwickshire Railway's Cotswold Festival of Steam on May 25-27. JAMES SHUTTLEWORTH**

Subscribe and Save

- Save over 46% off the cover price • Never miss an issue of *Heritage Railway*
- Get every issue delivered to your door

Print only

6 issues £20

Direct debit

*Just £3.33
per issue!*

13 issues £44

Credit/debit card

26 issues £82

Credit/debit card



Digital only

6 issues £15.99

Credit/debit card

*Just £2.66
per issue!*

13 issues £28.99

Credit/debit card



Call 01507 529529 (Quote HRDPS)

Lines are open from 8.30am-6pm weekdays and 8.30am-12.30pm Saturday



Visit classicmagazines.co.uk/hrdps

For overseas rates classicmagazines.co.uk/hr-overseas

TERMS & CONDITIONS: Rates are based on UK orders only – for overseas please visit www.classicmagazines.co.uk/hr-overseas. Subscriptions will start with the next available issue. Offer closes 07/06/19. Direct debit payments will continue at the price you paid (on this offer) every 6 months thereafter unless you tell us otherwise. Full terms and conditions can be found at www.classicmagazines.co.uk/terms. Quoted savings are based on a 13-issue digital subscription when compared to the cost of 13 full-price printed issues.

Another defining pinnacle of the heritage sector has been reached by the Great Western Society, with the re-creation of one of George Jackson Churchward's ground-breaking Saint class locomotives: No. 2999 *Lady of Legend* outside the Didcot Railway Centre locomotive shed on May 6. The project took more than 45 years from the time that a derelict Hall 4-6-0 was bought from Barry scrapyard until its first passenger-carrying trips, replicating a major locomotive that has not been seen in service since 1953. JAMES SHUTTLEWORTH

**Save
over
46%**

when you subscribe to
Heritage Railway



NYMR acquires another RMB

By Roger Melton

THE North Yorkshire Moors Railway has acquired BR Mk.1 RMB (Restaurant Miniature Buffet) No. 1880 from the East Lancashire Railway.

The coach has been disposed of by the ELR because there are five other RMBs on the line, more than it requires. As a result, the carriage was deemed surplus to requirements.

By contrast, the NYMR has for a long time only had one such vehicle, No. 1823, with a second, No. 1878, acquired in a swap deal with the Churnet Valley Railway in 2017. No. 1878 required extensive restoration work, the task being undertaken by a team of volunteers at Pickering carriage & wagon works. The BR Wolverton 1962-built vehicle is expected to enter traffic this year.

As reported in last issue's 'Face to Face' feature with NYMR general manager Chris Price, the acquisition of No. 1880 is part of a drive by the NYMR to standardise its train sets. The move is in response to the increase in advanced internet-based ticket sales, coupled with passengers looking to reserve seats as part of their booking.

Poole Park to be regauged

THE 10¼in gauge Poole Park Miniature Railway, closed last year under controversial circumstances by Poole Council, is to be regauged to 12¼in and will be operated by new management, although it is not yet clear whether it will be operated by the local authority or a new franchisee.

It is also unknown as yet where the rolling stock for the new gauge will be sourced from. However, it has been revealed that the line is to be relaid by Track Systems Ltd of Wolverhampton.

Dray appeal

THE Llangollen Railway is appealing for £3400 to buy and restore for public display a GWR horse dray which, as reported in News, issue 252, was found in a Royal Wootton Bassett garage, having been the property of a former Swindon Works employee. The railway has set up a crowdfunding page for the project at: tinyurl.com/yx9ccet5



After services resumed west of Weybourne in the late afternoon of April 5, GER Y140-6-0 No. 564 approaches Holt.

Caledonian blues for North Norfolk spring steam gala

Words and pictures by Brian Sharpe

THIS year saw the 60th anniversary of the closure of the majority of the Midland & Great Northern Joint Railway system on February 28, 1959.

The North Norfolk Railway planned to commemorate the anniversary with one-time M&GN line regular, LMS Ivatt 4MT mogul No. 43106 starring in its spring steam gala. However, the engine required works attention at its home on the Severn Valley Railway and could not be made available.

The railway was still able to secure an interesting visitor in the shape of Caledonian Railway 0-4-4T No. 419. Normally based on the Bo'ness & Kinneil Railway in Scotland, it has been touring England over the past few months, and is booked to appear at the Gloucestershire Warwickshire Railway's May 25-27 Cotswold Festival of Steam and the Epping Ongar Railway's June 7-9 steam gala.

On the first morning of the three-day gala on Friday, April 5, six engines were in steam at Weybourne, but the signalbox was in lockdown and nothing was able to move.

The first light engine run was due at 7am, but it was over an hour later

before the problem was solved. By cancelling goods and empty stock trains and the first passenger trains in each direction, the timetabled passenger services were under way only 20 minutes late. Services ran smoothly until lunchtime. The 0-4-4T headed a four-coach suburban train, before starting a lineside fire on Kelling Heath.

With the heath tinder dry and a strong wind, this quickly turned into a major incident requiring the attendance of the fire brigade. The blaze was promptly extinguished, but it was 90 minutes before the fire brigade gave the all-clear for services to recommence.

Meanwhile, two passenger trains and three engines were stranded at Holt, but a service continued to run between Sheringham and Holt.

No. 419 was found to have mechanical problems and retired to the shed at Weybourne for repairs. Although these were completed and the engine returned to service on the Saturday, the problems got worse. Withdrawn at lunchtime, it was unable to take any further part in the event. Class 20 No. 20227 substituted.

Alex Richardson, NNR spokesman

said: "We carried 1600 passengers over the weekend. We hope not too many visitors were disappointed over No. 419's withdrawal halfway through. The signalling issue arose due to a cable defect that was unforeseeable. Sadly, it happened when it did. Our S&T team fixed it promptly, however."



Making its first gala appearance since taking up residence on the North Norfolk Railway, Somerset & Dorset Joint Railway 7F 2-8-0 No. 53809 approaches Weybourne on April 5.





No. 419 departs from Weybourne for Holt on April 5.



Caledonian Railway 0-4-4T No. 419 approaches Weybourne with its first train of the North Norfolk Railway spring steam gala on Friday, April 5.

SVR gains Large Prairie for 2019

By Paul Appleton

HAVING played a starring role at the Severn Valley Railway spring steam gala in March, Didcot-based GWR Large Prairie No. 4144 is to stay on for the summer season, with Collett 0-4-2T No. 1450 going in the opposite direction – over-running repairs have been completed at Bridgnorth.

The 'auto tank' is nearing the end of protracted winter maintenance, having missed the spring steam gala with a lot more work found to be necessary than was originally thought. What started as a straightforward valve and piston overhaul has resulted in the slide bars being sent away for regrinding and the crossheads having to be remetalled.

Valve replacement

To see it through to the end of its 10-year 'ticket', the worn valves are being replaced with a less worn set. Once the valve gear has been realigned, everything will be put back together, along with new piston rings.

The reciprocal arrangement will see No. 1450 transfer to the Great Western Society's depot at Didcot following a short running-in period.

Engineering services manager Neil Taylor told *Heritage Railway*: "It makes a lot of sense for an eight-carriage locomotive to stay here and a small engine to go the other way."

With SVR locomotives regularly putting in 5,000-6,000 miles annually,

they are typically seeing two full valve and piston exams in each 10-yearly cycle. With a queue starting to form, No. 4144's extended stay at the SVR will relieve some of the pressure on works staff. Ivatt 2-6-0 No. 43106 is similarly out undergoing its own valve and piston exam, which will likely run through to May before it is available for traffic again, with Hawksworth 0-6-0PT No. 1501 set to follow it into the workshops for similar treatment.

Newly-overhauled BR 4MT No. 75069 has quickly settled into traffic, having had few teething problems and will be a mainstay of the 2019 running fleet. Two boiler rivets have had to be caulked, but Neil said: "This was nothing significant or completely unexpected."

The 4-6-0 will share services with the rest of the operational fleet, including Churchward 2-8-0 No. 2857, Collett 4-6-0 No. 7802 *Bradley Manor*, SR Bulleid Pacific No. 34027 *Taw Valley* and Collett pannier No. 7714.

Meanwhile, the overhaul of unique LMS Stanier mogul No. 13268 (aka No. 2968) is progressing steadily. Platework for the boiler is coming together – including the front tube plate, copper and steel door plates. Work is currently focused on grinding the horn faces prior to rewheeling of the chassis, which is planned for late summer.

Off the railway, the boiler from No. 4930 *Hagley Hall* is on target for delivery in the third quarter

from contractor Northern Steam Engineering. At Bridgnorth, the tender has been rewheeled two months ahead of schedule and the new tender tank was fitted in March.

The new cylinder block recently cast for the Collett Hall has been machined and the two 'halves' trial fitted at Harco Engineering. It is due to be fitted to the newly-overhauled frames during May. The frames are currently supported by a new set of frame stands to allow work to progress until the lifting jacks in the main shed are free. It is hoped that No. 4930 will steam again next year.

Boiler progress

The recently-arrived boiler for Large Prairie No. 4150, on which initial restoration has been carried out over a number of years by the owning group at Bewdley, is now making good progress in the boiler shop at Bridgnorth. All the foundation ring rivets have been replaced. Other work has included removing rust and scale internally and externally. The 2-6-2T's restoration is said to be going particularly well and serves as a demonstration that projects can work very effectively volunteer-led, with paid staff assistance as required.

As recently reported, new-build Riddles Standard 3MT 2-6-2T No. 82045 is now in the main yard at Bridgnorth, having been craned from its isolated length of track near the cattle dock in January. It will soon be given a semi-permanent berth inside the shed, enabling construction



The newly-fitted tender tank and rewheeled chassis on No. 4930 *Hagley Hall*'s tender. FRIENDS OF HAGLEY HALL

of the chassis to be progressed undercover. Work is due to start on the inner firebox before the end of the year inside the boiler shop.

On the contract work front, former Duke of Sutherland 0-4-4T *Dunrobin* is making good progress, with new wheels having been fitted to its axles at South Devon Engineering (Buckfastleigh). The wheels are being tyred and then profiled, while a new cylinder block has been ordered for the Beamish Museum-owned locomotive, which is due to arrive very soon ready for fitting and then it is planned to get it onto the lifting jacks for the wheels to be fitted later in the year.

The last Isle of Man Railway locomotive boiler repair – for 2-4-0T No. 4 *Loch* – has now been completed and is due to be steam tested before being sent back to the Island. The first of five brand-new boilers for the same customer is now complete and due its hydraulic steam test imminently.

Mum's the word at Amberley steam railway gala

By Geoff Courtney

MUMS displayed their prowess on the footplate of 0-4-0ST *Wendy* when visiting Amberley Museum's Mothering Sunday steam gala on March 31.

A host of attractions drew families to the West Sussex visitor attraction, and one of them was train-driving experiences for the mums on the footplate of the saddle tank, which is celebrating its 100th birthday this year.

Ordered from WG Bagnall of Stafford by the Ministry of Munitions (works No. 2091), the engine was not completed before the end of the First World War and was sold to the Votty & Bowydd slate quarry in Blaenau Ffestiniog. In the early 1960s, it was saved for preservation for £30 by the nascent Hampshire Narrow Gauge Railway Society, which is still its owner, and is spending the 2019 season as a guest locomotive at Amberley.

The museum's 2ft gauge 'main line'

runs for half-a-mile and has three stations. In addition to the mothers' driving experiences, it was used by 2-4-0T *Polar Bear* to provide public rides. This engine was another Bagnall product, and is 14 years older than the centenarian *Wendy*, having been built for the Groudle Glen Railway on the Isle of Man in 1905 (works No. 1781). It has been an Amberley resident since 1982.

Other special activities for the mums at the gala included creating their own ornament under the tutelage of a wood-turner; throwing a pot with the guidance of the Amberley resident potters; and being a 'clippy' on a vintage bus.

The museum's railway collection is the most comprehensive of its type in the UK, comprising more than 30 steam, diesel, electric and petrol locomotives representing no fewer than 13 gauges.

Also on the 36-acre former chalk pits site is a wide range of exhibits dedicated to the industrial heritage

of the area, as well as a number of resident craftspeople working to traditional methods. Located five miles from Arundel, it also contains original buildings from the Victorian age and historical lime kilns that are scheduled ancient monuments.

It operated as a working quarry from 1846 until 1969, and had its own internal railway system linked to the nearby national network that was in use until closure and at its peak comprised a fleet of four locomotives, three steam and a diesel.



And they're off: Bagnall 0-4-0ST *Wendy* in action at Amberley Museum's Mothering Sunday gala on March 31. GERRY CORK

SUPPORT OUR COACH APPEAL

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 and a survey has been arranged. 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.

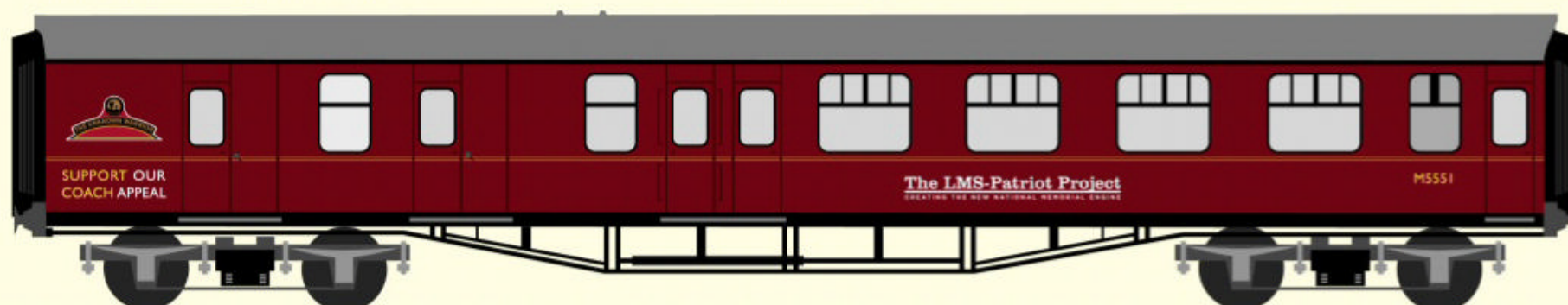
The LMS-Patriot Project

CREATING THE NEW NATIONAL MEMORIAL ENGINE



Please donate online at www.lms-patriot.org.uk
call the office on **01785 244156**
or send a cheque to: **LMS-Patriot Company Ltd.**
The Hub, 17 Eastgate Street, Stafford ST16 2LZ.

Registered Company No. 6502248. Registered Charity No. 1123521



JOIN THE LMS-PATRIOT PROJECT AND HELP US FINISH THE UNKNOWN WARRIOR

WWW.LMS-PATRIOT.ORG.UK/MEMBERSHIP • TELEPHONE 01785 244156

Drive a GBRf Class 66 diesel along the Severn Valley Railway!

WORKING in partnership with GB Railfreight, the Severn Valley Railway is offering the public the chance to drive one of the freight operator's modern Class 66 diesel locomotives on June 3/4. Participants will be able to take

the controls at the head of a train of modern air-braked freight vehicles along the 16-mile line, followed by a further 16 miles acting as second-man, followed by a further 32 miles in the rear cab of the locomotive.

First introduced to Britain's railways in 1998, the Class 66 is the backbone of modern freight operations throughout the country, powered by a 3000bhp engine.

Places are limited and therefore

have a premium price of £895 per person. Proceeds will be shared between GBRf's chosen charity for 2019 and the Severn Valley Railway Charitable Trust. Those interested should call 01562 757900.



On track: A trio of locomotives rest at Amberley Museum on March 31, as mums take centre stage at a Mothering Sunday gala. On the left is a 1980 ex-MoD Hunslet 0-4-0 diesel; in the centre is Bagnall 0-4-0ST *Wendy*, which was being used to provide the ladies with footplate driving experiences; and on the right another Bagnall, 2-4-0T *Polar Bear*, at the head of a public train. PETER EDGELE

New Bala Lake stock shed visitor centre now open

By Robin Jones

THE Bala Lake Railway officially opened its new showpiece Llanuwchllyn rolling stock and restoration shed at an event laid on for local dignitaries and supporters on April 15.

The National Lottery Heritage Fund-financed shed, which also serves as a visitor centre, took a year to build. After the opening, guests boarded a special train hauled by ex-Dinorwic Quarry Hunslet 0-4-0ST *George B*.

BLR trustee and project coordinator Toby Watkins said: "This is a landmark project for us as it represents the first use of external grant funding.

"We have been growing rapidly and are bursting at the seams with historic rolling stock needing either safe storage or else the facilities for our skilled volunteers to carry out restoration.



Inside the new Llanuwchllyn rolling stock, restoration shed and visitor centre. BLR

"The shed is the first project to be delivered under the 'Red Dragon' portfolio that will not only provide an extension into Bala town itself, but will also deliver enhanced rolling stock and maintenance facilities suitable for a tourist attraction which has sustained impressive year-on-year growth.

"This will be the first of several projects where we will establish a pattern of under-promise and over-deliver. For example, we have substantially increased the amount that we have spent on interpretation as our emphasis has very much been on enhancing the visitor experience, a theme that you

will see repeated in future work.

"We have some superb rolling stock and artefacts that tell the story of the quarry railways but until now we lacked the facilities for visitors, in particular disabled people, to enjoy them. Our management team, David Jones and Dan Laidlaw, have done a superb job delivering this."

Meanwhile, work continues behind the scenes to extend the line to a new station in Bala town centre. Also in April, a progress meeting with Natural Resources Wales was held to further progress the extension with the upgrading of the flood defences which are to be made next year.

Bala Lake Railway Trust chairman, Julian Birley said: "We could not ask for more support from Natural Resources Wales. They are a great team who realise the importance of what the railway wants to do."

Moelwyn Tunnel north portal now completed

THE Ffestiniog Railway's 'new' Moelwyn Tunnel between Ddualt and Tanygrisiau was completed in 1977 as part of the Llyn Ystradau deviation, which enabled the railway to avoid the newly-created hydro-electric power generating scheme reservoir, which flooded the original tunnel.

This deviation, one of the biggest achievements in the history of the heritage sector, was an essential part of the scheme which eventually allowed the line to open again through to Blaenau Ffestiniog in 1982.

It was always planned to erect traditional stone portals at either end of the tunnel. After two years of design work, building the new

portal commenced last November. Eurwyn Jones of Gellilydan was commissioned to erect the stonework.

The granite stone blocks were sourced from a quarry in Portugal, and the stones for the south portal are already in stock in Minffordd Yard. The slate infill was sourced from Cwt y Bugail Quarry above Blaenau Ffestiniog.

Preparatory work for the south portal will hopefully begin this summer.

Right: Merddin Emrys emerges from the new north portal of Moelwyn Tunnel. CHRIS PARRY / FF&WHR



Rare shunter 'haulage' at Nene Valley model weekend

By Gareth Evans

VISITORS to the Nene Valley Railway's June 1-2 model railway weekend will be able to take advantage of the rare opportunity to ride behind former London Underground Sentinel 0-6-0 DL83.

The diesel locomotive will be operating freight trains between Wansford and Yarwell – with passengers carried in the brake van for a small charge. Acquired by London Transport in 1971 to replace its fleet of GWR 0-6-0PTs, DL83 was one of three diesel shunters which operated engineering trains until 1993.

Nene Valley Railway chairman Keith

Parkinson said: "We will have in excess of 12 layouts in the exhibition, but unlike the majority of model railway events up and down the country, we have the luxury of being able to show working models in 12ins to the foot scale.

"This year not only can you travel in our regular steam-hauled passenger trains, we are also operating a heritage freight train between Wansford and Yarwell. You will be able to see the work of the guard and ride through our tunnel, experiencing the feeling of a goods train in action.

"Having use of DL83 gives a new dimension to our event. I am also

aware that there are people who appreciate industrial diesels – this will be a great opportunity to hear the locomotive work from the brake van veranda."

The model exhibition will feature layouts in a variety of scales from N to G, including the NVR Garden Railway. Key layouts include 'Tigley Yard', 'Squaw Falls', 'North Level' and 'Operation Abyss', which depicts a second world war dockside railway based around a military theme.

There will also be trade stands including the Battle of Britain Locomotive Society, the NVR Small Loco Group and the NVR Wagon Group.



Rare ride: the London Transport veteran is normally confined to Wansford yard, where it is seen on March 23. GARETH EVANS

TRAINS - STRATEGY - BUSINESS - SIMULATION

RELIVE THE PIONEERING SPIRIT OF THE GOLDEN AGE OF STEAM

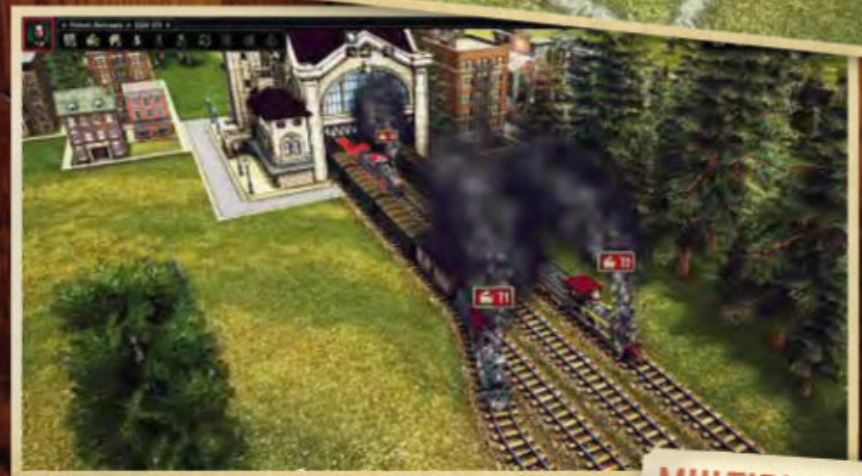
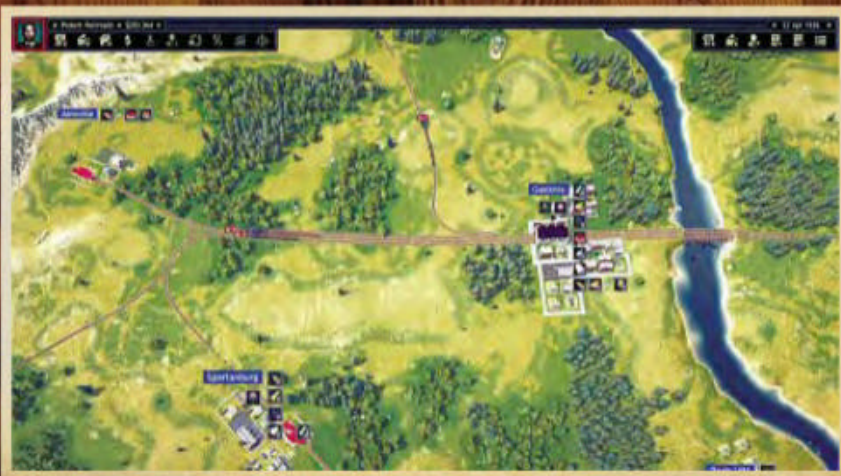
RAILROAD CORPORATION

AVAILABLE MAY 27, 2019

EARLY ACCESS



Establish your own railroad empire across 19th Century North America. Build the lines, buy the rolling stock and prosper in the cities you connect - compete against other railroad tycoons and work your way to the top.



MULTIPLAYER

Build and manage your own Railroad Corporation, using track, tunnels, bridges and rolling stock

Historically accurate locomotives and rolling stock - research and upgrade stock as you become more successful

Exert your influence on towns and cities by buying real-estate and construct production facilities

Engage in political lobbying and play the stock market to defend your empire

Play alone, against an opponent, or against many fierce competitors

WISHLIST ON  STEAM

Railroad Corporation © 2018-2019 Corbie Games. Developed by Corbie Games. Licensed exclusively to and published worldwide by Iceberg Interactive. Iceberg Interactive design and mark are registered trademarks of Iceberg Interactive B.V. Microsoft®, Windows® and DirectX® are registered trademarks of Microsoft Corporation. All other brands, product names, and logos are trademarks or registered trademarks of their respective owners. All rights reserved. Made in Europe.

ICEBERG
INTERACTIVE

 CORBIE
GAMES

STEAMWORKS

3
www.pegi.info
PROVISIONAL



NBL No. 27876 shunting at Brownhills West on Saturday, April 6. It looked so much better with wasp stripes.



A beautiful Saturday afternoon as *Littleton No. 6* rolls through the woods heading back to Brownhills West with the MGRs.



A model of Littleton Colliery, courtesy of the miners.

Right: Fresh out of the box No. 08539 wheels the mineral wagons across the Chase on its way back to Brownhills West on the Sunday afternoon.



The internal user wagon, its restoration completed just in time for the event at Brownhills West.

Chasewater remembers end of Littleton Colliery 25 years on

By Alistair Grieve

IN 1993 Littleton Colliery wound its last coal and in early 1994 the final coal train ran, bringing an end to deep mining in the South Staffordshire Coalfield.

Twenty-five years afterwards, the anniversary was commemorated at the Chasewater Railway, with its April 6-7 Littleton Colliery Coal Train Weekend. A regular event in the railway's running season, this year's

weekend was themed to tie in with the silver anniversary of the closure of the last of the local mines.

Surprise recreations

The regular passenger service was interspersed with coal trains, formed of mineral wagons, or the railway's unique rake of Merry-Go-Round wagons, now the only active examples in the country.

Many of these were hauled by the special guest engine for the

weekend, YEC Janus 0-6-0DE *Littleton No.6*, courtesy of the Churnet Valley Railway. The trips recreated the 3½-mile runs from Littleton Colliery to the exchange sidings at Penkridge that the Janus used to work.

Littleton was also famous for the mighty GEC Traction 6w diesels it used for the trains and an ex-Corus example, No. 251, was on site. Owned by a volunteer, it was painted into the Littleton colours for the weekend.

Joining the Janus on the trains were resident North British 0-4-0 No. 27876 with new wasp stripe buffer beams and NCB branding – and Class 08 No. 08539, fresh from its winter visit to the Telford Steam Railway. The 08 was a big surprise to most people, as it left Chasewater in BR green as D3429, but several of the railway's volunteers had been surreptitiously visiting Telford and working on the locomotive in their spare time to affect the change.

Steam performers

Alongside the diesels were Bagnall 0-4-OST No. 2842 of 1946 *Kent No.2* and, for the Sunday, Kerr Stuart 0-4-OWT No. 3063 of 1918 *Willy*. It was hoped that Hunslet 0-6-OST No. 3783 of 1953 *Hollybank No.3*, a former Littleton engine, would have been ready for the weekend, but the boiler had not returned in time.

Also outshopped was a wooden eight-plank wagon wearing the grey with white cross of an NCB internal user wagon, labelled for Littleton on one side and Conduit colliery on the other.

The heritage centre saw mining displays and exhibits with former Littleton Colliery miners on hand to explain what was on show and talk about their work at the mine.

Some of the miners gathered on the Saturday evening for a group shot by the Littleton locomotives and were present with a British Coal – Littleton Colliery sign, one of three especially made for the weekend.

The night shoot at Brownhills West with *Littleton No. 6* on the Merry-Go-Round rake, and *Kent No. 2* on the internal user wagon.





A lazy Sunday afternoon as Kerr Stuart 0-4-0WT No. 3063 rolls across the Chase heading for Chasewater Heaths with a cheery wave from walkers.



Above: Former Littleton miners pose in front of Littleton No.6 and the repainted GECT. The sign was made especially for the event and donated to the miners.

Right: The narrow gauge in operation – you can't mistake the ownership of the manrider!



This was followed by a small night shoot with the Janus and Kent No. 2 lit up outside the signalbox at Brownhills West, along with the Merry-Go-Round wagons and a Littleton wooden wagon.

On the Sunday and at the back of the heritage centre, the 2ft gauge line was in operation with an NCB manrider and ex-mines Ruston diesel giving rides, while a vintage Harpers bus used by Littleton miners was displayed on the forecourt.

The weekend proved to be a great success. The Janus looked the part on the MGRs. One former driver even got a chance to drive it once more.

The miners told their stories and shared their memories with many people who can't remember the mines in the area and the sombre occasion was commemorated in fine style.

Mining in South Staffordshire might have gone, but it's certainly not being forgotten.

ON SALE NOW

132 page, full colour, perfect bound bookazines

D-DAY RAF

The RAF's Part in the Great Invasion presents the very human face of the air force's role in the Normandy landings, and looks in detail at the types flown in support of them, from Supermarine Spitfire fighters and Hawker Typhoon fighter-bombers to A-20 Boston and Avro Lancaster bombers.

£6.99

D-DAY OVERLORD

Updated to commemorate the 75th anniversary of the D-Day landings, D-Day: Operation Overlord and the Battle for Normandy, tells the full story of the invasion, with detailed accounts of each of the five landing zones on June 6, 1944, the airborne assault and the Normandy campaign that followed.

£7.99

D-DAY OVERLORD

The Great Invasion and the Battle for Normandy

In tribute to the men who helped liberate Europe 75 years ago

Visit: www.classicmagazines.co.uk/thebookshelf **Call:** 01507 529529

Also on sale in major UK newsagents, plus other stores

'Terrier' 150 project to restore pair and showcase class history

By Robin Jones

AN appeal has been launched to raise £150,000 to return two LBSCR 'Terriers' to steam.

The Kent & East Sussex Railway and The Terrier Trust aim to have Nos. 3 *Bodiam* and 2678 back in action for a decade-long series of activities to celebrate *Bodiam's* 150th birthday in 2022.

The money is needed to fund twin-track overhauls of both locomotives which are the oldest in the KESR fleet and, very unusually in standard gauge preservation, have spent much of their working lives on the line on which they are now based.

The railway and trust also aim to highlight the story of the once 50-strong class of diminutive and highly-versatile locomotives in a Terrier 150 programme.

Bodiam, as No. 70 *Poplar*, was the first of the 'Terriers' constructed in 1872 and one of the first batch to enter service. It arrived at the KESR in 1901, having been purchased second-hand by the Colonel Stephens light railway for £650. It was a regular performer there until the line closed to passengers in the 1950s, before a brief spell with other class members on the Hayling Island

branch, after which it was bought for preservation, returning to the KESR in 1964.

It was withdrawn from service in January 2017 when its boiler certificate expired. The trust, which owns 75% of No. 3, and the KESR, which has a 25% share, have invested heavily in it over the decades, including fitting a brand new boiler in the 1990s.

April 10 saw No. 3 moved to the Weybourne workshops of the North Norfolk Railway for initial dismantling and thorough assessment.

Meanwhile, 1880-built sister No. 2678, was withdrawn for repairs after hauling half-term services in late February. Refurbishment began at Rolvenden Works in mid-March. The line intends to carry out the necessary repairs in-house and return the locomotive, which is owned 100% by trust, to service later this year.

The trust and KESR have each contributed £15,000 to enable the two overhauls to begin.

Terrier Trust trustee Graham Hukins said: "The lightweight, yet powerful design made the 'Terriers' particularly useful and versatile, meaning instead of being scrapped, they were used in numerous locations, for a variety of purposes and for many years after they were deposed from their original



'Terrier' No. 3 *Bodiam* being loaded at the Kent & East Sussex Railway for its journey to the North Norfolk Railway. GRAHAM HUKINS/KESR

duties. Remarkably, 10 have survived into preservation, but we also want to conjure up the spirit of some long-forgotten members of the class by creating contemporary scenes based on other 'Terriers' in action through the ages."

→ Further details about Terrier 150 and how you can contribute to the appeal can be found at www.TerrierTrust.org.uk/appeal Donations can be sent to: Kent & East Sussex Railway, Tenterden Town Station, Tenterden, Kent TN30 6HE.



Guinness brewery shunter celebrates its centenary

HUNDREDS of well-wishers turned out at Belfast's Whitehead Railway Museum to celebrate the 100th birthday of Hudswell Clarke 0-4-0ST No. 1152 of 1919, better known as the surviving broad gauge shunter built for the sprawling internal system in the Guinness brewery at Dublin.

Guinness operated an extensive 1ft 10in gauge system from 1874 to 1965, with broad gauge used to transfer traffic to Kingsbridge (now Heuston) station for onward transhipment. The brewery ran Ireland's largest privately-owned broad gauge industrial system.

In 1965, the locomotive, Guinness 3BG, became the first locomotive to be presented to the Railway Preservation Society of Ireland.

It was leased to what is now the Downpatrick & County Down Railway when it began its steam operation in 1989, and was stopped for

overhaul in 1996. No. 3BG returned to Whitehead in late 2001 and was overhauled to working order.

Among those present at the 100th birthday celebrations on April 6 was former RPSI chairman John Harcourt, who helped negotiate the original agreement for No. 3BG to be preserved by the organisation. A birthday cake was cut by current RPSI chairman John McKegney, along with two winners of a colouring competition run by the museum in conjunction with Whitehead Primary School.

Throughout the day, No. 3BG ran shuttles for visitors and the museum's Edwardian Tea Room was packed throughout, recording its busiest day since it opened in 2017, proving to be a real asset for the tourist attraction.

Museum acting general manager Siobhan Dillon said: "The Guinness engine is just one example of the fantastic restoration works carried out by skilled volunteers and engineers on site."

Guinness brewery shunter No. 3BG celebrates its centenary at Whitehead Railway Museum. LOVE BELFAST

'Custom and practice' led to Ffestiniog Railway Penrhyn level crossing gates works train crash – RAIB

THE Rail Accident Investigation Branch has reiterated safety procedures after a Ffestiniog Railway driver ignored a stop sign and crashed through the closed gates of the level crossing at Penrhyndeudraeth.

An RAIB report into the January 6 incident involving Baguley-Drewry 0-6-0DH *Harlech Castle*, which came to a halt in the centre of the A4085, said that the driver did not stop at a specified sign, the second of two stop boards, in place 30m from the crossing to prevent such incidents taking place.

There were no injuries and minor damage was caused to the crossing gates on the Tan y Bwlch side of the crossing.

However, the report added that it was fortunate that no road vehicles were travelling past at the time, and it warned that such crashes can have fatal consequences.

The report said: "The driver stopped at the first stop board and then proceeded at walking pace past the second stop board, with the intention of stopping close

to the crossing gates. He stated that this was the custom and practice of the drivers who had trained him when he qualified as a driver in 2013 and, despite the local instruction in the operating procedures and the clear signage adjacent to the line, this was also his usual practice."

The investigation found that there had been three previous accidents at the crossing, with one caused by ice and the other two contamination from road debris and salt.

Reminder

In the latest incident, witness evidence indicates that the railhead was contaminated, probably with debris and road salt resulting from the spray thrown up by passing cars travelling over the crossing on the A4085.

The report concluded: "This accident serves as a reminder of why it is important to follow railway rules and operating instructions.

"Many rules have developed from the experience of past accidents

and incidents. The reason why a rule exists is not always obvious, and may have been forgotten as time passes, but the importance of complying with it does not diminish.

"The consequences of a train running onto a level crossing into the path of a road vehicle can be fatal. Ensuring trains stop at a stop board placed at a safe distance from a level crossing open to road traffic is a sensible and realistic precaution against inadvertent overruns.

"It is also important that organisations have measures in place to assure themselves that rules and instructions are being followed, rather than allowing unsafe 'custom and practice' to develop."

Ffestiniog & Welsh Highland Railways general manager Paul Lewin said: "The RAIB have done a thorough investigation and we agree with what they said.

"We have worked with them to take the steps they have suggested on board."

Staffordshire theme at Amerton summer gala

FIVE Staffordshire-built locomotives are to be the star attractions at the June 29/30 summer steam gala at the Amerton Railway.

Burton-on-Trent-built Baguley 0-4-0T *Rishra*, which was repatriated from India, will visit the 2ft gauge railway for the first time alongside newly-restored Kerr Stuart *Peter Pan*, both from Leighton Buzzard.

It may be the first time that *Rishra* has run in Staffordshire since it was built 98 years ago.

The home fleet of Bagnall *Isabel* and Kerr Stuarts *Diana* and *Lorna Doone* will be represented, together with a number of Baguley diesels.

The two Kerr Stuart Wrens will appear in full Devon County Council livery.

Get in touch

editor@heritagerailway.co.uk.



-THE GCR- MODEL EVENT

MODEL RAILWAY & ENGINEERING EXHIBITION
In conjunction with The Soar Valley Model Railway Club

£20
for online booking

Fri 14th to Sun 16th June

OPEN

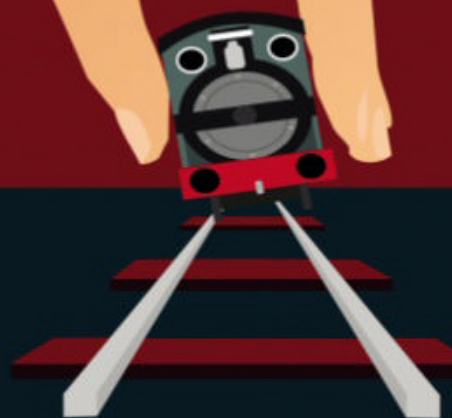
10AM-5PM Friday & Saturday

10AM-4PM Sunday

Book Online at www.gcrailway.co.uk



Great Central Railway Plc,
LE11 1RW
T: +44(0)1509 632323
www.gcrailway.co.uk
email: marketing@gcrailway.co.uk





The Hetton Locomotive outside the Locomotion museum at Shildon.
LOCOMOTION



Dr Peter Davidson and Dr Michael Bailey begin their examination of the Hetton Locomotive inside Locomotion.
IAN RICHARDSON/LOCOMOTION



The maker's name stamped on one of the wheels of the Hetton Locomotive.
IAN RICHARDSON/LOCOMOTION

‘Archaeological dig’ hoping to unveil mysteries of Hetton locomotive

By Robin Jones

A MAJOR internal examination of a ‘mystery’ locomotive built in 1855 has begun at the Locomotion museum in Shildon.

Experts Dr Michael Bailey and Dr Peter Davidson, recognised as world-leading specialists in the field of locomotive investigation, are examining the ‘Hetton Engine’ or ‘Hetton Lyon’, so named after the County Durham colliery where it spent its working life.

It hauled coal wagons at Hetton Colliery until 1912 and took part in the George Stephenson centenary celebrations in Newcastle in 1881, in addition to the 1925 centenary procession for the Stockton & Darlington Railway, as well as other exhibitions.

The locomotive, believed to be the world’s first full-size replica engine, is also believed to be a replica of a long-lost original George Stephenson design of 1822, and it is hoped that the research will reveal further secrets about the embryonic years of the steam era.

The investigation, being funded by a private donor, began on April 9 and

will see the parts of the locomotive carefully dismantled and examined to compare materials and methods of construction with archive evidence. The team will take photographs and measurements at every stage.

The exercise, a ‘first’ for Locomotion, is to be carried out over a series of three-day sessions taking several months.

Public insight

It will be conducted in full view of public visitors, so they can post their own questions and see the investigation taking place and perhaps come up with their own thoughts about the locomotive’s history.

Head of Locomotion Dr Sarah Price, said: “The history of early railways is incredibly important for the history of the North East of England and in the early 19th century, engineering pioneers such as George and Robert Stephenson led the way in this emerging technology that would eventually change the world.

“Despite having been in preservation since the 1920s, relatively little is known about this engine and we are looking forward to seeing what new discoveries will be made.”

The last project of this type involving the National Railway Museum took place 20 years ago when Dr Bailey carried out a similar investigation into Stephenson’s *Rocket*. The results were published in the book *The Engineering and History of Rocket*.

He and Dr Davidson recently led a similar project in the Stephenson Railway Museum which found *Killingworth Billy* to be 10 years older than previously thought – making it three years older than the inventor’s *Rocket* and third oldest locomotive in the world.

Dr Bailey has also carried out investigations with his colleague Dr John Glithero, into other historic locomotives such as *Samson*, *Albion*, *Nelson* and Canadian National No. 40.

Dr Bailey said: “We plan to better understand the history of this locomotive and its components through detailed archival and archaeological research.

“As repairs were carried out, locomotives sometimes picked up parts from other engines and they were often heavily modified or rebuilt over the years, as technology advanced.

“We hope to provide new evidence of the progression of Stephenson’s locomotive designs and to perhaps find the missing link between famous early locomotives *Killingworth Billy* and Locomotion No. 1.”

Future

The findings of the study will be sent to the NRM, before being offered to the next Early Railways Conference in 2021.

Dr Michael Bailey was the first student to obtain a DPhil from the Institute of Railway Studies in 2000, a joint project run by the NRM and the University of York.

The Hetton locomotive has spent the past eight years on loan to the Living Museum of the North in Beamish. At the conclusion of the project, it will stay at Locomotion on public display.

The eight-mile Hetton Colliery Railway was opened in 1822 by the Hetton Coal Company and was the first to operate without animal power and the first new line to be developed by George Stephenson. It is believed that there were originally five locomotives built for the line between 1820-22. The colliery closed in 1950.

Spa Valley Railway in £200k bid to buy LMS ‘Jinty’ and boost home fleet

THE Spa Valley Railway has launched a £200,000 appeal to buy LMS 3F No. 47493 from Barry Buckfield, who has owned the 0-6-0T since 1972.

The ‘Jinty’ arrived at the Spa Valley for overhaul in 2000, entered service in 2004, and proved to be the perfect asset for the railway, hauling typical service trains of four coaches, and more

on special event days. Withdrawn from traffic in 2014, it is currently undergoing its 10-year overhaul.

The appeal has been launched to cover the purchase of the locomotive and to complete its overhaul at Tunbridge Wells West, with the aim of having it running again within four years. The boiler is to be sent to the North Norfolk Railway for overhaul in November.

The appeal has been boosted by a commitment from a benefactor to match fund donations by up to £50,000, with a deadline of July 2020. General fundraising is to be incentivized through a monthly covenant scheme, similar to several existing new-build schemes.

The line’s steam engineering assistant and trustee Matt Dives

said: “The railway has become dependent on hired-in locomotives recently, but I hope this is the first step towards securing the future of steam on the Spa Valley.”

→ Details can be obtained from ‘Jinty Appeal’ c/o Spa Valley Railway, West Station, Nevill Terrace, Tunbridge Wells, Kent, TN2 5QY or emailing jinty47493@spavalleyrailway.co.uk



Guest Locomotive:
Class 42 'Warship' D821 'Greyhound'
Courtesy of the Diesel Traction Group/Severn Valley Railway

SUMMER DIESEL GALA

2ND TO 4TH AUGUST 2019

Locomotives/Units in action:

Drewry 2591 'Southerham'
Class 10 D3489 'Colonel Tomline'
Class 31 31430 'Sister Dora'
Class 33/0 33063 'R. J. Mitchell'
Class 33/2 33201
Class 42 'Warship' D821 'Greyhound'
Class 73/1 73140
Class 207 DEMU 1317
Class 421 3CIG 1497

Photos courtesy of R. Jones & K. Felstead.

WWW.SPAVALLEYRAILWAY.CO.UK

Grant boost for Talyllyn apprentices scheme

THE Talyllyn Railway has secured further funding for employing its first two apprentices.

The Hendy and Pendle Charitable Trust has donated £5000 to aid the training of Oscar Hutchinson and Ross Waddington who were both employed last year.

Oscar is working in the permanent way department and is studying at Coleg Meirion-Dwyfor in Dolgellau, while Ross is employed in the signal and telegraph department and is studying at MPTC College in Newtown. Both are working towards recognised NVQ 2 and 3 qualifications alongside their on-the-job training.

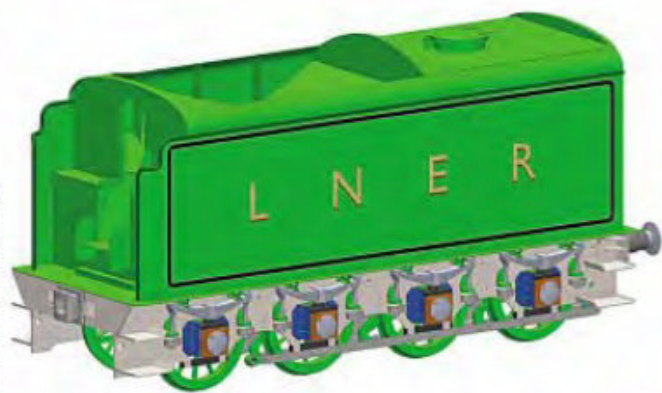
Network Rail chairman Sir Peter Hendy CBE and his wife Sue, are the trustees of the Hendy & Pendle Trust. Sir Peter, who has visited the line several times and met with Oscar on his last visit, said: "Sue and I are very keen to fund the next generation of heritage railway engineers and operators so these wonderful railways have as secure a future in the 21st century as the main line railway does."

Skills for the future

Talyllyn general manager Stuart Williams, said: "We are delighted with the grant from the trust. The money has helped us set the two apprentices up with equipment and tools for their trades. Investing in two local boys is very important to us and helps secure the future of the railway. I hope this is the beginning of a programme of apprenticeships in many disciplines."

Company chairman David Ventry added: "As with many heritage railways, our experienced workforce is 'senior' in age, so securing the two apprentices will provide the start of a sustainable future for the railway. We are indebted to the trust for this donation."

The Talyllyn Railway has begun the restoration of Corris Railway brake van No.6, with the assistance of some of the apprentices studying at the Dolgellau campus of Coleg Meirion Dwyfor. They will be rebuilding the van body while work on the underframe will be undertaken at Pendre Works.



A CAD drawing of the proposed new P2 tender.
DANIELA FILOVA/A1SLT



The tender of A1 Pacific No. 60163 *Tornado* outside Darlington Locomotive Works, where the new P2 is being built. JOHN WILKINSON/A1SLT

Love me tender: P2 builders launch \$450k appeal

By Robin Jones

THE A1 Steam Locomotive Trust has launched a £450,000 appeal to build a tender for its second locomotive, the £5 million Gresley P2 2-8-2 No. 2007 *Prince of Wales*.

The trust has set up The Tender Club, with the goal of recruiting 250 supporters, each donating £1500 (plus Gift Aid) to the project in up to 15 payments of £100 by standing order.

The trust has placed the order to manufacture the tender tank with North View Engineering Solutions of Darlington. The tender frames are currently under construction by I D Howitt of Crofton, Wakefield.

If the project is to remain on schedule to complete No. 2007 by 2021, the trust needs to take delivery of the tender frames and tank this autumn.

The tender for No. 2007 is based closely on the tender built for the trust's Peppercorn A1 No. 60163 *Tornado*. The original P2 tenders were to the 1930s non-corridor design built for the new A3 Pacifics being constructed at that time.

The water capacity of the original design was 5000 gallons, which at a

typical consumption of 45 gallons per mile would provide a range between water stops of 80 miles (with a safety margin). The tender for *Tornado* was redesigned to increase the water capacity to 6250 gallons, which increases the range to about 110 miles. The additional water capacity is at the expense of a reduction in coal capacity from 9 tons to 7½ tons.

The tender tank will be a fully welded structure made from weathering steel (as used on motorway bridges and the Angel of the North) to provide improved resistance to corrosion. The main visible differences with the new tender when compared to that of *Tornado* will be the curving inwards of the side sheets at the front to match the shape of the cab sides, and the extensive use of half-round beading along the front and top of the sides and the top of the back of the tank.

P2 Project director and trustee Mark Allatt, said: "We are delighted with the level of support that the project to build Britain's most powerful steam locomotive has received since its launch. Thanks to our supporters' continued generosity, over £3.2 million

has now been donated or pledged.

"We now want to turn our attention to the tender which is our next major manufacturing challenge.

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

In return for supporting this appeal, special benefits for members of The Tender Club include the opportunity to buy a ticket (seat already reserved) on one of the first trains hauled by No. 2007; reasonable access to No. 2007 at all times; the opportunity to buy exclusive Tender Club badge; the opportunity to join one of the teams building No. 2007; the first choice of other components to sponsor; a special Tender Club day with *Tornado*; and special limited-edition print of Stephen Bainbridge's 'Locomotives of the future' painting.
→ To become a member of The Tender Club, email enquiries@p2steam.com, call 01325 460163 or visit www.p2steam.com for more information.

Vale of Rheidol Railway GWR No. 7 passes the permanent way hut at the top of Tanyralt Bank during a 30742 photographic charter on March 18. After lying disused and falling apart for many years, this hut has just had its restoration completed.
ALISTAIR GRIEVE





Old-timer: Sixty-year-old veteran No. 62785 passes Bury St Edmunds Yard signalbox in the mid-1950s with a two-coach train. The E4 class 2-4-0, which spent a number of years at the town's motive power depot, was built at Stratford in 1895, and survived into preservation as part of the National Collection after withdrawal in November 1959. DR IAN ALLEN/TRANSPORT TREASURY

Stationmaster at the top, rat catcher at the bottom – daily life on the GER at Bury St Edmunds station

By Geoff Courtney

WE live in an era in which those responsible for a company's bottom line are on the constant lookout for a reduction in costs, and their eyes invariably fall on the staff headcount. The railway industry is no different, resulting in unstaffed stations and halts and seemingly ever fewer platform or ticket office personnel, while the role of ticket collector feels as if it is from a bygone age – which it probably is.

It wasn't ever thus. When rules and regulations governing the rights of employees weren't as they are today, and wages were low, those responsible for running our railway system were more relaxed about taking on people, and records reveal huge staffing levels and at times the most unexpected of employee duties.

One such instance appears in the latest issue of the Great Eastern Railway Society quarterly journal, which publishes a photograph of the staff at the Suffolk station of Bury St Edmunds in 1894. Inspection of this image bring into focus two fascinating details – the sheer number of employees, and the role of a youngster posing with a dog.

Headcount

The employee head count is 53, and that excludes men from the locomotive depot located on the site. It is believed the photograph was taken to mark the retirement of Thomas Hayward, who had been stationmaster for 25 years. Born in the town in 1832, he was the son of Samuel Hayward, boss of a stage coach business, and at the age of 18 was a clerk at the station. In the 1861 census Thomas was recorded

as stationmaster at Sudbury, 15 miles from his home town, and by the end of that decade had progressed to a similar position at Bury St Edmunds.

After his retirement in 1894 he became a farmer at Bradfield St Clare, south of Bury, but the railways featured again in his life when he subsequently became a railway cartage agent at Bury St Edmunds. He died in 1912 at the age of 79.

Of the photograph, Peter Walker, co-editor of the journal, writes: "As always, the dress gives a good indication of the positions held. The public-facing staff have uniforms of varying styles. The clerks wear smart suits and bowler hats, while the goods staff and manual labourers wear dress appropriate to their tasks."

There is also a railway policeman and, at the other end of the staff hierarchy, a young boy, probably not even a teenager. Beside him is a dog, which gives a clue as to the lad's role – he (or rather his dog) is the rat catcher. A market town station in a farming region like Bury

St Edmunds would store agricultural products such as grain in its goods shed, and this would have attracted any number of rodents.

Equine assistance

Horse shunters would doubtless also have been in the photograph. At their peak in 1913 there were nearly 28,000 railway-owned horses in the UK used for shunting and cartage, and they continued to be part of the railway scene for another 54 years, until February 21, 1967, when the very last, Charlie, reported for his final turn of duty at Newmarket, just a few miles up the track from Bury St Edmunds. In his latter working years he became something of a celebrity, but in retirement he led a quiet life on a farm in Somerset.

The first Bury St Edmunds station was a temporary structure opened by the Ipswich & Bury Railway Co in December 1846, and was replaced by the existing station the following year. The IBR amalgamated with the Eastern Union Railway in 1847, which in turn was taken over by the

Eastern Counties Railway in 1854. In 1862 the GER came into being, and was an amalgamation of the ECR and a number of smaller railways.

When the photograph was taken the Bury St Edmunds engine shed – the second to be built on the site – was nearing the end of its working life. It had opened in 1854, but deteriorated over the years due to its wooden construction, and it closed in 1901. It was three years before the GER opened a replacement, a three-road brick depot which by 1914 employed 31 men and in 1922 had an allocation of 10 Class E4 2-4-0s and a J67 class 0-6-0T.

At the dawn of British Railways in 1948, the shed's fleet comprised mainly GER Victorian-era locomotives, many of which had been built nearly 50 years earlier while one, J15 class 0-6-0 No. 65420, was 56 years old. Another of the depot's veterans, 1895-built E4 class No. 62785, has survived into preservation as part of the National Collection. The shed, coded 31E by BR, closed in January 1959.



In camera: This photograph of the staff at Bury St Edmunds station, taken in 1894 on the retirement of stationmaster Thomas Hayward (sitting in the middle below the policeman), illustrates the high number of people employed at such stations in Victorian times. On the far right can be seen the station's young rat catcher and his dog. BURY ST EDMUNDS PAST & PRESENT SOCIETY COLLECTION/SUFFOLK RECORD OFFICE

TODAY BROADWAY, TOMORROW LEEK!

The Churnet Valley Railway's long-awaited extension to Leek has now begun. The line has all the ingredients to emulate the award-winning Gloucestershire Warwickshire Railway's phenomenally-successful Broadway project and the Llangollen Railway's new permanent presence in the heart of Corwen. **Nicola Fox** looks at the history of this superbly-scenic Staffordshire moorlands heritage line and its immense potential waiting to be unlocked.

In January, the Telegraph published a list of 'The most magnificent rail journeys you can do in a day'. Amongst the 15 journeys listed were the scenic delights of Fort William to Mallaig, the Devil's Nose in Ecuador, New Zealand's Coastal Pacific line, Australia's Kuranda Scenic Railway, (with a line that rises over 1000ft through the Barron Gorge National Park) and rather unexpectedly, the Churnet Valley Railway in Staffordshire.

Although significantly shorter than other lines in question, the Telegraph praised the nostalgia and bucolic setting, using the Churnet Valley's nickname of 'Staffordshire's Little Switzerland'.

Yet the Churnet Valley Railway is not normally one of the first lines to spring to mind when thinking of railway journeys within the UK. So what is it that makes it so special?

Originally opened in 1849 as part of the North Staffordshire Railway (NSR) – nicknamed the 'Knotty' after the knot atop the NSR crest – the line was part of a network that wound through the scenic countryside of North Staffordshire; the Churnet Valley line unsurprisingly largely following the Churnet River. The construction of the line was one of the first instances of a section of canal being converted into a railway, as the Froghall-Utttoxeter section of the Caldon Canal was closed to be replaced by the railway. Carrying passenger and freight traffic, the

completed line ran between Macclesfield and Utttoxeter and boasted – amongst other features – a rather grandiose station for the Earl of Shrewsbury to use from his Alton Towers estate.

The moniker 'Staffordshire's Little Switzerland' was actually a marketing ploy dreamed up by local hoteliers as the NSR began to promote excursion traffic in the late 1800s. It's not hard to see why; the steep valley sides are wooded and the river winding through the valley floor very picturesque. Travelling by rail was a rather civilised way to see the beautiful countryside, without even the slightest chance of muddying one's boots. In the spirit of encouraging more tourism, the NSR ran excursion specials to Alton Towers when the Earl of Shrewsbury held summer open days; his gardens attracting numerous visitors long before the eponymous theme park was ever dreamed of.

The Grouping Act that took effect in 1923 incorporated the NSR into the newly formed London, Midland and Scottish Railway Company and in the subsequent years, the line flourished, seeing increases both for freight and passenger services. Even during the Second World War, the Churnet Valley Line was unusual in that its basic service was increased to serve a nearby munitions factory and provide transport to Alton Towers, which had become a military training facility. Postwar, the service was reduced to its

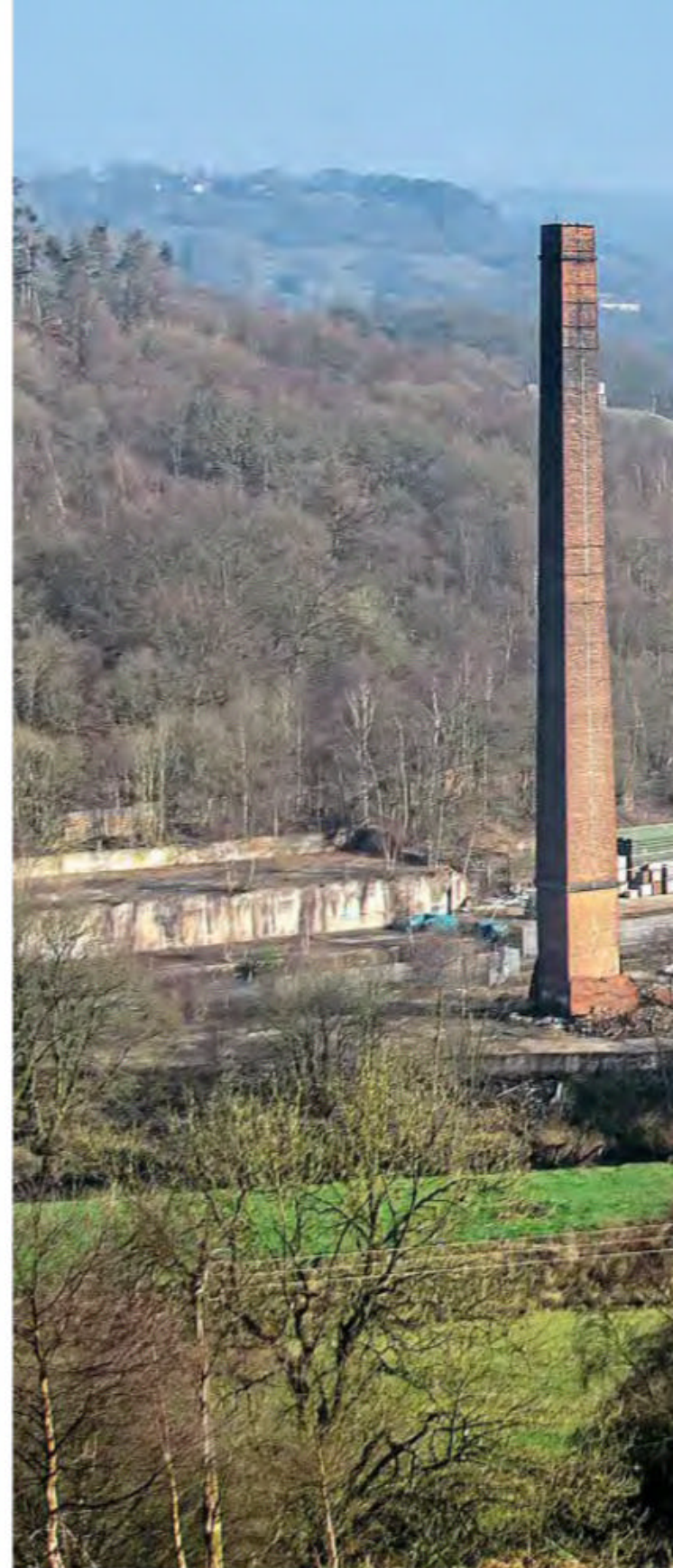
original service and Nationalisation followed soon after.

Here follows the usual story of a tired line, overworked during the war period, failing against the pressure from increasing road transport. Reduced services followed and public passenger trains were largely withdrawn until finally the Beeching axe fell. By 1966, the majority of the line had been lifted. A small section survived until 1988, providing freight services to the remaining quarries, until the pressure of road haulage and inevitable quarry closures led to the line being mothballed.

Thankfully for day trippers, this was not to be the end of the Churnet Valley line, as the Churnet Valley Railway Company (CVR) was formed to preserve the line, launching a share issue in 1995 to finance the purchasing of the remaining section. Thanks to healthy local support, the entire seven miles of trackbed from Leek Brook to Oakamoor Sand Sidings (also known as Moneystone after the quarry they served) was purchased and the first passenger train ran over a one-mile section in summer 1996. However, like any preservation story, resurrecting the CVR has not been plain sailing, particularly in recent years.

A journey down the line

Timetabled services start from Kingsley & Froghall, commonly referred to by staff and volunteers as simply 'Froghall'. Augmented





Visiting 0-6-0ST *Whiston* and resident S160 No. 5197 heads a Churnet Valley Railway train through the old Boston Copperworks on February 24. CVR COLLECTION

by a decent sized car park, the handsome station building at first glance seems original; but closer inspection reveals it to have been completed in 2003.

Inside, the building is reflective of a 1950s railway station, with open fires in the waiting and refreshment rooms, which are well stocked with CVR beer, brewed just down the road at Cheddleton by the Staffordshire Brewing Company. *Heritage Railway* has taken the opportunity to sample these beers and can confirm there are ales to suit every palette on the CVR roster. Other local produce is soon to be available as the trend for locally sourced food and drinks once again becomes popular.

Departing Froghall, the line passes through the rather unattractive remains of the Bolton Copperworks, which produced the first transatlantic cables. Currently used as a scrapyard, only a lone chimney stands as a reminder of these works; an eyesore it may be, but one with an interesting history.

Shortly after that the view improves, as the train enters the wooded Staffordshire countryside and the steep sides of the Churnet Valley. The line runs with the Churnet River on one side and the Caldon Canal on the other until Consall. Here the up platform (rebuilt in preservation, after removal by BR) overhangs the canal in its entirety – a feature the CVR team believe to be unique in preservation.



USATC 160 2-8-0 No. 5197 running amidst the Churnet Valley spring bluebells. CVR COLLECTION

The canal and river join at this point, a sight that can be observed from the nearby Black Lion, a charming pub originally established to feed the workers from the nearby lime kilns. In both the NSR days and during preservation, beer has been delivered here by rail, though this has not happened in recent years.

From here the line curves right towards Cheddleton, where the sheds or Motive Power Department (MPD) are located. Cheddleton also boasts the only original station on the line, a Grade II listed building erected in 1849. The Boat Inn over the road is jocularly referred to as the MPD pub, with many a locomotive crew reported to have quenched their thirst there after signing off from duty.

Upon leaving Cheddleton, the train passes through a 531-yard double width tunnel to

call at the newly-rebuilt 'interchange' station at Leek Brook Junction (as highlighted in issue 248), where the aural entertainment begins in earnest.

The line veers to the right onto the former Cauldon Lowe Branch line, up a 1-in-40 gradient, rising 700ft in the last two miles as the train climbs past the site of Bradnop station (built to serve the farming communities, the station closed in 1935, was subsequently demolished and never reopened) to the summit of the line at Ipstones.

From the starting station at Froghall to Ipstones, the line climbs continuously with an elevation to rival Shap. This makes for hard work for the crews on the way up but a less strenuous return trip for the fireman, as the train rolls back down the line to Froghall.



On loan from the Foxfield Railway, former NCB Hunslet Austerity 0-6-0ST No. 3694 of 1950 *Whiston* pilots S160 No. 5197 en route to Ipstones on February 23. DAVE GIBSON



No. 419 approaches the site of Bradnop station, with banking assistance. DAVE GIBSON

The line that lifted its track

While a thoroughly enjoyable day out so far, with attractions to appeal to both the enthusiast and general public, the Churnet Valley Railway has not stepped outside of the heritage norm. However, there are plans in the works which could ultimately turn the CVR into a particularly special attraction and something the railway has been working towards for longer than many of its younger volunteers have been alive: the extension into the market town of Leek.

First however, a little background into the previous extensions and shortenings of the line:

The CVR is unique in many ways, not least in having made the unprecedented decision to lift existing track that was in use and sell it for scrap to fund the purchase of trackbed elsewhere on the line.

While regarded in wider heritage circles with bafflement, the CVR stands by this controversial decision, after all no passenger facilities were lost by tearing up this section of the railway.

The track that was removed ran between Froghall station and Oakamoor Sand Sidings (Moneystone); the terminus some considerable distance from Oakamoor, which would have been the next station on the line. This site is council owned and separated from CVR land by the River Churnet.

The track was in poor condition, requiring reduced running speeds and was only used on 'high days and holidays', meanwhile scrap metal value was very high. Since the trackbed to the sidings was already owned by the CVR, there would be no bar to reinstating the line in the future.

Thus the unusual decision was made, the metals were lifted and sold and a purchase was made at the other end of the line that encompassed the rails and sleepers, and transferred the lease to the CVR, securing the track bed for future use, in particular the highly enjoyable 1-in-40 branch towards the summit at Ipstones.

The Froghall-Moneystone section is not the only part of the CVR to have seen traffic removed in recent years. In 2009 a separate entity, the Moorland & City Railway acquired a 150-year lease between Leek Brook Junction and Cauldon Lowe, renting the track to the CVR to allow an extension which saw use until a detrimentally hot summer in 2013 caused the track to buckle.

Upon surveying the line, it became apparent that significant work was needed on the last

2.5 miles to bring both the trackbed and the metals back to running standard.

Until such a time as this work is possible, the last section of the line has been closed and trains now terminate at either Cheddleton or Ipstones, depending on the timetable.

So, to recap, the preserved line once stretched from Oakamoor Sidings (Moneystone) to Leek Brook Junction, extended through Ipstones as far as Cauldon Lowe, until 2013 when the section beyond Ipstones loop was closed to traffic. Then in 2014, the track between Oakamoor and Froghall was lifted, reducing the total running line to just under 10 miles between Froghall station to Ipstones loop, although not every timetabled train operates out as far as Ipstones. Clear so far?

Certainly – to those outside the railway – the policy of reducing the running line seemed unfathomable, but following the purchase of Cheddleton station from the council, by 2018 the company was in the happy position of owning every building on railway land, the trackbed (and metals where applicable) from Oakamoor Sand Sidings to Leek Brook Junction, and the metals and sleepers as far as Ipstones. On top of all this, behind the scenes staff and volunteers were pressing forward with extension plans to place the line firmly back on the map.

While the Churnet Valley provides picturesque scenery, the Black Lion an ideal place for a spot of lunch/train spotting and the 1-in-40 climb out of Leek Brook is a delight to the ears of enthusiasts and regular passengers alike; the CVR is essentially a line that currently runs from a scrapyard to a field – but all this is soon to change.

Now an extension in itself is not what makes this particular project special; in recent years numerous preserved lines have extended their lines, the Gloucester Warwickshire Railway (GW/R), the Telford Steam Railway and the Llangollen to name a few.

However, the CVR's extension plans to Leek are part of a longer term plan to develop the CVR into more than a line, into a railway network. The existing trackbed from Oakamoor to Cauldon Lowe forms an inverted U-shape; at the top of the curve is Leek Brook Junction, where the line from Stoke (more on that later) originally joined the Churnet Valley Line. Originally the line continued north to North Rode and Macclesfield, passing through Leek on the way.

The CVR's intention is to carry on operating

on the existing Cauldon Lowe branch line section, while pushing further north to extend to Leek, meaning the railway will offer more than one destination for their passengers, something rare in the heritage world.

The Ffestiniog & Welsh Highland offers separate journeys from one station, the Bodmin & Wenford Railway runs out to two ends of the line from the central station of Bodmin General but very few lines offer a trip with diverging destinations. The Great Central Railway's Mountsorrel Railway and the Pontypool and Blaenavon's Big Pit branch are probably the closest examples and the Churnet looks set to join them.

Why Leek?

Geographically, Leek is the logical next step for reinstating the Churnet Valley line. Sadly, the original station has long since been demolished and a Morrisons supermarket now sits atop its former location. Therefore, the CVR's proposed new station will be a short walk from the town centre on a site which ties in with Staffordshire Moorlands District Council's regeneration plans.

From the railway's perspective, the town of Leek is an attractive prospect. A market town since 1207, Leek boasts a wealth of independent shops selling local produce, regular markets and award-winning cafes – and all on the doorstep of the Peak District.

Returning the line to Leek could make a big difference to the CVR, as evidenced by the increase in fortunes at the Gloucestershire Warwickshire following its hugely-successful extension to Broadway last year. On Good Friday 2018, the line began running into the rebuilt station at Broadway, an idyllic village which had already been popular with generations of tourists, thanks to its reputation as the gateway to the Cotswolds.

In the year since the extension opened, the line's spokesman Ian Crowder describes the success as extraordinary. "Overall, the railway saw sales of tickets both through booking offices and online soar by 49% and many trains have been extremely full following the opening of multi-award-winning Broadway station."

The new destination has changed the dynamic of the line, with more tickets now being bought from the Cheltenham end, as people are choosing the travel the full length of the line, breaking their journey in the village of Broadway, the success of which in



Above: At Cheddleton motive power depot for the February gala: Caledonian Railway 0-4-4T No. 419 and Polish Tkh No. 2944 being prepared for the day. DAVE GIBSON

turn has had a very positive impact on the local businesses.

“Overwhelmingly, businesses said that the presence of the railway had boosted visitor numbers. This is particularly true of the pubs, restaurants and teashops as most visitors will want something for lunch while they are there.”

One teashop owner in Broadway remarked that they knew when the trains were running, as influxes of visitors would arrive en masse, meaning they have now started to ask if visitors have trains to catch, to ensure prompt service, a question not asked in the village since the 1950s!

Special occasions bookings have also increased in the Cotswold village, with parties arriving by train for what one satisfied customer described as the ‘perfect day’.

All of this is undoubtedly beneficial to the village economy, not least that the increase of visitors comes by rail, without the pollution and congestion that road vehicles would bring. The Broadway extension, which won the line the Heritage Railway Association’s Annual Award (Large Groups) 2019, will again form a centrepiece for the line’s May 25-27 Cotswold Festival of Steam.

Could the successes of the G/WR very soon be mirrored by the CVR?



Caledonian Railway 0-4-4T No. 419 in silhouette on February 23. CVR COLLECTION



Right: USATC S160 No. 5197, which spent its working life in China, is seen at Leek Brook. Through the gate straight on is Leek and the Cauldon Lowe line veers off to the right. DAVE GIBSON



The market town of Leek – the next goal for the Churnet Valley Railway. MARC BRIAND



Inside the firebox of S160 No. 5197. NICOLA FOX



Afternoon tea on board a Churnet Valley Railway train. CVR COLLECTION



Inside the Churnet Valley dining train. CVR COLLECTION



As part of its visit to the line, Caledonian Railway No. 419 hauled a charter freight train. DAVE GIBSON

Leek within five years a must!

The new station building at Leek will incorporate a car park and the headquarters for the railway's commercial department, though the style of the station building has yet to be confirmed.

The trackbed between Leek Brook Junction and Leek would be leased from the council. In conjunction with the extension works, the CVR is looking to reinstate the long defunct triangle at Leek Brook; granting the line membership to a very select club, being one of only two preserved lines able to turn trains on a triangle.

By gaining less than a mile of track, the CVR would transform from a backwater railway, to a line with a desirable main destination, a branch line, and the enviable ability to turn locomotives; invaluable for gala running.

Speaking of galas, in February the CVR opened its running season, with what event manager Jack Ilczyszyn described as the line's best gala since 2007. Star of the show Caledonian Railway 0-4-4T No. 419 made its first appearance in England since 1982.

"Numbers were absolutely brilliant, trains both days were rammed and the [cafe] queues were out of the door. It's the railway truly at its best," he added.

Boosted by the success of the gala, the railway now needs to raise the £853,000 to reach and reopen Leek station.

On March 18, the first significant step in that direction was made when the CVR announced the receipt of a £19,000 grant from the Moorlands Partnership Board to help lay the first 200 metres of line, as reported in our last issue.

The total cost of materials for this section is estimated at £40,000 and the CVR has been able to allocate £21,000, meaning the council grant precisely covers the short fall. As this section of the line is already under the control of the CVR, work can start immediately, with groundworks expected to have commenced by the time this issue goes to press.

In order to keep costs down, the CVR will be turning to volunteer labour for the relaying of this section – an exciting time to be a volunteer on this line! With a five-year

deadline on the planning permission, there is to be no hanging around. Plans are afoot for other avenues of funding, beyond the normal and expected bucket shaking.

A first stage bid for funding from the European Agriculture Fund for Rural Development has been successful and at the time of writing, the outcome of a detailed bid is eagerly anticipated, especially with the Brexit clock ticking in the background.

In the past, fundraising has been completed through the use of share issues and this project is no exception with a fifth share issue planned to raise £200,000 towards the reinstatement of the line. After working so long towards this end, the CVR is leaving nothing to chance, as Jack Ilczyszyn commented: "Everything's pointing to Leek at the moment: we've got to go there. So regarding fundraising, we have plans A through to F in case plan A doesn't work out."

Potential future expansion

However, the extension to Leek is not the only project currently on the CVR's agenda. Aside



from the usual railway maintenance, (Consall station is to be given a repaint and general freshen up) there is more to focus on than just the Leek extension.

In order to reduce the amount of empty coaching stock movements on the line, a new siding for the storage of coaches is currently being installed at Froghall. The ground has been cleared, the sleepers and ballast are waiting, all that is needed are the volunteers and the ballast!

Restoration plans are afoot for Cheddleton station too. Remedial repair work was completed last year following its purchase from the local authority and the railway now aims to bring the building back to its former glory.

Once the extension to Leek has been completed, the next step will be relaying track back to Oakamoor Sand Sidings to connect with planned developments at the former Moneystone quarry site, where a 'high quality leisure development' comprising holiday accommodation, and indoor and outdoor leisure facilities is proposed.

The possibilities do not end there. Although in lamentable condition (ideally trees do not usually grow in the four foot), the section of railway linking the CVR with the network at Stoke-on-Trent is still in place and still owned by Network Rail, although it hasn't seen any use since 1988.

Could an extension towards Stoke be on the cards? Especially as the railway already owns the station building at Endon on the Stoke line...

At the other end of the line, the next station south from Oakamoor is Alton Towers; the station is owned by the Landmark Trust and operated as holiday accommodation, with both the platform and the trackbed currently intact.

Could this be another step forward, uniting Staffordshire's two most popular tourist destinations through a park and ride scheme? Currently the theme park is not served by any railway stations and to arrive by public transport requires a minimum 40-minute bus ride; could an extension to Alton Towers have merit both for the railway and the theme park?

When queried on these possibilities, the reply from Jack is the noncommittal but enigmatic: "Never say never." An extension down to Oakamoor and Alton may not be in the planning stages yet, but it is certainly a long-term aspiration for the railway.

Suffice to say what with running its normal services, dining trains, driver experiences, galas, Froghall's new sidings and the Leek extension, the railway certainly has its plate full. One of its next big concerns will be recruiting new volunteers to keep up with the expanding requirements of running such a network.

"The railway's getting ready to grow, but we don't have the volunteers to grow it," said Jack.

With a mix of volunteers already on the line, from ex-Stoke Shed men who drove the line during BR days to young volunteers in their late teens and early twenties, the line welcomes volunteers both old and young.

If you're inspired by recent developments and want to get involved, then call the office on 01538 750755 or email volunteer@nsrrailway.co.uk **HR**

LEISTON WORKS LINE STEAMS AGAIN IN JUNE!

Britain's newest standard gauge heritage line starts running on June 1-2.
Julian Warner outlines the story of Suffolk's Leiston Works Railway revival.

In a quiet corner of Suffolk the UK's most easterly heritage railway has been developing slowly, but steadily.

The Leiston Works Railway Charitable Trust has been formed with the objective of reinstating the former Richard Garrett & Sons of Leiston works line.

The trust now owns most of the original trackbed, has purchased the entire track and ballast required for the project and has an ever-growing selection of rolling stock and volunteers.

Now it will unveil the first fruits of its restoration labours to the general public at a grand opening over the weekend of June 1-2.

The guest locomotive for the event will be Barclay 0-4-0ST No. 2157 *Fambridge*, built in 1943 as an oil burner for the Ministry of Supply for use at ordnance factories, but later converted to a coal burner for the NCB, from where it retired in 1972. It is being loaned for the event by the Mangapps Railway Museum.

The event will take place at the corner of Buller Road/Station Road, Leiston, Suffolk IP16 4HA, and will run from 10.30am to 4.30pm on both days.

There will be viewing of the Barclay on the line but no passenger service at this stage.

There will be a number of local model railway exhibits on display, including one of the works line and of Aldeburgh station. There will also be a number of railway/book stalls, children's games and refreshments. The nearby Long Shop Museum will also be open.

A tractor and trailer shuttle service for visitors will run from the Waterloo centre car park in Leiston to the works line.

History reborn in steam

For 200 years the Garrett factory produced a wide range of products that were exported across the UK and to the rest of the world. Garrett traction engines, portable engines and steam wagons are world famous and are some of the finest examples of British engineering.

In its heyday, the Garrett factory employed more than 3500 people and almost everyone in the small town of Leiston had a family connection to the works. For nearly a century the factory had to rely on horse-drawn power and sailing barges to transport its products.

In 1859 the railway came to Leiston and gave the Garrett works a connection to the main rail network. Initially a standard gauge horse tramway linked the works to Leiston station on the Aldeburgh branch. The tramway included sidings and a

spur to the Garrett's brickworks to the north of the town.

Following expansion, the Garrett company built a second factory close to Leiston station, known as the Top Works. By World War One, the Leiston Works Railway had grown into a comprehensive network of track that linked all parts of the two factories together. The works had its own sidings, loading dock and gantry crane.

There was also a gas works owned by the Garrett Company with its own siding. The works line had its own Aveling & Porter 4wWTG shunter *Sirapite*, which worked on the line until 1962 when it was replaced by an electric locomotive.

Throughout the first half of the 20th century the works line flourished, but by the mid-Fifties it was in decline. Road transport was replacing steam and it was a sad day in 1968 when the works line closed.

Both of the factories were shadows of their

former selves by the Seventies and both finally closed in 1981.

Over the next 30 years the former works underwent major changes. Much of the town works was demolished for property development, while the original production hall and supporting buildings were transformed into the Long Shop Museum. The Top Works was converted into an industrial estate and a housing estate. The works line itself was nearly all removed.

In 2011 a group of enthusiasts came together to form the Leiston Works Railway Trust to reopen a section of the works line with steam haulage. As well as much of the trackbed in the town, the trust also purchased several panels of track from the Ipswich Docks branch. The long process of clearing more than 40 years' worth of rubbish and undergrowth then began. Slowly a track bed reappeared: further funds were raised and a large workshop with yard obtained.



Barclay saddle tank *Fambridge*, seen here in action at its Mangapps Railway Museum home in Essex in 2015, is to star in the grand opening of the Leiston Works Railway in Suffolk on June 1/2. PETER TAYLOR/CREATIVE COMMONS



The GER third-class carriage to be named *Elizabeth Garrett* and now under restoration in the trust's Leiston workshops. LWR

The trust has already started laying track on the former works line and is now poised to relay track from just outside the Long Shop Museum at the site of the Garrett's factory in the town close to the Engineers Arms pub. Yes, a pub car park does sound like a great place to start a railway!

From there, the track will head north, passing through traditional Suffolk cottages and houses to terminate at Buller Road, less than 100 yards from the existing Aldeburgh branch and Station Road level crossing.

At least a small section of track will in operation to mark the 160th anniversary of the opening of the works line and the Aldeburgh branch line as far as Leiston on June 1-2 – the remaining section of the branch line to Aldeburgh was completed in 1860.

Sirapite has now been restored and is fully operational. Housed in the museum, it is hoped that it will run on the works line again. Unfortunately due to unforeseen circumstances, the museum was not in a position to make the *Sirapite* available for the June 1-2 event.

Rolling stock

In 2015 the trust obtained an LMS brake van, 1936-built No. 730093, which has been named *Jumbo* in memory of the works line shunter Jumbo Brightwell. It had stood on a disconnected siding at Hoveton near Wroxham station on the Norwich to Cromer line, opposite the Bure Valley Railway's own Wroxham station. It was sold to the trust for £1 and transported to Leiston on October 31, 2015, and both Suffolk County Council and Suffolk Coastal Council awarded grants for its restoration.

Once fully restored by volunteers, *Jumbo* will hopefully be pulled by *Sirapite* and other visiting locomotives, allowing the public to ride on an industrial railway in the heart of the town.

Three flat wagons have also been purchased from a private owner and now await restoration. All former Royal Navy Armaments Depot vehicles from Bedenham near Southampton, they had been stored at the Midland Railway-Butterley.

It is planned for the wagons to carry the liveries of local firms, including Carr Brothers of Leiston, a well-known local coal merchant.

A fourth flat wagon is reported to be the UK's oldest private owner wagon. Built c1872-1880 with a short wheelbase and Thomas Hunter on the axlebox hub, it is fixed with dumb buffers and no brakes. It is believed the vehicle may have originally been a two-plank dropside.

In May 2018, the Friends of Leiston support group purchased GER five-compartment third class carriage No. 514, built in 1869 by Asbury for £214. Withdrawn from service in 1906, it was sold for £9. It was then used for several purposes, including that of a clubhouse for a model railway club.



Volunteers working on the first length of the reborn Leiston Works Railway. LWR

It is now under restoration at the trust's own workshop. An appropriate underframe, complete with running gear, in the form of an LNER brake van chassis will accommodate the carriage, which hopefully will be carrying passengers once again in three years' time.

The coach will named *Elizabeth Garrett* after one of the most famous women to come from Suffolk, who had strong links to the Leiston area. Not only was she the first female doctor in the UK, she also became the first British female mayor.

Being mayor of nearby Aldeburgh, she would have been a regular passenger on the branch line. It is also planned that each of the compartments will be named after other famous Suffolk women.

In just over a year, the railway has doubled its number of volunteers and by popular demand two working parties are being held every Friday at the large workshop close to Leiston. Regular working parties are also being held on the trackbed.

Its membership includes former employees of the Garrett's factory, retired Aldeburgh branch railwaymen, local townspeople and newcomers to the area.

The trust is fortunate to have the support of Leiston Town Council – which kindly paid for the line's planning application – and local residents, who on trackbed days help with the work and also bring out teas and coffees to the thirsty volunteers.

The people of Leiston take great pride in their heritage. There is a real feel that the



Jumbo the brake van being rebuilt so that it will soon be able to offer passenger rides. LWR

reinstatement of the works line will give a much needed boost to the town and the local economy.

A far wider horizon beckons

It may be small now but rest assured the Leiston Works Railway has big ambitions. It is hoped that the line will one day reconnect to the Long Shop Museum.

In the longer term, the plan is to reconnect to the existing branch line, north of the present terminus at Buller Road, near the site of the disused Leiston station.

A Transport & Works Act Order will then be needed, and preliminary discussions with the Office of Rail & Road about a road crossing have already been held.

At present the remaining section of the Aldeburgh branch runs from Saxmundham on the East Suffolk line and terminates close to Sizewell nuclear power station halt, just to the south east of Leiston. This track is close to 4½ miles long and has in the past been used to transport nuclear flasks.

Now rarely used, the line is ripe for being transformed into Suffolk's longest heritage railway.

Watch this space! **HR**

→ If you would like more information on the Leiston Works Railway or wish to join, visit its Facebook page or its website at lwr.org.uk or email theleistonworksrailway@gmail.com



The original Richard Garrett & Sons Aveling & Porter works shunter *Sirapite*, which can be seen in steam at the nearby Long Shop Museum. LWR

HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

Stanier-designed 'Black Five' 4-6-0s Nos. 44871 and 45407 *The Lancashire Fusilier* made a fabulous sight and sound as they headed for Rise Hill Tunnel with West Coast Railways' Manchester Victoria to Carlisle 'The Citadel' railtour on Saturday, April 13. The location amid the spectacular scenery is between Dent and Garsdale on the Settle and Carlisle line. The next opportunity to sample 'The Citadel' is on November 9. ANDREW SOUTHWELL





Tornado to visit Tenby for first time in June

WELL known for its use of diesel traction as the mainstay of its annual tour programmes, Pathfinder Tours has secured A1 No. 60163 *Tornado* to head four trips this year.

The popular Pacific stood in for *Union of South Africa* when the A4 was stopped for repairs, the A1 working the steam section of a trip from Cardiff to Carlisle on March 16.

On June 23, 'The Summer Cornishman' starts from Bristol and picks up at Yatton, Taunton and Exeter St Davids, before setting down at Plymouth and on to Par after crossing Brunel's Saltash bridge into Cornwall.

The 'Dart & Torbay Express', which departs from Tame Bridge Parkway on July 6, has the 4-6-2 working the train from Bristol to Paignton and Kingswear.

A1 West Wales trip

'The Pembroke Coast Express' on July 14 starts from Bristol and calls at Severn Tunnel Junction, Newport and Cardiff, before setting down passengers at Carmarthen and running on to Tenby. It will be the A1's debut at the delightful West Wales resort.

Without turning facilities, the return working will be towed by a diesel (with the A1 on the rear) as far as Carmarthen, where the train reverses. The A1 will then lead via Landore and the 1-in-50 bank up to Cockett on its return to Bristol.

The fourth trip is a proposed tour from Didcot to Carlisle on September 14, details of which remain to be confirmed.

On the heritage diesel front, a pair of Class 37s will head Pathfinder's 'The 2019 Mazey Day Cornishman' from Tame Bridge Parkway to Penzance on June 29, with options to alight at Truro or St Erth for the St Ives branch.

The twice-postponed Pathfinder-DB 'Heart of Wales' trip has been rearranged for September 23. 8F 2-8-0 No. 48151 is the booked engine.

Crewe's April 13 steam charter fest

By Don Benn

SATURDAY, April 13 was a very special day in the operation of steam-hauled charters on the main line. There were no less than four, involving five different steam locomotives and best of all no diesel assistance at all.

Amazingly, three of the special trains were at Crewe at the same time at around 9.30am. First came Saphos Trains' 8.01am Preston to Stratford-upon-Avon which arrived at platform 12 at 9.19am behind Class 47 No. D1924. This was quickly uncoupled and replaced by BR Class 7MT Pacific No. 70000 *Britannia*, which was covering the area with thick black smoke and vigorously blowing off steam as it backed onto its train – the first coach of which was the generator car, this obviating the need for a diesel loco. This train left two minutes late at 9.44am.

Next was the UK Railtours' 7.48am

Birmingham New Street to Carlisle via the Settle and Carlisle line, which arrived in platform 11 at 9.26am behind Class 67 No. 67008. The diesel was replaced by A1 Pacific No. 60163 *Tornado*.

In complete contrast to the showy *Britannia*, this had been sitting quietly at the north end of the station since 8.50am and moved without fuss onto its stock at 9.41am to leave a minute early at 10.03am. Later this superb locomotive proved it had been fully restored to health by putting in a quite extraordinary performance from Carlisle to passing Shap summit, resulting in what is believed to be the fastest time since the days of 'The Royal Scot', 'The Mid-Day Scot', and 'The Caledonian' in 1957/58.

Landmark day

Last but no means least at Crewe, electric locomotive No. 86259 *Les Ross* arrived at 9.38am with the Railway Touring Company's 7.01am London

Euston to Blackpool North 'The Pennine Blackpool Express'. This would pick up LMS Class 5XP 4-6-0 No. 45690 *Leander* from Preston and the Jubilee would later work the train back to Preston and on to Hellifield, continuing to Carnforth and then Preston, performing well all day.

Finally, Ian Riley ran 'The Citadel' steam charter from Manchester Victoria at 7.33am to Carlisle via the S&C returning via Shap. This was double-headed by 'Black Fives' Nos. 44871 and 45407, which came off at Carnforth on the return run, in order to be prepared for their move to Scotland on April 16.

April 13 was undoubtedly a landmark day in the history of main line steam in preservation – and one which gave linesiders a field day in generally good but very cold conditions.

Details of the performances of Nos. 45690 *Leander* and 60163 *Tornado* can be found in the Main Line Performance column on page 64.



A1 No. 60163 *Tornado* exits Blea Moor tunnel with UK Railtours' 'The Border Raider' which ran to Carlisle. ALAN WEAVER

SUBSCRIBE TODAY!
FROM ONLY £20
SEE P30 FOR DETAILS



LMS Jubilee 4-6-0 No. 45690 Leander heads the Railway Touring Company's 'The Pennine Blackpool Express' past Keer Holme, near Carnforth.
RODNEY TOWERS



Smoke and steam a plenty as an immaculate No. 70000 Britannia waits to take the Saphos Charter forward to Stratford upon Avon. DON BENN



Scotsman and steam to the fore at Didcot-Oxford 175 celebrations in June

By Robin Jones

A SPECIAL steaming day will be held at Didcot Railway Centre on Saturday, June 15, as part of a day of major celebrations to mark the 175th anniversary of the GWR branch to Oxford.

Festivities to commemorate the opening of the Didcot to Oxford line in June 1844 will be held at or near all five stations along the line – Didcot, Appleford, Culham (as highlighted last issue), Radley and Oxford.

The railway came late to Oxford, mainly due to opposition from the university which feared for the morals of its students. Academics were concerned about providing undergraduates with easy access to London, where they might be involved in 'improper marriages and other illegitimate connexions'.

However, after several years and two failed parliamentary Bills, the university finally dropped its opposition when it was agreed that its officials could patrol the station and physically prevent students from travelling to unsuitable destinations. Also, the Act of Parliament authorising the branch line stated that the Great Western could sell undergraduates tickets only to approved stations, and not to places like Ascot and Henley.

Huge crowds gathered for the opening of the line to the public on June 12, 1844, and Jackson's Oxford Journal described the arrival of the first public train from Didcot as follows: "...one of those rampageous, dragonnading fire-devils ... arrived at a sufficiently astonishing rate, and though gasping for breath and shining with heat, seemed to have turned not one hair more than was deemed proper by each spectator, even after its long and whirlwind chase."

On June 15, 2019, A3 Pacific No. 60103 *Flying Scotsman*, which will head the Railway Touring Company's 'Cotswold Venturer' from Paddington to Evesham and Worcester, will leave Didcot at about 8.40am and pass along the line to Oxford. The tour will return via Kemble. There may also be a flypast by the Red Arrows.

Special GWR all-day tickets to travel from one station to the next will be on sale at £19.50, including entry to Didcot Railway Centre (normally £11). There, locomotives which served on the Didcot to Oxford line will be on display, and there will be the naming of a GWR train in honour of the 175th anniversary at about 11am.

At Appleford's steam-themed fete there will be a beer tent and barbecue; at Culham, the 1844 Brunel-designed ticket office will be open; and at Radley, storytellers will relate tales about the village and the railway. In Grandpont, near the site of Oxford's first station, there will be rides on miniature trains, working model displays, exhibitions about the history of Oxford's railways, and free guided walks to the nearby LMS swingbridge, a national Scheduled Monument.

Tickets can be purchased on the day on the train, or in advance from any GWR station. These tickets will be valid only for travel on GWR train services and bus services operated by the Oxford Bus Company.

A prize photographic competition 'What does the Didcot to Oxford railway mean to you?' is running until June 14.

Details can be found at didcotoxfordgwr175.org/competition.html

Two 'Black Fives' on the 'Jacobite' with K1 to follow

WEST Coast Railways dispatched two Ian Riley-operated former LMS 'Black Five' 4-6-0s from Carnforth to Fort William on April 16, for the start of this year's 'Jacobite' season on April 19. No. 45407 opened the season, sharing with No. 45212.

The North Eastern Locomotive Preservation Group's K1 2-6-0 No. 62005 will join the roster in time for the commencement of two-train operation, arriving from Carnforth, after a fairly heavy winter maintenance.

Following a successful hydraulic test, the overhauled boiler was refitted to its frames on April 5, paving the way for the reassembly of the

locomotive, steam testing and repainting in late BR livery. NELPG volunteers are working four days a week at Carnforth to have the locomotive ready.

After its season in Scotland, it is expected to return to the North Yorkshire Moors Railway for the autumn gala and to spend the winter there, before returning to Scotland for the 2020 'Jacobite' season.

Ian Riley's third 5MT, No. 44871, is due to head south for a 'Northern Belle' charity trip around Kent on May 11, operated in aid of the Heart of Kent Hospice. No. 44871 is then due to remain at Southall as a support engine for Steam Dreams.

Great response to Steam Dreams' Windsor service

THE impact of a well attended press call, staged on platform 19 at Waterloo station on April 9, to announce the introduction of Steam Dreams' three Tuesdays only trains to Windsor service, certainly caught the imagination of the greater London public.

Following coverage by BBC London TV and ITV, Steam Dreams' computer system almost crashed later that same evening when nearly 1000 enquiries were being made by members of the public eager to learn more.

Accordingly, seats have already been reserved right across the 14-week period of operation from Tuesday, June 4 to Tuesday, September 3.

Company boss David Buck said: "More seats will be sold when we begin promoting our trips in the overseas visitor to London market."

The launch centred around eight coaches, including a kitchen car complete with chef serving champagne and bites with B1 4-6-0 No. 61306 *Mayflower* standing at the head of the train, which was displayed at Waterloo.

Seat reservations have also been received for the Tuesday evening dining train, the 'Sunset Steam Express' which basically will follow the Surrey Hills route, despite departing Waterloo.

Flue pipe joint

Sadly, *Mayflower* had to be withdrawn for attention after making a successful trip to Worcester on Saturday, March 30.

The problem turned out to be a cracked flue pipe joint. The B1 had to be allowed to cool down before a repair could be carried out. As a result, the booked trip from Chinnor via Princes Risborough to Bournemouth and Poole, on April 4, was postponed.

Having examined the flue pipe repair, the visiting vehicle acceptance body inspector said the engine was fine for the Waterloo launch, but commented that although small and minor, several other leaks around the boiler needed attention, especially as the 4-6-0 is due to work round Scotland with the nine-day 'Highlands & Islands Explorer' during May 9-17.

To reach some of them, the casing and cladding had to be removed for access. The net result was that Steam Dreams' April programme was wiped out.

The trip to Paignton and Kingswear on May 4 was due to run with No. 6233 *Duchess of Sutherland* providing motive power. 'Black Five' No.44871 should be available as the B1's backup engine at Southall on May 12, which will hopefully make it available to work a 'Cathedrals Express' from Paddington to Cheltenham and Worcester on May 23. The same will apply on May 26 when a 'Cathedrals Express' is scheduled to depart King's Cross.

On Thursday, May 30, A3 4-6-2 No. 60103 *Flying Scotsman* makes two trips around the Surrey Hills circuit. At 8.45am, *Scotsman* heads a morning



B1 4-6-0 No. 61306 *Mayflower*, having run light engine from Southall for the purpose, stands at Waterloo on April 9 for the press launch of the Steam Dreams Summer Tuesday services to Windsor. ELLIE MITCHELL PHOTOGRAPHY/SD

tour from Victoria during which a champagne brunch is to be served. Later, at 5.10pm an 'Evening Sunset Tour' leaves Victoria for a trip around the Surrey Hills. The itinerary includes an evening meal.

Salisbury is No. 60103's next port of call. On Saturday, June 1, the A3 leaves London Victoria and travels direct to Salisbury via Basingstoke and Andover. That afternoon the National Collection-owned Pacific heads a circular tour around the Southampton area taking about 2½ hours. Champagne and a cream tea will be served in dining classes. Standard class is sold out on this train.

On Thursday, June 6, a 'Cathedrals Express' departs Euston for Crewe with 'modern traction' before changing to steam, yet to be allocated, for a visit to Chester, Llandudno, Bangor and Holyhead.

The B1 is set to head a 'Cathedrals Express' to Portsmouth with 'Black Five' No. 44871 trailing tender first at the rear on Saturday, July 20. Following arrival at the south coast city, the 5MT will work an alternative trip to Salisbury and return. On Thursday, August 1 the 4-6-0s will work in harness from Paddington to Cardiff. Returning via the Golden Valley and testing Sapperton, the combined exhaust beats should make the echoes ring loud and clear especially in the mile long tunnel.

→ The Nene Valley Railway has announced the planned visit by *Mayflower* on June 29/30 and July 6/7 will no longer take place. Network Rail said it was unable to route the planned tour to Peterborough on the date requested, meaning the B1 will be unable to visit the heritage line.



No. 61306 *Mayflower* heads a 'Cathedrals Express' on the return leg from Worcester via Kidderminster to London on March 30. The 4-6-0 catches some lovely warm evening light near Blakedown. ALAN CORFIELD

UK Railtours goes red!

By Cedric Johns

UK Railtours is to use the distinctive London Transport red-liveried 4TC trailer unit for an unusual series of trips.

The first train, the 'Routemaster to Imber', runs from Waterloo to Warminster, via Southampton and Salisbury, on Saturday, August 17.

In 1943 Imber was evacuated by the War Department for intensive troop training, in particular house-to-house combat. Its residents were promised that they would be allowed to return to their homes after the war, as was the case with several villages in the South Hams of Devon, but it never happened.

Today, Imber is just a ruined shell of the village it once was and only the church remains intact.

Passengers will be taken to visit Imber by a fleet of vintage and modern Routemaster buses. Last year, London bus operators sent a small number of additional vehicles raising the total of buses on the road to Imber to 22.

The event is organised for the British

Legion and the upkeep of Imber church. So popular is this trip that a waiting list has been created. Details of the event can be found at imberbus.wordpress.com

UKRT will also be using the 4TC for a charter from Euston to the open day at Locomotive Services' Crewe depot, on Saturday, June 8, which promises a mix of 30 or more steam, diesel and electric locomotives on display.

The 4TC set has limited seating and, as we closed for press, the train was full, with a waiting list. However, the main use of the set is a series of four Sunday departures from Waterloo to Swanage, starting on Sunday, July 18, in association with GB Railfreight.

Top-and-tailed by Class 73 electro-diesels, the train calls at Woking and Basingstoke, before passing through Southampton, Bournemouth and Poole to Wareham. From there, on diesel power, the 4TC runs to Corfe Castle (set down) and Swanage. Two thirds of the seats have already been sold.



Vintage Trains' 'The Cotswold Explorer' ran from Dorridge to Oxford via Birmingham Snow Hill, Worcester and return on April 6. No. 7029 *Clun Castle* roars up the climb to Sapperton Tunnel, passing Frampton Mansell. The next two dates confirmed for this day excursion are Saturdays May 18 and June 1.

ROBERT FALCONER

Lizzie: all ready to go!

OUT of action on the main line since November 2016, Stanier 4-6-2 No. 6201 *Princess Elizabeth* is on the verge of returning to passenger traffic following its latest test run.

Under repair since arriving at Carnforth in February last year, the big red engine and support coach made its first trip to Hellifield on Thursday, March 14, which threw up a number of minor snags, which have now been rectified. As reported last issue, the Pacific passed a second and loaded test run around the Carnforth proving circuit on Thursday, March 28.

Princess Elizabeth Locomotive Society Chairman, Clive Mojonnier, said: "We are ready to go!"

Clive is keen to restrict the Princess Royal Class' route mileage within reach of Carnforth, in a similar fashion to that which West Coast operated Bulleid Merchant Navy 4-6-2 No. 35018 *British India Line* after its rebuild.

While there have been several

enquiries about the locomotive's availability from rail tour promoters, Clive thinks that the 1933-built Pacific, now part of the Carnforth pool, would be best confined to working trains to Carlisle and returning over the Settle and Carlisle line, at least in its early days.

A landmark was reached on Tuesday, April 30 when *Lizzie* worked its first main line passenger trip after its recent repairs. The big red engine joined West Coast's York-Carlisle 'Dalesman' at Hellifield. The locomotive was booked to haul the train over the Settle and Carlisle line to Carlisle and return. The trip fulfilled Clive Mojonnier's ideal plan to run the engine in close to Carnforth.

➔ **New members are always welcome in the society: membership costs just £20 per year, £15 for those 60 and over, juniors £10. For more details visit 6201.co.uk or write to the membership secretary, 112 Draycott Road, Upper Tean, ST10 4JF. Alternatively, visit 6201.co.uk**

Swanage aims for main line summer

By Robin Jones

THE Swanage Railway is hoping to begin its DMU services over the main line to Wareham this year. Furthermore, officials are also in discussion with local train operating company South Western Railway regarding the operation of a summer Saturday service to Corfe Castle, similar to the one which ran last year.

Regarding the heritage line's own planned DMU services between Swanage, Worgret Junction and Wareham, its Class 117/121 sets are still in the final throes of refurbishment at Arlington Fleet Services in Eastleigh.

Extensive testing is being undertaken on the units to ensure they meet all the requirements to operate safely and reliably on the main line. Officials of the Swanage Railway are in regular contact with Arlington staff and frequent site meetings and inspections are taking place.

Project Wareham director Mark Wooley said: "We now anticipate the DMUs will arrive back on the Swanage Railway early this summer.

"An interim maintenance pit and other facilities to service the DMUs are in the process of being

constructed in the sidings at Corfe Castle station. These will remain in use until a long-term lease of Furzebrook sidings is concluded with Perenco and Dorset Council and funds become available for better facilities to be provided at that location.

DMU diagrams this year?

"Pending the possible granting of an operating licence to us by the Office of Rail and Road, we are holding discussions with a third-party licensed operating company over the possibility of operating the DMUs to Wareham in 2019 using suitably-qualified Swanage Railway staff.

"Any service will obviously be dependent on financial viability. The Swanage Railway remains fully committed to fulfilling its aims and commitments and to develop sustainable timetabled passenger train services to Wareham.

"Accordingly, we continue to update our stakeholders and funders on a frequent basis."

The railway ran its first 'real' diesel-hauled public services to Wareham two years ago, largely funded by grant aid and operated by West Coast Railways.



A welcome sight: No. 6201 *Princess Elizabeth* hauled its first passenger working for some considerable time on Tuesday, April 30 – West Coast's 'The Dalesman'. The 4-6-2 is seen at Waitby Common, with the train which it hauled between Hellifield, Settle, Carlisle and return – the trip having commenced at York. MICHAEL ANDERSON

**HERITAGE
RAILWAY**

**The Brighter Steam
News Magazine**

www.heritage railway.co.uk

RTC's multi-day 'Great Britain XII' tour heads for Aberdeen

By Brian Sharpe

AFTER several years of speculation about whether or not The Railway Touring Company will run its regular 'The Great Britain' tour in the Spring or not, things seem to have settled down a bit and it is generally assumed that such a trip will run each year, steam-hauled the length and breadth of the country.

For 'Great Britain XII' in 2019, the motive power for the first three days in the west country and Wales was scheduled to be LMS Princess Coronation Pacific No. 6233 *Duchess of Sutherland* and the big red engine duly steamed out of Paddington with 10 coaches on time at 8.05am on Saturday, April 27. The diesel that brought the stock into the terminus stayed on the rear as far as Bristol, as there was no other path available for it, but it was expected that the tour would be largely diesel-free after this.

The recent hot, dry weather that had threatened to disrupt the main line steam programme gave way to high winds and heavy rain as Storm Hannah swept in right on cue. The first day saw the only major change to the train's originally-advertised itinerary. Rather than head for Kingswear on the Dartmouth Steam Railway, the train turned right at Aller Junction to run over the Devon banks for an overnight stop at Plymouth. With exemplary timekeeping throughout and an impressive performance over the Dainton and Rattery banks, the train arrived at its destination seven minutes early at 3.22pm.

Day two saw the train visit the West Somerset Railway but to arrive steam-hauled on WSR metals at Norton Fitzwarren rather than reversing, the train passed Taunton eastbound and was routed via Bristol, Bath and Westbury to pass Taunton westbound,



No. 6233 *Duchess of Sutherland* passes Horse Cove, Dawlish on Saturday, April 27 with The Railway Touring Company's 'The Great Britain XII' tour. MARK WILKINS

before arriving at Norton Fitzwarren.

Departure was again on time from Plymouth and although the engine lost its feet with its 10-coach load on the climb of Hemerdon with wet rails, timekeeping was again excellent throughout.

Missing out the stop at Bristol Temple Meads saw the train running early as far as Fairwood Junction, but slight delays here put the train back into its scheduled path to Norton Fitzwarren. Somerset & Dorset 7F 2-8-0 No. 53808 took over the train here and, with assistance from GWR 4-6-0 No. 7828 *Odney Manor* from Bishops Lydeard, headed for Minehead.

The *Duchess* was again in charge on the Monday for the long run from Taunton via the Severn Tunnel and the Welsh Marches to Chester and Preston. Issues in the Hereford / Leominster area, including some trespassing, caused delays to the tour, as well as to scheduled services – and also resulted

in the diesel, which was shadowing the tour, being attached to the train between Hereford and Shrewsbury.

Tuesday saw LMS 'Black Five' 4-6-0 No. 44871 and LNER A4 Pacific No. 60009 *Union of South Africa* double-heading from Preston over Shap and Beattock to Edinburgh. The A4 had hauled a UK Railtours tour from York to Carlisle on the Saturday but, on arrival at Carlisle, was found to have a broken spring. Currently in the care of Ian Riley's team, the A4 had its spring replaced at Carlisle, before heading south to rendezvous with the train.

With the A4 leading, the train set off from Preston on time and had a good run to Carlisle, topping Shap summit at 52mph. After a slightly late arrival at the border city, departure was 12 minutes late, but the stop at Lockerbie was shortened and the Beattock summit stop dispensed with, resulting in the train running early as far as Abingdon.



Tuesday, April 30 saw LMS 'Black Five' 4-6-0 No. 44871 and LNER A4 Pacific No. 60009 *Union of South Africa* double-heading 'The Great Britain XII' tour from Preston over Shap and Beattock to Edinburgh. The pair made an impressive sight as they passed High Scales Scout Green. MICHAEL ANDERSON



West Coast Railways' 'The Salopian Express' tour ran from Dumfries to Shrewsbury on Wednesday, April 17. Stanier 8F No. 48151 worked the train between Carnforth and Shropshire's county town and return. The Carnforth-based 2-8-0 makes a fine Midland scene as it passes under Old Alder Lane roadbridge at Winwick, Cheshire with the returning working. PHIL JONES

West Coast again takes over Windermere branch for Easter

WEST Coast Railways was again called on to run a shuttle service over the Windermere branch during the Easter weekend.

Due to Network Rail engineering work on the adjoining West Coast Main Line as part of the Great North Rail Project, a rail replacement bus service to Windermere was laid on.

In addition, West Coast was hired to run specially-chartered shuttle trains between Oxenholme and Windermere to provide an additional travel option on the Saturday and Sunday. The trains comprised West Coast maroon-liveried

Class 47s Nos. 47826 and 47851 top and tailing three Mk.2 coaches.

It was the second time that West Coast has provided diesel-hauled spot-hire services to the branch. In June last year, operator Northern suspended branch trains and replaced them by bus services to allow for driver training until July 2.

However, on June 17, West Coast introduced its own services on the line, which attracted substantially more passengers than the regular Northern trains. The exercise was funded by the Department for Transport.



Poor coal may have contributed to the apparent volcanic departure from Shrewsbury made by LMS Princess Coronation No. 6233 *Duchess of Sutherland* with the Shrewsbury to Preston leg of The Railway Touring Company's 'Great Britain XII' tour on April 29. The town's former jail, which is now a tourist attraction, can be seen behind the smokebox. GRAHAM NUTTALL

No.9's home turf

A highlight of the tour for many was the return of No. 60009 to its old stamping ground on the Aberdeen line. The train was routed from Edinburgh over the Forth Bridge, but then took the Ladybank route to Perth, as steam is no longer permitted over the Tay Bridge.

After turning on the newly-reinstated turntable at Ferryhill, the train returned from Aberdeen via Stirling. It was 'number nine's first run to Aberdeen for several years, as it has fallen foul of gauging, pathing and mechanical

problems every time it has been scheduled for a run on the route.

On Thursday there was the rare experience of a steam-hauled train on the Glasgow & South Western route to Stranraer. Motive power for this section from Edinburgh via Ayr was to be LNER B1 4-6-0 No. 1264 and No. 45407, with the engines returning the train tender-first to Ayr for the overnight stop.

Nos. 1264 and 45407 were again scheduled to be in charge on Friday morning for the section from Ayr via

Annbank and the Glasgow & South Western main line from Mauchline to Carlisle. Here, SR Merchant Navy Pacific No. 35018 *British India Line* was to take over for the run over the Settle & Carlisle line to York and Scarborough. On arrival, the Pacific was booked to quickly turn on the turntable and head light engine back home to Carnforth.

The passengers had a free day to take in the Scarborough air on the Saturday. Meanwhile, LNER A3 Pacific No. 60103 *Flying Scotsman* was to run light engine

from York to Scarborough in the evening to take charge of the train for the last day, Sunday May 6, running via Doncaster, Sheffield, Tyseley and Oxford to Paddington.

As we went to press, No. 60009 was en route to Aberdeen halfway through what was looking like another successful tour for the Railway Touring Company and operator the West Coast Railway Company, still the only Train Operating Company able to resource such a tour steam-hauled throughout.

Progress on *Duke's* wheelsets

By Gareth Evans

THE overhaul of No. 71000 *Duke of Gloucester* has taken a further step forward with the despatch of the 4-6-2's wheelsets to South Devon Railway Engineering.

"The tyres have been removed from all six driving wheels at Buckfastleigh," said Trevor Tuckley, chairman of BR Class 8 Steam Locomotive Trust.

"The bearings will be removed imminently. Once they're off, we can read the part numbers, which have been etched on – so we can

be certain we've ordered the correct type. We're spending £5100 on each set, multiplied by eight, so we need that certainty. A new set of tyres is already on order from South Africa."

Work on the boiler continues at Tyseley. The firebox tubeplate has been fixed into position. Tyseley staff anticipate the tubes will be in place by August. However, no formal testing will be undertaken until the locomotive is nearer completion.

Thanking readers' generous contributions in the wake of last

issue's story detailing the next steps of the overhaul, Trevor said that in excess of £6000 has been received – including donations from as far away as the US and Australia.

The public will be able to view the latest progress on the popular locomotive at Tyseley Locomotive Works' June 22-23 open weekend. Representatives will be on-hand at the trust's sales stand. Offers will also be invited for an identical whistle to that fitted to the *Duke*, which will be displayed alongside an O gauge model made by ACE Trains.

WR High Speed finale

By Brian Sharpe

PADDINGTON station is to witness the passing into history of the last InterCity 125 High Speed Trains on May 18 after 43 years' service on the Western Region.

The last HSTs from Brunel's terminus will be the 6.03pm to Plymouth, the 6.15pm to Cheltenham, the 6.22pm to Hereford and the 6.33pm to Exeter via Bristol.

It is expected that the

four trains will be lined up in platforms before the first of the departures at 6.03pm and it is likely that many enthusiasts will be present to witness this end of an era.

The end of the HSTs will also be marked by a railtour visiting the lines the HSTs ran on, which is scheduled for June 1.

The future for the fleet of HSTs is uncertain, but Midland Main Line expects to be running its sets for at least another three years.

MAIN LINE ITINERARY

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*, No. 46100

Royal Scot or No. 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.



UK Railtours' 'Steam on the Settle & Carlisle' excursion was hauled by A4 No. 60009 *Union of South Africa* on Saturday, April 27. With the train having started at London King's Cross, the Pacific worked the leg between York and Carlisle and return. The 4-6-2 is seen at Lunds, north of Garsdale. IAN DIXON

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 23: 'Evening Dining with Clun Castle'

Birmingham Moor Street, Worcester & return.

Steam-hauled throughout.

Loco: No. 7029 *Clun Castle*. VT

THU 23: '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

TUE 28: 'The Dalesman'

Chester, Carlisle & return.

Steam-hauled: Hellifield, Settle, Carlisle & return.

Loco: TBA. WCR

THU 30: 'The Cathedrals Express'

London Victoria, Shalford & return.

Steam-hauled throughout.

Loco: No. 60103 *Flying Scotsman*. SD

June

SAT 1: 'Flying Scotsman from Salisbury'

Salisbury, Southampton & return.

Steam-hauled throughout.

Loco: No. 60103 *Flying Scotsman*. SD

SAT 1: 'The Cotswold Explorer'

Dorridge, Oxford & return.

Steam-hauled throughout.

Loco: No. 7029 *Clun Castle*. VT

TUE 4: 'The Royal Windsor Steam Express'

London Waterloo, Windsor & return.

Steam-hauled: London Waterloo, Windsor.

Loco: No. 61306 *Mayflower*. SD

TUE 4: 'The Sunset Steam Express'

London Waterloo, Guildford & return.

Steam-hauled throughout.

Loco: No. 61306 *Mayflower*. SD

THU 6: 'London to Chester, Llandudno & Holyhead'

London Euston, Holyhead & return.

Steam-hauled throughout.

Loco: TBA. SD

FRI 7: 'The Belmond British Pullman'

London Victoria, Shalford.

Steam-hauled throughout.

Loco: No. 35028 *Clan Line*. BEL

SAT 8: 'The Scarborough Flyer'

Manchester Victoria, Scarborough & return.

Steam-hauled throughout.

Loco: No. 45690 *Leander*. RTC

SAT 8: 'The Dartmouth Express'

Woking, Kingswear & return.

Steam-hauled: Bristol, Kingswear & return.

Loco: No. 60009 *Union of South Africa* or No. 46233 *Duchess of Sutherland*. RTC

SAT 8: 'The North Briton'

London King's Cross, Carlisle & return.

Steam-hauled: Doncaster, Settle,

Carlisle, Newcastle.

Loco: No. 60163 *Tornado*. UKRT

SAT 8: 'Chester Venturer'

Dorridge, Chester & return.

Steam-hauled throughout.

Loco: No. 7029 *Clun Castle*. VT

SUN 9: 'The Cosford Flyer'

Dorridge, Cosford & return.

Steam-hauled throughout.

Loco: No. 7029 *Clun Castle*. VT

SUN 9: 'Last Steam from Ironbridge'

Wellington (Salop), Ironbridge & return.

Steam-hauled throughout.

Loco: No. 7029 *Clun Castle*. VT

Regular steam

DAILY: 'The Jacobite'

Fort William, Mallaig & return.

Steam-hauled throughout.

Locos: Nos. 45407, 45212 or 62005. WCR

Tour promoters

BEL	Belmond Pullman 0845 077 2222
BLS	Branch Line Society fixtures.secretary@ branchline.uk
HDL	Hastings Diesels Ltd 07501 478676
PT	Pathfinder Tours 01453 835414
RTC	Railway Touring Company 01553 661500
SD	Steam Dreams 01483 209888
ST	Saphos Trains 0800 038 5320
SRPS	SRPS Railtours 0131 202 1033
UKRT	UK Railtours 01438 715050
VT	Vintage Trains 0121 708 4960
WCR	West Coast Railways 01524 737751

The information in this list was correct at the time of going to press. We strongly advise you confirm details of a particular trip with the promoter concerned.

We'll keep your Isle of Man Railway Adventure on just the right track!



Victorian Steam - Electric Railways
- Horse Drawn Trams.

At Isle of Man Events, we'll arrange all your travel and accommodation – keeping the brakes firmly on the price!

- ✓ 3 night stays in top quality accommodation from £198pp
- ✓ Longer duration trips available
- ✓ Packages include Bed & Breakfast Accommodation
- ✓ Return sea travel + 3/5/7 day Island Explorer ticket
- ✓ Optional upgrades for access to numerous historical sites
- ✓ Unrivalled friendly, personal service at the end of a phone

Prefer to Fly? Then our Breaks can be tailored to include flights from a choice of UK airports.

For an unforgettable Isle of Man Railways Holiday or Short Break – it's time to climb aboard!

Call the Isle of Man Events team now on:



01624 664460 info@iomevents.com www.iomevents.com

The Vintage way to discover the Island's wonderful sights from just £198pp



BRIGHTON BELLE

ESTD 1932

Four cars now approaching the end of their interior fit. Help this train now to see it in 2019.



PLEASE HELP US TO MAKE THIS COOL
www.brightonbelle.com

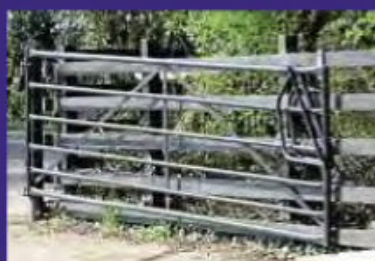
SBEL Trust, Old Hall, Strethall, Saffron Walden, CB11 4XJ
Registered Charity No. 1133545

BARN PAINT

**FOR BARN, STABLES,
OUTBUILDINGS, SHEDS
AND FENCING**



Ideal for workshops, sheds, garages etc. One can does it all!



BEDEC
THE PAINT COMPANY

BEDEC ACRYLIC WATERBASED BARN PAINT is a revolutionary product, ideally suited to the protection of exterior wooden, metal and plastic clad buildings.

- Easy to apply
- Excellent colour retention
- Multi-surface application
- Use on: wood, galvanised steel, plastic, concrete, brick and cladding

For excellent resistance against:

- Cracking, blistering & flaking
- Rain and severe weather
- Rot and algal build-up
- Long lasting finish

ULTIMATE PROTECTION WITH THE ULTIMATE SURFACE COATING SYSTEM!

Available nationwide through Travis Perkins, Ridgeons, Brewer & Sons, Bromborough Paints, Dulux Decorator Centres and Ernest Doe & Sons Ltd.

Call 01279 876 657
Fax 01279 876 008

Email: sales@bedec.co.uk
www.bedec.co.uk

THE SAFE ALTERNATIVE TO TAR VARNISH, BITUMEN AND CREOSOTE



A1 No. 60163 *Tornado* is seen at Crewe on April 13 waiting to take over the Railway Touring Company's 'The Border Raider' at Carlisle. DON BENN

WITH FULL REGULATOR

LOCOMOTIVE PERFORMANCE THEN AND NOW

In his latest column, Don Benn describes the recent record run from Carlisle to Shap by *Tornado* compared with the previous record in preservation by *Blue Peter* and some good work by *Leander* on the 'The Pennine Blackpool Express'.

SATURDAY, April 13 was a day to remember for devotees of main line steam as there were no less than four steam-hauled charters, one of which produced a new record time in the preservation era – see Main Line News page 56 for a summary of the day's events. I would like to have been on the *Tornado*-hauled 'The Border Raider' but the schedules were such that it wasn't certain that I would be able to return home that same evening, so I booked on the Railway Touring Company's 'The Pennine Blackpool Express'. Word filtered through during the evening of a quite extraordinary effort over the tightly timed Carlisle to Shap section of 'The Border Raider' and so this is covered first.

New record time to Shap

'The Border Raider' ran from Birmingham New Street to Carlisle via Warrington, Blackburn, Hellifield and the Settle and Carlisle line, returning via Shap and Preston. It was steam-hauled by No. 60163 *Tornado* from Crewe back to Crewe. Table Two shows its work between Bamber Bridge and Hellifield set against the running of No. 45690 *Leander*, but thanks to my correspondents

TABLE ONE – CARLISLE TO SHAP SUMMIT

Date	Saturday, April 13, 2019					Saturday, July 10, 1999				
	1715 Carlisle to Crewe					0745 Linlithgow to Preston				
Train	A1 class 4-6-2 No. 60163 <i>Tornado</i>					A2 class 4-6-2 No. 60532 <i>Blue Peter</i>				
Loco	Tony Jones					Paul Kane (Carlisle)				
Driver	Andy Dalton					K Nuttall (Carnforth)				
Fireman	Jim Smith					Ray Churchill (Bescot)				
Inspector	11 coaches, 407 tons tare 435 tons gross					10 coaches, 352 tons tare 375 tons gross				
Load	2nd coach					7th coach				
Position	*					A. Smeaton				
Timed by	Fine, north east wind					Fine				
Weather	miles	sched	mins	secs	speed	sched	mins	secs	speed	
Carlisle	0.00	0.00	00	00		0.00	00	00		
Upperby	1.38	2.30	04	00	36		04	18	36	
MP 66	3.10		06	34	43		06	39	50	
Wreay	4.94		09	02	47		08	42	56	
Southwaite	7.43	9.30	11	56	57/60		11	11	64/61	
Calthwaite	10.70		15	17	58		14	24	62/60	
MP 57	12.10		16	43	60		15	46	63	
Plumpton	13.16	16.30	17	44	66/68		16	41	67/68	
MP 53½	15.60		19	54	65½					
Penrith	17.59	22.00	21	52	74	26.00	21	07	63	
MP 50	19.10		22	48	76½		22	16	66	
Eden Valley Jct	21.14	26.00	24	29	72		24	10	61	
Clifton	21.95	26.30	25	11	69		25	10	58	
MP 45	24.10		27	09	62		27	12	59	
Thrimby Grange	26.10		29	08	60		29	11	61	
MP 42	27.10		30	08	60½/60	30	08	62		
MP 40½	28.60		31	38	60½		31	34	62	
Shap	29.36		32	26	62/63		32	17	64	
MP 38¼	30.85		33	52	58½		33	54	48	
MP 38	31.10		34	07	59½					
Shap Summit	31.46	35.30	34	36	62		34	40	51	

*log compiled from data by Sean Emmett and 1020 Shireman

Sean Emmett and 1020 Shireman, I am able to set out in Table One the outstanding performance of *Tornado* from Carlisle to Shap summit where, by a whisker, it set a new fastest time in the preservation era.

Next to this run is the previous fastest time set by A2 Pacific No. 60532 *Blue Peter* on July 10, 1999. The records of this trip are on the Rail Performance Society's database and I have chosen the one submitted by Sandy Smeaton, one of my regular correspondents and I am grateful to him for allowing me to reproduce the details here. Notable on that day was the inspector from Bescot, Ray Churchill no less, who has now returned from retirement to drive for the new Vintage Trains operator.

Tornado made the fastest start, despite having one coach extra and about 60 tons more in weight – but *Blue Peter* quickly caught up and forged ahead to be over a minute faster by Plumpton. From there, *Tornado* caught up by dint of a very fast passage of Penrith and was ahead before Thrimby Grange, but on the final climb No. 60532 had the better of it and was nine seconds in front at Shap Station, only to lose out by four seconds at the summit board due to injector problems. Maybe as the late Cecil J Allen would have said: 'honours even'.

Tornado at its superb best

Sean Emmett sums up the performance by a fully restored to health *Tornado*: "From Carlisle station there is an initial ¼ mile of 1-in-100 climb, followed by a half-mile level stretch, before the climb recommences at Upperby Junction, with nearly four miles of 1-in-131 to just before Wreay. By Upperby Bridge Junction, *Tornado* was well in its stride and the 3.56 miles from there averaging 1-in-134 saw speed increase from 36mph to 47mph, worth 1,663 equivalent drawbar horsepower (edbh). The gradient eases at Wreay and the next 2.49 miles to Southwaite are at an average of 1-in-218, speed increasing further from 47 to 57mph, working out at 1,757edhp. On to Calthwaite, the gradient averages 1-in-201 for the next 3.28 miles, speed increasing marginally from 57 to 58mph suggesting 1,577edhp, indicating a slight slackening in the effort.

"For the 2.46 miles from Calthwaite to Plumpton the grade averages 1-in-363. Speed increased from 58 to 66mph, worth 1,720edhp. Beyond Plumpton the gradient eases further, with even a slight downhill. The 4.73 miles to Penrith average only 1-in-443 up, and *Tornado* took full advantage, romping through Penrith at 74mph. This further acceleration worth 1,653edhp.

"There appears to be a short quarter just south of Penrith, which confuses milepost timings, and it doesn't help that milepost 50¾ is on the up side, although it is directly above the central reservation of the M6! The line falls at 1-in-191 for a quarter of a mile to Penrith South Junction and I reckon a max of 76mph here, maybe a tad more, and maybe a slight easing in deference to the 75mph limit? Climbing recommences on the Eamont viaduct. "The fluctuating grades make horsepower calculations difficult, but Penrith to Eden Valley Junction averages 1-in-351 up, worth say 1,421edhp. By Eden Valley Junction, the whole train is on the lengthy 1-in-125, which extends to Harrisons Sidings, and here *Tornado* was pressed even more. From 72mph at Eden Valley Junction, speed settled down to around 60mph on the 1-in-125, worth 1,972edhp sustained for over six miles.

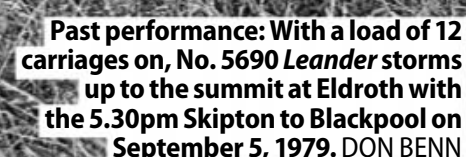


Driver Mick Rawling and fireman Chris Holmes are seen on No. 45690 *Leander* at Blackpool on April 13. DON BENN



Jubilee No. 45690 *Leander* prepares to return to Carnforth after arrival at Preston with 'The Pennine Blackpool Express' on April 13. DON BENN

TABLE TWO – PRESTON TO HELLIFIELD										
Date	Saturday, April 13, 2019					Saturday, April 13, 2019				
Train	1404 Blackpool to Preston					1004 Crewe to Carlisle				
Loco	LM 5XP class 4-6-0 No. 45690 <i>Leander</i>					A1 class 4-6-2 No. 60163 <i>Tornado</i>				
Driver	Mick Rawling					Pete Sheridan				
Fireman	Chris Holmes					Tim Steadman				
Load	11 coaches, 403 tons tare 430 tons gross					11 coaches 407 tons tare 435 tons gross				
Position	5th coach					11th coach				
Timed by	Don Benn					Sean Emmett				
Weather	Sunny spells with north east wind					Sunny spells with north east wind				
	miles	sched	mins	secs	speed	sched	mins	secs	speed	
Preston	0.00	0.00	00	00	7 mins late					
Farington Curve Jct	1.59	4.00	04	15	32/23*					
Lostock Hall	2.85	7.00	07	00	37					
Bamber Bridge	3.99		08	38	42½	36.30	45	12	36	
Gregson Lane LC	5.90		11	30	36		47	53	45	
Mintholme LC	6.23		12	02	36		48	18	45	
Hoghton LC	6.95		13	15	35		49	16	45	
Hoghton Summit	7.86		14	46	34½		50	30	44 min	
Pleasington	9.16		16	27	49	49.00	51	52	58	
Cherry Tree	10.21		17	43	50½	51.00	52	59	52	
Mill Hill	10.91		18	31	52½	53.30	53	48	48	
Blackburn	12.15	22.00	20	18	23*	57.00	57	21	4 mins late	
						0.00	00	00	2 mins early	
Daisyfield Jct	12.74	24.30	22	30	8*	4.00	02	45	18	
Daisyfield LC	12.94		23	15	21		03	23	19	
							sigs stop			
							04	40	0*	
							08	03		
Wilpshire Summit	14.70		26	44	34		11	35	38	
Ramsgreave	14.88		27	10	38	7.30	11	52	41/42	
Langho	17.30	33.30	30	14	50½	15.00	15	36	29*	
							sigs stop			
							16	56	0*	
							19	00		
Whalley	19.43		32	45	55½	19.30	22	51	44/41	
Clitheroe	22.92	45.30	37	33	40	27.00	27	49	43	
Horrocksford Jct	23.39	46.30	38	12	39	28.00	28	22	44	
Chatburn	24.89		40	28	41½		30	22	41	
Rimington	27.40		43	58	46/31½		34	25	38/37	
Gisburn	29.98		47	52	47/49½		38	22	43	
Newsholme	32.04		50	42	39½/45		41	07	41/47	
							sigs stop			
							47	11	0*	
							54	57		
Hellifield	36.57		59	32	12*	55.30	58	07	22	
Hellifield Goods Loop	36.67	76.00	60	10	9 mins early					
	*brakes or speed restriction					schedule and times to Blackburn are from Warrington *brakes or speed restriction				



Date	Saturday, April 13, 2019	Saturday, February 11, 1984
Train	1404 Blackpool to Preston	1600 Hellifield to Carnforth
Loco	LM 5XP class 4-6-0 No. 45690 <i>Leander</i>	LM Class 5 4-6-0 No. 44767 <i>George Stephenson</i>
Crew	Driver Mick Rawling and fireman Craig Potter	Driver John Knowles
Load	11 coaches, 403 tons tare 430 tons gross	12 coaches, 420 tons tare, 450 tons gross
Position	5th coach of 11	12th coach
Timed by	Don Benn	Don Benn
Weather	Mainly cloudy with north east wind	Cold, misty with drizzle
	miles sched mins secs speed	sched mins secs speed
Hellifield	0.00 0.00 00 00 right time	0.00 00 00 2 mins late
MP 232	0.72	02 11 38
Long Preston	1.25 04 04 42½/15*	03 00 40½
Settle Junction	3.25 6.30 08 19 20½	10.00 08 35 4* sigs 0*
MP 234¾	3.47	sigs stop <u>09 59</u> 13 32
MP 235	3.72 09 26 32	
MP 235¼	3.97 35	15 26 31½
MP 236	4.72 11 12 34	
Giggleswick	5.06 11 45 33½	17 25 36
MP 237	5.72 13 01 30½	18 32 33
MP 237½	6.22 14 02 29	19 13 32½
MP 237¾	6.47 14 33 28	19 54 32
Eldroth	7.67 16 09 54½	21 23 52½
MP 241	9.72 18 24 57	23 48 54½
Clapham	10.75 19 41 29*	25 14 31*
MP 244	12.72 22 28 60½	28 16 55½
Bentham	15.00 24 55 54	30 37 59
MP 248	16.72 26 50 55½	32 22 62½
Wennington	18.20 28 39 39*/35*	30.00 34 20 41*/40
Melling	19.77 31 10 47½/50½	36 35 49
Arkholme	20.87 32 29 46	37 52 51/53
MP 6	21.83 33 49 40	39 03 46
MP 4½	23.33 25 52 58	40 48 61
Borwick	24.67 37 16 55*	42 30 24* tsr
MP 2	25.83 38 33 57	31
Carnforth East Junction	27.47 *	44.00 49 29 11*
Carnforth	27.80 51.30 43 18 8 mins early	46.00 51 06 7 mins late
	*brakes or speed restriction	net time 42 minutes *brakes or speed restriction

As I was writing this column, Graeme Bunker-James sent me information on why *Tornado* was eased slightly towards the top of the climb. The exhaust injector knocked off about two miles from the summit, so the engine was eased while the crew got it back on. To quote Graeme: "Not a fault, but the effect of superheated steam for so long. Boiler pressure was never under 225psi and the crew were exceptional, especially for the run over new ground. Our responsible officer was on the footplate for the leg and speaks very highly of them."

We joined 'The Pennine Blackpool Express' at Crewe, where departure behind Class 86 No. 86259 *Les Ross* was a few minutes late, but the heritage electric locomotive ran well as usual and would have been on time into Preston if we hadn't been stopped outside for nearly three minutes. A future column will cover one of its very fast runs south of Crewe. At Preston, Jubilee No. 45690 *Leander* was attached to the back of the train and we left three minutes late to arrive at Blackpool North a minute



Class 86 No. 86259 *Les Ross* arrives at Crewe with the 7.10am Euston to Blackpool 'The Pennine Blackpool Express' excursion on April 13, 2019. DON BENN

From Bamber Bridge the line climbs at 1-in-99/101 for just under four miles to Hoghton summit and the Jubilee did very well here, speed falling only from 36 to 34½mph over the last two miles. As you would expect, the big Pacific sailed up the bank, sustaining 45mph until the last stretch.

late. Here the tour participants had nearly three hours to enjoy the delights of this famous resort, though the very cold wind limited our activities to lunch and a ride on one of the heritage trams (Balloon car No. 071).

Back at the station, *Leander* was still simmering at the platform, the empty stock moves to Preston and return having been cancelled as superfluous. Mick Rawling reckoned the Jubilee would be all right for water until the Hellifield stop and so we set off on time for Preston. On a largely level route, no great effort was needed and 63mph was the maximum speed noted, at Salwick. A TPWS stop just prior to Tulketh Viaduct was a prelude to two further stops making us six minutes late into Preston.

Bamber Bridge climb

I was looking forward to the next section to Hellifield as I had never covered it in the eastbound direction previously and it contained three stiff climbs. Table Two shows the detail and set alongside is the run behind No. 60163 on 'The Border Raider'. Mick Rawling and Chris Holmes were in charge of *Leander*, which with its support coach now had 11 on for 430 tons, almost the same load as *Tornado*, but a class 5XP (6) compared to a class 8.

From Bamber Bridge the line climbs at 1-in-99/101 for just under four miles to Hoghton summit and the Jubilee did very well here, speed falling only from 36 to 34½mph over the last two miles. As you would expect, the big Pacific sailed up the bank, sustaining 45mph until the last stretch. No. 45690 also did well on the shorter stretch from Daisyfield to Wilpshire summit, 34mph, but was outclassed again by No. 60163.

After an almost continuous spell against the collar from Whalley, the final climb at 1-in-101 to a summit after Rimington, brought speed on 'The Pennine Blackpool Express' back to 31½mph. 'The Border Raider' suffered three signals stops on the way to Hellifield, compared to *Leander* which lead a charmed life and was unchecked, gaining no less than 15 minutes on the easy schedule.

This restricted and hilly route is full of interest, but I was now eagerly anticipating the next part of the 'Carnforth Circuit' which I had not visited since the 1980s.

Giggleswick challenge

At Hellifield, *Leander* was finally able to take water and Chris Holmes was able to take a well-earned rest, being replaced by Craig Potter. We were away right time and after the usual check at Settle Junction, were soon facing the only real challenge on the way to Carnforth, Giggleswick bank.

Table Three shows the detail and though the Jubilee did well it was put in the shade by 'Black Five' No. 44767 with 12 on for 450 tons back on February 11, 1984. The 5MT topped the 1-in-100 to milepost 237¾ at 32mph, giving an estimated edbh of 1,215 and this from a standing start after a signal stop at milepost 234¾. While 28mph with No. 45690 wasn't bad, perhaps I had expected more, though the climb with *George Stephenson* was exceptional. The remainder of the way to Carnforth is mainly downhill and is really a matter of enjoying the lovely scenery. I remember photographing *Leander* near Eldroth storming to the summit back in 1979, and here it is, still on the main line 40 years later! The net time of the 1984 run was 42 minutes compared to an actual unchecked time of 43¼ minutes in 2019.

'The Pennine Blackpool Express' was very early approaching Carnforth and so it was no surprise that we were stopped in the platform to await our path south. Here, Steve Chipperfield took over the regulator for the final stint to Preston, shown in Table Four.

After a strong start with classic Jubilee roar being heard out to Hest Bank, Steve gave us a solid performance until checks outside Preston made the final arrival a minute late. It had been a fascinating day out, and one which I hope the RTC will repeat – and of course, it was enlivened by the other charters and a new preservation record, all the better for no diesel assistance for any of the trains.

TABLE FOUR – CARNFORTH TO PRESTON					
Date	Saturday, April 13, 2019				
Train	1404 Blackpool to Preston				
Loco	LM 5XP class 4-6-0 No. 45690 <i>Leander</i>				
Driver	Steve Chipperfield				
Fireman	Craig Potter				
Load	11 coaches, 403 tons tare 430 tons gross				
Position	5th coach				
Timed by	Don Benn				
Weather	Sunny spells with north east wind				
	miles	sched	mins	secs	speed
Carnforth	0.00	0.00	00	00	right time
Carnforth South Jct	0.54		02	51	26½
Bolton-Le-Sands LC	1.86		04	56	51
Hest Bank LC	3.11		06	15	59
MP 2	4.25		07	25	59½/58½
Lancaster	6.26	8.30	09	26	61½
MP 20	7.24		10	10	55½/53½
Oubeck	9.44		12	45	63½
MP 17	10.24		13	28	65½
Bay Horse	11.99		15	04	65
MP 14	13.24		16	14	63½
Scorton	14.51		17	26	63½
MP 12	15.24		18	07	63½
Garstang	17.80	20.30	20	31	63
MP 8	19.24		21	53	65½
Brock	19.79		22	23	65
MP 6	21.24		23	45	62
Barton	22.51		24	58	63½
MP 3	24.24		26	36	64½
Oxheys	25.91		sigs		17*/5*
Preston	27.24	32.30	33	48	one min late
	net time 31½ minutes				
	*brakes or speed restriction				

MANX ON THE UP!

Gareth Evans provides an overview of what the Isle of Man can offer railway enthusiasts and also learns about the latest developments on the system, including the story behind the turnaround of the system's fortunes in recent years – plus the return to steam of No. 16 *Mannin*.

THE Isle of Man is a piece of forgotten Britain. Those were the words of an elderly female coach tour passenger I talked to while travelling on the Manx Electric Railway (MER) in early April. She's not wrong either.

Boasting a charm of its own, the people are friendly, it has a low crime rate and the scenery is stunning. The island even has its own breed of sheep and a solitary mountain. Home to three steam railways, two Victorian electric tramways and a horse tramway, not to mention a host of other attractions, the island, which measures 32 miles long by 14 miles wide, is reachable by air or sea. Ferries run from Liverpool, Heysham, Dublin and Belfast, while flights serve Manchester, Birmingham, Luton, Dublin, Belfast, Edinburgh, Bristol, London City and Gatwick.

Thanks to its excellent public transport – which is all state-owned and operated – travelling around car-free can be done with the utmost ease. Helpful, easy-to-use paper guides and at-stop information supplement online details. Using a modern Volvo and Mercedes-Benz fleet, the bus network operates at turn up and go frequencies – and ticketing is integrated between the modes. It almost goes without saying that the island provides an excellent destination for a break – and if you've never



No. 12 *Hutchinson* awaits departure from the popular intermediate station of Castletown with a train from Douglas to Port Erin on April 10. GARETH EVANS



The delightful village of Laxey offers a convenient interchange between the Manx Electric Railway (right), the Snaefell Mountain Railway (left) and local buses. It is also home to the Great Laxey Mines Railway, as well as the largest working waterwheel in the world. GARETH EVANS

been, you should certainly have it on your bucket list!

Now is a good a time as any – for the island appears to have a ‘buzz’ about it. Of particular interest to enthusiasts is that rolling stock is being brought back to life, some of it not having run for 40 plus years.

Therefore, it was time to speak to the man who has driven that turnaround in the railways’ fortunes, challenging systems and established practices to make the operation sustainable for the future, paving the way for much-needed investment – which in turn has helped passenger numbers grow.

Turnaround in fortunes

As director of transport services, Ian Longworth played a pivotal role in shaping the island’s public transport system over the last decade. Driving change is a never an easy task. He’s no ‘spotter’ but he maintains a keen interest in rail and road transport. In his own words: “I’m an enthusiastic professional – you have to be in this job because of its demands.”

In something which appears to mirror last issue’s ‘Face to Face’ interview with North Yorkshire Moors Railway general manager Chris Price, Ian has a pragmatic approach to the business – understanding the need to preserve heritage but in a sustainable manner.

I talked to Ian at Douglas station over a scrumptious cooked breakfast – which can either be enjoyed on a traditional plate or a ‘quirky’ shovel. I told him that all staff I met had been friendly and that it was great to see so much pride and passion from the team. You can tell when people enjoy their jobs – it makes such a difference to the customer experience when they smile, exchange pleasantries and offer to help passengers on and off trains and trams.

Ian smiled: “We employ people who want to work here – that makes a big difference to what we offer.”

Douglas station building retains its imposing Victorian appearance, but with a host of modern refinements today’s traveller would

expect. The building houses a gift shop and a restaurant, with seating on two floors. The mezzanine floor can be booked for private parties – and both floors can be configured to allow events to be held, resulting in a multi-functional space.

Asked about the renovation of the structure in 2017, which at the time proved controversial, Ian said: “We had a lot of rundown property and it’s a case of what you do with it. We wanted to preserve the ambience of the old building, but we had to have a business case in order to get the money. Unless we created a restaurant like this, we were never going to get it.

“The original building was in a terrible state. It had been derelict for years. One wall wasn’t attached to the others and another end of the structure was falling into a sewer. Whingeing enthusiasts delayed the project by two years as they thought our plans were ruining the building – whereas in actual fact, the alternative was to knock it down. I remember being in here with the builder and a wall moved – it was quite a frightening experience. It’s now been underpinned. The roof had gone too.

“We spent £1.22m on this building. The mezzanine floor is a kit of parts, enabling it to be removed in future if so desired. We’ve not destroyed the building – we’ve just made it usable. We have put the old artefacts back, including the original silk drawing for the building of the Snaefell Mountain Railway (SMR). The toilets will be modernised this next winter.”

Another nice little heritage touch is the retention of the old booking office window on the ground floor.

Ian continued: “We could not afford to run a booking office, which for the typical off-season day would be open for just 4½ hours. Therefore, the same member of staff now sells our dining excursions, answers the phone and runs the shop. Having it open plan makes it more visible and approachable, rather than having someone behind a dingy little window.

NUMBER CRUNCHING

- 100%** The percentage of the operating costs the railways now cover.
- 2023** The year it is hoped to have locomotive No. 16 *Mannin* back in traffic by.
- 518,000** The number of passengers carried on all four state-owned railways in 2018.
- £5 million** The budget for relaying the Douglas horse tram track.



Diesel No. 21 is set to return to traffic after having its bogies effectively built new. According to Ian Longworth, up to now: “Very little of it has been reported realistically and truthfully.” GARETH EVANS

We can’t do what the world did 100 years ago with labour costs.

“We estimate that our tourist attractions contribute about £15 million to the island’s GDP – so the railways are a key feature. That’s been recognised in my time here, therefore the appropriate investment has been forthcoming,” explained Ian.

“After the temporary closure of the MER between Laxey and Ramsey in 2008 due to the condition of the track, a Tynwald (Manx



Above: Passionate about transport, Ian Longworth, who played a pivotal role in turning round the fortunes of the island's buses, trams and trains, retired as director of public transport at Christmas 2018. He continues to work three days a week, helping to deliver capital projects. GARETH EVANS



Right: Standing in front of No. 16 Mannin, which is set to be returned to action, volunteers from the Isle of Man Heritage Railway Volunteers group assist the railway with the running of Port Erin museum. Pictured left to right are: Geoff Wilson, Graeme Easton, Mike Buttell and John Kinley. GARETH EVANS

parliament) report stated that the MER had been Nationalised in 1957 and the steam railway in 1968/9 – and it was recognised then that they were worn out. However, insufficient money had been spent in the intervening 40 years to sort that out.

“When I arrived here, there was political will to invest in the railways – but they wanted to see a return on that. In 2009, the railways covered 18% of their operating costs – they now cover all their operating costs. The only way that would ever be achieved was to be lean with the staffing.

“Therefore, we worked out the minimum staffing levels and we had to increase the income. We reviewed staff contracts. A lot of people were employed under an agreement where Friday afternoons, Saturdays and Sundays were time off, which they got premium payments for working. However, those were the times when we wanted to run the railway.

“We made a local agreement where all the staff effectively work five days over seven, so they're now here when we need them. That made a big difference. The majority of the operating staff only work seasonally – but a fairly long season between March and November. On the steam railway, they work Christmas trains too. We also merged jobs. For example, Port Erin stationmaster is also the town's bus supervisor; and Ramsey stationmaster is also the bus depot supervisor.

“We took out the best part of 40 jobs across public transport – we merged all the bits together. Some stations are now unmanned which were staffed historically, simply because the revenue they collected did not pay their wages. We've sought volunteers for jobs like that, but the island population just isn't big enough.”

“Caledonia and Mannin are both big, powerful engines – and it would be helpful on busy days if they were steamable. Caledonia has been totally overhauled – which included repairing the boiler and straightening the chassis. I expect Mannin will come out of the museum next winter. Its place will be taken by No. 1.”

Voluntary support

“There have been historic groups which supported the railway – the IoM Steam Railway Supporters' Association and the Manx Electric Railway Society, both of which moaned that every director appointed was useless and got it wrong. I came into the environment where they knew more than me about doing the job and we've not got on particularly well as a result,” said Ian.

“What I have realised is that under those political overtones, they've lobbied successfully for the railways to be retained over the years, so they've played a key role.

“The Groudle Glen Railway struggles to get enough volunteers, so you've got to balance what people's interests are – and we've got the Great Laxey Mines Railway, which is also run by volunteers. On the MER, we've built up a little squad of volunteers who've done body restoration. They're currently doing trailer No. 58 in Laxey. They've completed car No. 14, which looks stunning! I'm grateful for the effort they've put in that we couldn't afford – like taking the woodwork back, removing all the paint and applying a varnish finish.

“On the steam railway, it's been different. People who've volunteered have started to look after the museum at Port Erin. Under coordinator Mike Buttell's leadership, the Isle of Man Heritage Railway Volunteers group has improved the museum considerably – including enhancing displays and adding artefacts. They also provided guided tours for us, so when we open the signalbox for example, they provide volunteers to show people around. At certain times of the week, they show people around Port Erin museum, which again improves the customer experience.

“I suppose my successor will start off being 'useless' and culled in the media – he'll have

to establish himself like I had to. We're never going to always agree with these people, but at the end of the day, if there's no business case, we can't make it happen.

“Take the County Donegal railcars, Nos. 19 and 20 for example. They're superb vehicles, but for a 32-seat diesel, I can't make the business case to restore them. It would be great if someone came along and gave us the money – we'll then complete their restoration. However, the reality is that the fundraising abilities of the societies is quite small. They'll make offers of £30-40,000 and think it's a lot of money. When you remember that *Caledonia* cost us £300,000 to restore, including the boiler overhaul, it's a major problem.

Infrastructure improvements

“Fortunately, the Government has come to the rescue and produced the money needed for many of our key projects. Capital subsidy needed to improve things across all our railways is this year about £4.5 million,” said Ian.

“We're spending that sum each year on infrastructure projects and rolling stock improvements. It's a lot of money, which we're most grateful for. In spending that amount of money, we're never going to do everything in a way the enthusiasts would like – as it has to operate reliably.

“In my misspent youth, I was involved in restoring the 1901-built Bolton tram which runs at Blackpool – I'm still a trustee. It's run successfully there since 1981. However, that's a generation 2 tram. Ours here on the IoM are much more flimsy. You get to a point at a 100+ years old where things are simply worn out.

“We've had to go through a mass re-engineering programme. For example, all the couplings on the MER were worn – we were

UNIQUE AIRPORT STATION

The IoMR is home to a unique feature in the British Isles – the only line using steam to interchange with an airport. Conveniently, Ronaldsway Halt is a mere five-minute walk from the island's air terminal building. Located midway between Ballasalla and Castletown, the request stop was opened in 1967 to compete for airport traffic with buses and taxis.

One guard said that upon arrival, he often jokingly announces it as 'Ronaldsway International'...



A railway with a character of its own: Trains are normally timetabled to cross at Castletown on the IoMR. However, April 19-22's 'Rush hour on the railways' gala brought the unusual sight of two locos at the head of their respective trains. No. 8 *Fenella* and No. 13 *Kissack* wait as an easyJet aircraft passes overhead. BRIAN SHARPE

worried we would lose a trailer in service. No original couplings now remain in use.

"Circuit breakers are another problem. You can only adjust them so often, so you need to renew them. We've done a deal to have a batch of original ones built, which we'll share with other tramways. We've got a licence from the patent holder to build new ones.

"The horse tram depot is currently being rebuilt – it had latterly become unstable. We're putting a modern building behind a replica of the old facade. That will be where we keep the trams – the stables will remain where they are for the foreseeable future.

"The MER sheds at Derby Castle require recladding at a cost of £1 million. The original steel frame needs some repairs, as does the original boiler house, which was the first power station in the first tram shed on the island in 1893. We want to preserve the building and the visage of it. We'll put new marine-grade cladding on to enable it to last more than 20 years, properly insulating it.

"We're having a massive track relaying programme too. The new rail can easily be felt when you're riding it on both the MER and SMR. We've overhauled the major structures on our railways. The bridge going into Ramsey cost £1.4 million and the bridge on the edge of the steam railway's Douglas station cost £800,000. The key thing is we're making progress.

"A lot of work has been undertaken on upgrading drainage, which will again help to future-proof our system. In the 10 years I've been here, we've had two one-in-50 year rains and a one-in-100 year rain. In the latter, we lost a bus on a bridge; and we lost a load of ballast – we had 6ft holes in the SMR trackbed where the water had gushed down. We were fortunate to get £1.7 million of additional emergency funding to put the flood damage right. It took us 18 months to repair all the flood damage – which puts it into perspective.

"We could not extend the seasons now as we

need that time to do the engineering work.

We do carry out summer track relaying on the MER and we do autumn track work on the SMR, so that people aren't up on the mountain in the depths of winter. When we refurbished the summit building, it was -16°C up there. We had a heater on a tram, where you could have a warm inside – where it was 'only' -8°C. That's why we don't run up there in winter.

"We've refurbished Snaefell building and Laxey station – and Ramsey station is in the pipeline to sort out. Port Erin has been restored as part the station regeneration project, which has turned out nice, including its period tea room."

Rising passenger numbers

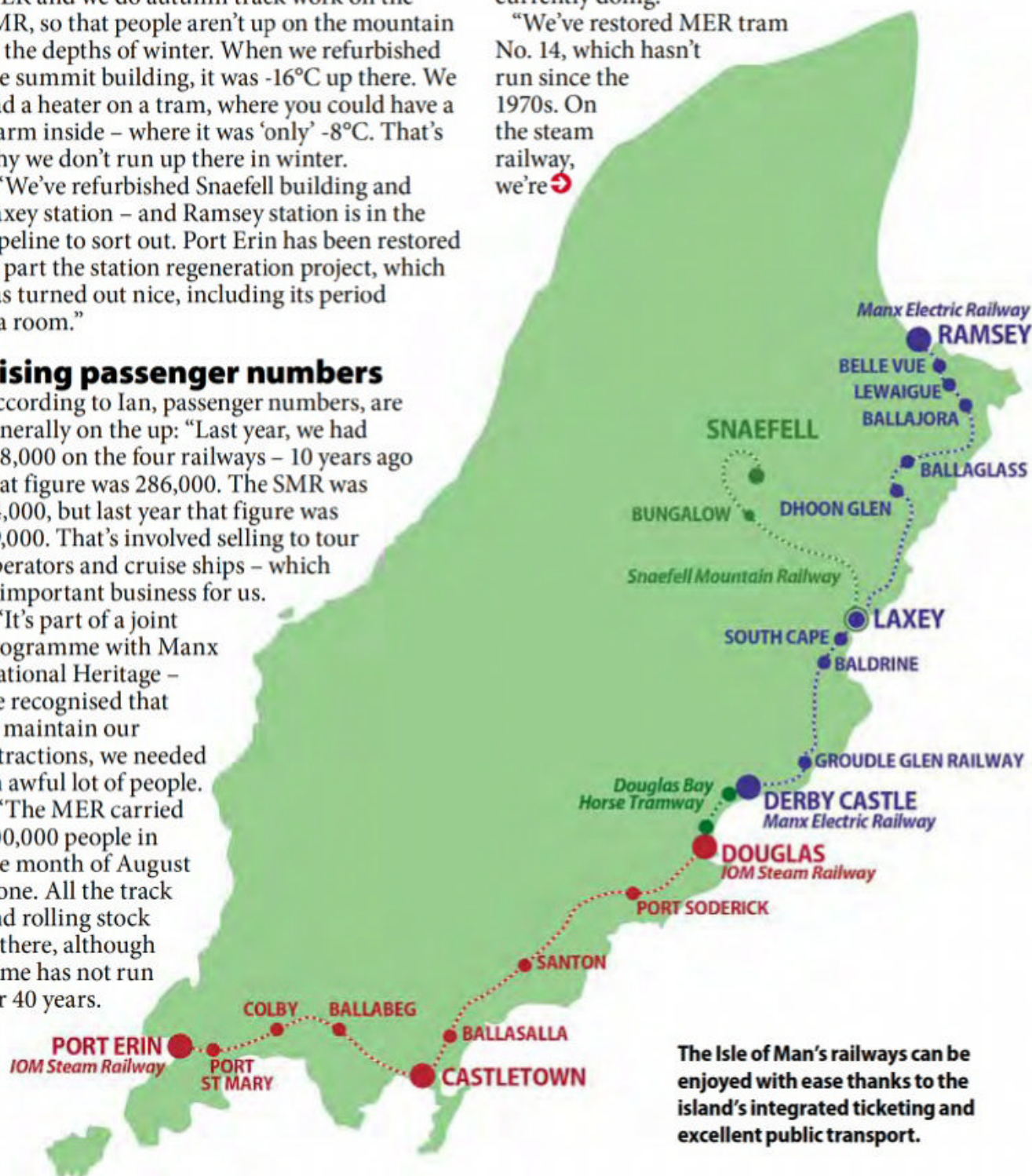
According to Ian, passenger numbers, are generally on the up: "Last year, we had 518,000 on the four railways – 10 years ago that figure was 286,000. The SMR was 34,000, but last year that figure was 69,000. That's involved selling to tour operators and cruise ships – which is important business for us.

"It's part of a joint programme with Manx National Heritage – we recognised that to maintain our attractions, we needed an awful lot of people.

"The MER carried 500,000 people in the month of August alone. All the track and rolling stock is there, although some has not run for 40 years.

We have plenty of scope to bring the stock back into action, which is what we're currently doing.

"We've restored MER tram No. 14, which hasn't run since the 1970s. On the steam railway, we're



The Isle of Man's railways can be enjoyed with ease thanks to the island's integrated ticketing and excellent public transport.



The Great Laxey Mines Railway operates two distinctive-looking replica Lewin 0-4-0s. *Bee* is seen on April 9. The smokebox is emptied at the end of each season. The water tank is mounted in front of the chimney. GARETH EVANS



Typifying the smart external and internal condition of the railway and tram passenger accommodation is carriage No. F.18, built in 1894 by Brown Marshalls & Co. Ltd. The vehicle is seen in the sun at Douglas on April 10. GARETH EVANS

currently restoring coach F.15, which hasn't run for years and we're doing a 'pairs coach' too. The latter were originally four-wheeled coaches and two bodies were put onto one bogie frame. We're restoring F.62, or A1 B1 – the original first and second class coach. That will be running later this year.

"So far we've built up two trains of six coaches, plus the dining set. We want to get to three trains of six coaches for busy days. Of the six we need, we've got two under overhaul at the moment. As soon as they're ready, we'll do another two."

On the dining set note, Ian revealed 8000 meals were served last summer. "Importantly, it's mainly local people who use it – who also pay the taxes to keep the railway running," he said.

"We don't require diners to pre-order – the chef cooks fresh what you order on the train. We offer choice and we also cater for the different markets too – pie and mash is relatively cheap, whereas New Year's Eve is £90 a head for a seven-course black tie dinner."

Steam locomotive round-up

Ian revealed an exciting development – the plan to return to No. 16 *Mannin* to steam.

The last new steam locomotive to be supplied to the railway and built in 1926, again by Beyer, Peacock & Co., it was by far the most powerful 2-4-0T on the line. Withdrawn in 1964, it entered Port Erin museum in 1975 with No. 15 *Caledonia* and No. 1 *Sutherland*. It has only ventured out of the rail-connected facility once – when the building was under renovation in 1998/1999.

"Another challenge is to get No. 16 running again for our 150th anniversary in 2023," said Ian. "At the 125th celebrations in 1998, No. 1 *Sutherland* was restored, but many parts were used off *Fanella*, including the boiler. No. 1 isn't currently a runner. As that's within people's memory, we want to do something different this time. *Caledonia* and *Mannin* are both big, powerful engines – and it would be helpful on busy days if they were steamable. *Caledonia* has been totally overhauled – which included repairing the boiler and straightening the chassis.

"I expect *Mannin* will come out of the museum next winter. Its place will be taken by No. 1, which is currently undergoing a cosmetic restoration."

Ian cautioned: "When we dismantle *Mannin*, we'll know whether the challenge is achievable."

Maitland, which hasn't run since 2007, is currently under overhaul – and is expected to return with a new boiler by the end of the year.

"When we examined the frames, they were in poor condition. Alan Keefe won the contract to restore the frames, so it will be like a new engine," continued Ian.

"Eventually you end up with everything like that – and you start looking at the parts on each engine to try to decide which one is the best.

"We have to recognise that we don't have the volume for tasks like boiler repairs in-house. Five new boilers are on order from the Severn Valley Railway, providing a pool of boilers for the future. They will be used for No. 4 *Loch*, No. 10 *G. H. Wood*, No. 11 *Maitland*, No. 12 *Hutchinson* and No. 13 *Kissack*. Properly looked after, we'll get 40 years' service out of them.

"With all these tasks, you tend to be dealing with enthusiast organisations and timescales aren't normally of an industrial way of doing it. However, the quality is good – the SVR has an excellent reputation. An order for five from us helps to maintain that boiler facility for the sector.

"We've also had a bogie overhaul programme

RAILWAY ATTRACTIONS AT A GLANCE

Steam Railway

Opened in 1874, the 3ft gauge line still runs with its original rolling stock for 15 miles between Douglas and Port Erin. A single trip along the scenic line takes an hour, hauled by the fleet of Beyer Peacock-built 2-4-0Ts and a solitary Dübs 0-6-0T. Refreshment facilities are available at either end.

Manx Electric Railway

The 3ft gauge electric interurban tramway connects Douglas, Laxey and Ramsey, offering an undulating ride, with highly scenic views of the countryside and coastline alike. The 17½ mile journey takes 75 minutes.

Not to be forgotten is the MER museum at Derby Castle depot. Open on Sundays during the main season from 12.00-4.30pm, admission is free.

Douglas Horse Tram

The 1.6 mile 3ft gauge tramway operates from the main depot at Derby Castle – where it interchanges with the MER – along the Promenade to the sea terminal, from the end of March until early November.

Announcing its closure in January 2016, Douglas Corporation declared the tramway had run for the last time the previous September as it was not financially viable. Following a public outcry, its operation was taken over by the Government's Isle of Man Transport as part of its Department of Infrastructure.

Port Erin Railway Museum

Located alongside Port Erin station, the museum charts the history of the steam railway from its inception in 1873, including the now closed lines to Peel, Ramsey and Foxdale.

Home to locomotives No. 6 *Peveril*, the footplate of which can be explored, and No. 16 *Mannin*, other exhibits include carriages F.75 The Governor's Saloon and F.36 The Queen's Coach. In addition to three goods wagons, there are also memorabilia, posters and interpretive displays and a driving simulator based on No. 21.

Volunteers offer guided tours of the museum on Sunday mornings and selected Thursday evenings. Well worth a visit, the museum is open from 9.30am to 4.30pm on days the steam railway operates. Admission is £2 adults, £1 children – or free with a Go Explore Heritage card.

Groudle Glen Railway

Owned and operated by a friendly group of enthusiasts, this delightful 2ft gauge line runs on summer Sundays between May and September and on Wednesday evenings in July and August, along with a number of annual special events.

Don't be fooled by it being a 'mere' ¾ of a mile long – the ride is interesting and ends with lovely sea views. Trains are hauled by steam, diesel and battery-electric traction. Two new-build steam locomotives are to join the fleet this year – *Otter* and *Brown Bear*.

A separate feature on this line will appear in a forthcoming issue.

Great Laxey Mines Railway

Offering a train ride with a difference – a run through a narrow tunnel – the ¼ mile-long 19in gauge operates steam and battery-electric traction. Located at Laxey, two minutes' walk from the interchange between MER and SMR, the volunteer-line runs on Saturdays until the end of September.

Jurby Museum

Located in the north-west corner of the island, Jurby Museum is state-owned but backed by a loyal band of volunteers. The fine collection of road vehicles includes vintage buses, trucks, cars and tractors. Rail exhibits include an Upper Douglas Cable Tram car; Douglas Horse Tram cars; and an ex-Ramsey Pier Railway Planet diesel and carriage. Admission is free – donations are welcome.

Snaefell Mountain Railway

Experience an unforgettable five-mile trip on the 3ft 6in gauge tramway up the 1-in-10 climb to the top of Snaefell, the island's only mountain. Take in the views, which on a clear day include England, Scotland, Wales and Ireland. Enjoy refreshments at the summit's excellent tea room, 2036ft above sea level.

– they’re now fitted with roller bearings. Four per annum have been done by the Ffestiniog & Welsh Highland Railways for us – again, very good workmanship.”

Ian highlighted another carriage-related development: “On the steam railway, all the coach moquettes were different – but they’re now all the same. That’s important for the 80% of our passengers who could have gone to the garden centre, but chose to ride on the train or tram. The seats are now comfortable, they’re looked after and our carriages are clean and tidy inside and out.

“The moquette is a 1950s swirly pattern. It’s not an original pattern as we couldn’t work out what that was. A green version of the pattern can be found on a Blackpool tram – we chose to have it in red.

“We don’t consider ourselves to be a preserved railway as we’ve never closed. It’s a Government-owned tourist attraction and it’s important that we keep the image of the Victorian era.”

Thunderbird diesel

As yet unnamed diesel No. 21 arrived in December 2013, becoming the first locomotive on the IoMR to feature a cab at each end. Unfortunately, No. 21 has become a political hot potato – so what’s the real story?

“When I came here, they wanted a ‘proper’ diesel,” replied Ian. “After reviewing it, we found there was a sound business case for one. We wanted a nice shiny new one with a guarantee. Unfortunately, we weren’t voted enough money to do that – we had £400,000, but we wanted £700,000. In both political and professional terms, it may well not have been a good decision.

“We looked at some former Russian/Romanian-type locomotives, which could be overhauled – and Chemins de Fer de Provence and Chemins de Fer de la Corse had had them. I was concerned about spare parts availability, however.

“We then had an offer from the USA to effectively build new from the chassis upwards, with a new engine in it, a new alternator and a new control system. It was all proprietary stuff – so the engine is a Cummins Q series that you would find in a Class 185; it’s got a Stamford (Lincs) alternator; the control system is built by a firm in Toronto, which is in use on New Orleans trams; and the controller for that is the same as the lifting bridge here in Douglas, so we have staff here who can maintain it.

“Unfortunately, we suffered a loose wheel. We removed the 40-year old GE bogies. Yes, we knew they were second-hand; but the loose wheel forced us to dismantle them. In the end, we’ve virtually built them new. They’re still equipped with GE747 motors, which are the equivalent to motors used on Southern Region EMUs, so are very durable – and spares are easily obtainable. Everything else in the trucks has now been built new at Statfold Engineering Ltd.

“Tested on April 24, the locomotive now awaits further commissioning. Our head office staff who would do that have been focusing on getting the SMR up and running. I expect we’ll start running it in late April.

“That will be our thunderbird. We needed it to be able to lift 120 tons off our 1-in-69 bank – hence the requirement to have all axles driven. Its modern controller means it will creep up there, whereas if we’d bought a Russian TU-type or Romanian-type LS45H, with manual control, the locomotive’s ability would have been too dependent on driving skill.”

No. 21 would appear to be another example



Above: The Douglas horse tram is benefiting from being part of the Government-owned Isle of Man Transport, with considerable investment securing the popular service for the future. The track, which is being renewed, will continue to occupy the centre of the Promenade – as seen here alongside a Mercedes-Benz Citaro, an example of the island’s modern bus fleet. GARETH EVANS



Left: The Snafell Mountain Railway’s Down line is currently being relayed from Bungalow to the power station – as seen from the cab of car No. 4 on April 9. Note the stunning landscape this delightful line travels through. GARETH EVANS

of something on the island’s transport system which has become horribly political, with all sorts of ‘dirt’ spread about it.

“Yes, but as a civil servant, you don’t go around making public statements that your minister does not wish to make – and you learn to let it blow over,” said Ian. “Very little of it has been reported realistically and truthfully.”

Snafell

“Three years ago, we decided we would fit track brakes as a way of having an extra bit of help on the tram if there were problems – which are now fitted. The SMR now has better braking capability than it’s ever had,” explained Ian.

“Their fitment means cars can be stopped in the required distance. It must be remembered that we’re running on adhesion on a 1-in-12 hill in an 1895 tram with 1950 equipment. We can keep the charm of the bodywork, but we’ve got to sort out the equipment.”

A ride up on the SMR is a truly unforgettable experience. Ian agreed: “Depending on the car, the normal speed is a steady 12mph. We’ll review that as track improvements continue.

“We’re currently relaying the Down line from Bungalow to the power station. We’ve added an emergency cross-over at the Lurgy. The Up line has been done a third of the way up and we’ll do the next third next winter.”

Horse tram

Set for closure by Douglas Corporation in 2017 (see panel), the horse tram is now operated by Isle of Man Transport.

“Tynwald voted for us to initially run it for three years – but they’ve now voted for us to operate it long-term. The £5 million investment in renewing the track on the Promenade is part of that. By the height of the season, we expect to be running halfway to Broadway. The full-length will be complete by summer 2021.”

The new rail being used forms part of the 700 lengths purchased from Liverpool, which had been retained since the previous plans to reintroduce trams to the city were axed. Other lengths of the same batch of new rail have been laid on the MER.

“Clearly, the horse tram was run down,” continued Ian. “The fleet which came to

us comprised three open toastracks, three sunshades, three winter saloons and four historically significant trams. They were the double-decker; the oldest car – Starbuck-built No. 12; the Royal tram No. 44; and No. 32, a bulkhead tram that was never extended – most were modified during their lives. Of the nine operating trams for everyday use, we’ve now overhauled six of them.”

Future

“I gave up being the director at Christmas,” explained Ian. “I’ve exercised my right as a civil servant to reduce my hours to three days a week – I’m responsible for transport projects of a capital nature. I sit in the background to assist Ian Bates, my successor, as he wishes.”

Ian Bates joined the organisation as head of operations from Go-Ahead Group 2½ years ago. He was on holiday during *Heritage Railway’s* visit.

“We share a lot of resources – for example, our trimmer works on the railways and the buses. When I arrived here, they were run as separate outfits,” continued Ian.

“My successor clearly has a lot of experience of running buses. We’ve grown bus passenger numbers by 12% over the past 12 months. We’re providing a dependable, modern bus network.”

For would-be visitors, Ian said: “You don’t need to bring a car over – there’s excellent public transport. For example, our airport service maintains its frequency until 10pm, when the airport shuts. Evening services are a key part of social inclusion here.

“With our Go Explore ticketing range, which is aimed at tourists, we broke the £1 million sales barrier in 2018 for the first time. Valid across our transport network, it includes Groudle Glen and Great Laxey Mines. Another version called Go Heritage also includes Manx National Heritage attractions.” **HR**

➔ Thanks go to Isle of Man Event Services for making all the travel and accommodation arrangements. They come recommended for anyone considering visiting the island.

➔ For additional photos from the author’s Manx trip, visit www.therailwayhub.co.uk/iompix.

WORDSEARCH COMPETITION

You could win great prizes!

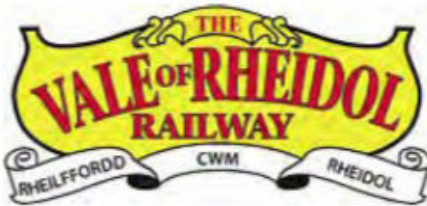
Fancy a day out at the Nene Valley? Does the Vale of Rheidol take your fancy? How about some superb railway reading? You could win these great prizes simply by following the instructions below. Good luck!

You could win:

- 1st PRIZE Two adult tickets to Nene Valley Railway (choose from the following)
Autumn Gala 2019 – date to be confirmed
Diesel Gala 2019 – October 12/13
Spring Gala 2020 – date to be confirmed
- 2nd PRIZE Two standard tickets to Vale of Rheidol
Not valid on special events
- 3rd PRIZE Yorkshire Railways by Peter Tuffrey
The Great Western Railway by Tim Bryan
Brunel and His Rivals by Robin Jones



Two adult tickets to Nene Valley Railway



Two standard tickets to Vale of Rheidol



To enter, simply look through the adverts on page 75 and find the emboldened or underlined words... then mark them in the grid (right). Once completed please send the wordsearch (photocopies are accepted) to *Heritage Railway* magazine, Wordsearch Competition, Mortons Media Group Ltd, PO Box 99, Horncastle, Lincolnshire LN9 6JZ. Closing date is June 14, 2019 with winners announced in issue 256. Terms and conditions apply. For full terms and conditions, visit heritagerailway.co.uk. The winners will be chosen at random and contacted. There are no cash alternatives available.

Name
Address
Postcode
Tel
Email

There are no cash alternatives available. The winner(s) will be the first correct answers drawn at random.. Terms and conditions apply. To view the privacy policy of MMG Ltd (publisher of *Heritage Railway Magazine*) please visit www.mortonsmediagroup.com/privacy. DATA: Protection of your personal data is important to Mortons. Your data will be stored securely and only be used for the purpose of processing the competition and notifying the winners. Data will then be destroyed.

Q	Y	D	W	J	B	N	Z	D	S	H	E	M	H	P
F	R	N	O	H	L	F	O	T	Q	V	W	R	E	T
K	A	O	Q	W	E	O	A	D	I	E	C	E	R	W
Q	S	Q	Z	J	O	T	Q	T	N	N	W	B	I	O
X	R	R	K	T	F	R	O	Z	N	I	Q	Y	T	L
Z	E	B	R	O	Y	M	K	T	S	D	W	P	A	O
A	V	G	L	L	O	G	I	S	T	I	C	S	G	D
L	I	D	A	C	Y	X	Q	O	H	Y	H	D	E	I
Q	N	Q	O	K	X	M	Z	O	M	O	P	I	N	E
T	N	L	S	E	H	C	N	E	B	K	P	X	B	H
X	A	I	T	R	O	B	O	T	X	Q	G	P	X	R
D	H	F	O	X	W	J	I	C	Z	A	O	U	W	V
W	Z	F	S	A	K	E	J	Y	J	L	I	V	R	Y
D	W	K	O	Z	I	E	V	M	G	P	K	S	B	V
Y	Q	S	R	J	S	U	T	D	N	H	Y	Y	A	A

WIN...WIN...WIN...WIN

with

HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

AC Models
www.acmodelseastleigh.co.uk
NEW RADIO CONTROL DEPT NOW OPEN
Spares Dept & Games Workshop now at 7 HIGH ST
www.acmodelsspares.co.uk
 Stockists of Bachmann, Graham Farish, Hornby, Peco, Scalextric, HPI R/C cars and much much more
 7-9 High Street, Eastleigh, Hants SO50 5LB Open 5 days a week 9am-5pm
 Tel: 02380 610100 E: info@acmodelseastleigh.co.uk (Closed Wednesdays & Sundays)

**CELEBRATING HISTORY
SAFEGUARDING THE FUTURE**

Working together to preserve Britain's **HERITAGE** railways for 100 years.

Discover more about our quality treated timber and sleeper range, contact our heritage team on 01205 358866 or email enquiries@caldersandgrandidge.com

CALDER & GRANDIDGE
1829

BRECON MOUNTAIN RAILWAY
Invites you for a great day out for all the family

Trains run from February to the end of October and at Christmas. Licensed tearooms, gift shop, walks, café, picnic areas, children's play area, model railway, *locomotive* workshop and restoration, steam museum, special events, free car and coach parking.

Brecon Mountain Railway, Pant Station, Merthyr Tydfil, CF48 2UP. TEL: 01685 722988. Sat Nav Code CF48 2DD
www.bmr.wales
Whatever the weather visit one of Wales' most popular railways

GWR PLATFORM SEATS

www.gwrbenches.co.uk
info@gwrbenches.co.uk



STATFOLD
NARROW GAUGE TRUST

statfoldbarnrailway.co.uk
 Statfold Narrow Gauge Trust, Ashby Road, Tamworth, Staffordshire, B79 0BU
 Tel: 01827 830389



'TWIXT SEA AND PINE'
www.nnrailway.co.uk

NORTH NORFOLK RAILWAY
 THE FERRY LANE
 SHERPOURNE - HOLT



"A great family adventure, with spectacular scenery!"

THE VALE OF RHEIDOL RAILWAY
 ABERYSTWYTH TO DEVIL'S BRIDGE
www.rheidolrailway.co.uk

Park Avenue, Aberystwyth SY23 1PG | Devil's Bridge SY23 3JL | Tel: 01970 625 819



Sittingbourne & Kemsley Light Railway
 50th Anniversary of Handover

www.skrlr.net



Industry leading rail freight haulage

Freightliner offers the complete **logistics** package from port to door.
 +44 (0) 207 200 3974
www.freightliner.co.uk



Mixed Traffic Gala
 22nd & 23rd June

An intensive weekend of mixed Steam and Diesel Haulage
www.swindon-cricklade-railway.org
 Tel: 01793 771615

SWINDON & CRICKLADE RAILWAY



Celebrating 100 years of continuous operation

LEIGHTON BUZZARD RAILWAY

8th June: Take the train to watch Dunstable Truck Convoy
 16th June: Fathers Day - Whisky Festival & Footplate rides
 13th & 14th July: Buzzrail Ale Trail Beer Festival
 details and tickets at www.buzzrail.co.uk



Half a century of nameplates to be in Stoneleigh spotlight

FOURTEEN nameplates from locomotives built from the dawn of the last century to the Nationalisation era will feature in Great Central's June 1 auction at Stoneleigh, with the oldest being *Orion* from a February 1900-built GWR Bulldog, and the newest *Great Central* from an LNER A1 Pacific that emerged to traffic in October 1949.

The Bulldog example is a combined name and numberplate from Swindon-built No. 3330, which started life as No. 3342, was renumbered 3330 in 1912, and was withdrawn in August 1938. A second Bulldog plate going under Mike Soden's hammer will be *Frank Bibby*, from No. 3416, which entered traffic in February 1903, was renumbered 3364 in 1912, and saw service with BR before withdrawal from Westbury (82D) in June 1949.

The 4-4-0 was named after a GWR director who was made a CBE in 1920 and held a number of public positions, including JP and both deputy lieutenant and high sheriff of Shropshire. He was also a member of the shipping family whose name was carried by SR Merchant Navy Pacific No. 35020.

Another GWR plate is *King George* from Star No. 4023, which was carried from new in June 1909 until being replaced by *The Danish Monarch* in July 1927, following the introduction of the King class – not, of

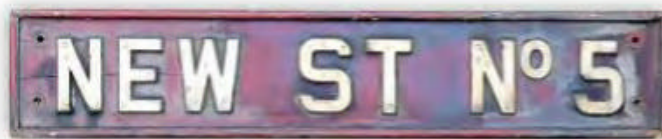
course, that any member of this new class was named simply *King George*. The Star made it into BR stock, being withdrawn from Swansea's Landore depot (87E) in July 1952.

The GWR contingent also includes *County of Denbigh*, from Hawksworth-designed No. 1012, which entered traffic in February 1946 and was withdrawn from Swindon (82C) in April 1964, the year the class became extinct; and *Fountains Hall* from No. 7904 that was built in April 1949 as the BR-build of the class continued apace. The 4-6-0 was taken out of service when allocated to Oxford (81F) in December 1965; the month that saw the mass withdrawals of the last surviving members of the class.

Another nameplate in the auction that was replaced is *The Leicestershire Regiment* from LMS Patriot No. 45503.

A July 1932 Crewe product, this 4-6-0 was renamed *The Royal Leicestershire Regiment* in November 1948 and saw service until being withdrawn from Carlisle Upperby (12B) in August 1961. The plate will be accompanied by a replica regimental badge.

Staying with the LMS, there is *Sandwich* and *Invincible* from Jubilee Nos. 45641 and 45715, and *King's Own* from Royal Scot No. 46161. The Jubilees were built at Crewe in December 1934 and July 1936 respectively



and withdrawn from Burton (16F) in September 1964 and Bank Hall, Liverpool (27A) in December 1962. The Royal Scot was built at Derby in September 1930 and pensioned off from Leeds Holbeck (55A) in December 1962.

Finally come five LNER plates – *Falcon* from A4 No. 60025 and *Great Central* from A1 No. 60156 (as reported on News Page 23 in this issue); *Shotover* from A3 No. 60081; *Roedeer* from B1 No. 61040; and *Westmorland* from D49 No. 62735.

The A3, named after the winner of the 1882 Derby and 2000 Guineas, was one of 20 in the class built by North British Loco in Glasgow, entering service in November 1924 and being withdrawn from Leeds Neville Hill (55H) in October 1962. The same manufacturer built No. 61040, in April 1946, with withdrawal coming 20 years later from Wakefield (56A); while the D49 was built at Darlington in June 1929 and ended its days at Scarborough (50E) in August 1958, the year that the cull of these 4-4-0s was in full flow.

From across the Irish Sea comes *Inver*, carried by 3ft gauge County Donegal Railway 4-6-0T No. 6 that was built in 1893 by Neilson & Co of Glasgow and withdrawn in 1931.

One of the cabsides on offer is from a locomotive that was built when Victoria still had 10 years of her long reign ahead of her, yet made it into BR stock. It is from No. 1991, a George Armstrong-designed 0-6-0 built at Wolverhampton

as a saddle tank in 1891 but subsequently rebuilt as a pannier tank, in which form it saw service until January 1953, when it was withdrawn from

Llanelli (87F).

Joining this old-timer are cabsides 4989 from *Cherwell Hall* and 7802 from *Bradley Manor*, while smokebox numberplates include 30796 from King Arthur *Sir Dodinas le Savage*, 34011 from West Country *Tavistock*, and 45527 from the second Patriot to feature in the auction, *Southport*.

Worksplates include a 1923 LNER Doncaster fully-engraved from A3 No. 60105 *Victor Wild*, two LNER 9x5s – a 1910 Inverurie from D40 4-4-0 No. 62268 (a classmate of preserved No. 62277 *Gordon Highlander*) and a 1933 Darlington from B17 No. 61637 *Thorpe Hall* – and a 1930 Beyer Peacock from an LMS Garratt.

Headboards appear to be one of the railwayana flavours of the month, as shown at Newark on March 23 with 'The Talisman' and 'The Fenman' (£2700 and £1700 respectively) and at Poynton on April 6 with 'Pembroke Coast Express' (£2400), and Great Central joins in with a steam era 'Royal Scot' headboard with lion crest, and there are carriageboards from both this express and 'The Bristolian'.

Signalbox nameboards include New Street No 5, Doncaster North and Severn Bridge. There's a Pilotman armband from the Ashby & Nuneaton Joint Railway that opened in 1873 under the combined ownership of the MR and LNWR, plus a complete original Furness Railway seat. The auction starts at 10am.



KGV and Dolgoch take the spoils at Thornaby

A SINGLE collection of 5in, 2½in and G-gauge live steam and electric models and rolling stock hit the heights at a Vectis model train sale in Thornaby on March 22, with the lead being taken by 5in gauge coal-fired GWR No. 6000 *King George V* at £3800 and Talyllyn Railway 0-4-0WT No. 2 *Dolgoch* in the same gauge and also coal-fired (£3400).

Behind at £2600 came South African Railways' Class NG G13 2-6-2+2-6-2 Garratt No. 60 *Drakensberg* made in G-gauge by LGB of Germany in conjunction with Aster Hobbies of Japan; a 2½in gauge Southern Railway four-car EMU believed to have been built by SR apprentices (£2000); and at £1400, White Pass & Yukon Route Railway of Alaska 2-8-2 No. 73 in G-gauge.

A second model at £1400 was a Class 70 Co-Co electric locomotive in 2½in gauge that is also believed to have been made by SR apprentices. The Class 70 was designed by Southern Railway chief mechanical engineer Oliver Bulleid in conjunction with his chief electrical engineer Alfred Raworth, the first two emerging from Ashford in 1941 and 1945 as Nos. CC1 and CC2.

A third was built by BR at Brighton in 1948 as No. 20003, at which time the earlier locomotives became Nos. 20001/2, and all three were withdrawn in 1968/69 after spending a number of years operating out of the south-west London depot Stewarts Lane (73A, subsequently 75D). Prices exclude buyer's premium of 25% (including VAT).

'Lost' railway posters collection makes £3.2k

A COLLECTION of eight BR and LMS posters unearthed in the flat of a late elderly couple in Perthshire sold for a total hammer price of £3210 at a Lindsay Burns & Co sale in Perth on April 16.

The leading prices, all for BR examples, were £600 for a Mablethorpe poster by Jack Merriott (1901-68), and £520 each for posters promoting New Milton and Loch Awe.

The posters, which were discovered at the back of a cupboard during clearance of the flat, were believed to have been collected by the vendor's grandfather, who was a clerk at Southport station in the 1950s. Prices exclude buyer's premium of 20% (+ VAT).

* The smokebox numberplate

from Standard Class 9F No. 92205 was the top realisation at a Thirsk Railwayana auction on April 13, selling for £620 (exc buyer's premium of 10% plus VAT). The 2-10-0 was built at Swindon in May 1959, emerging from there even as the Class 42 Warship diesel-hydraulics were also being built at the same works, and was withdrawn from Wakefield (56A) in June 1967.

* A BR(M) totem sign from the Merseyside station Seaforth & Litherland achieved the top price at Bristol Railwayana's April 7 auction, selling for £380. Behind at £280 came the smokebox numberplate from GWR No. 6672, an 0-6-2T built at Swindon in September 1928 and withdrawn in July 1965.

All to play for at Gartell Light Railway

IT WILL be all to play for at Talisman's auction on May 11, when a selection of GWR 4-6-0s built at Swindon in the pre and post-Grouping, and BR, eras will vie for attention against a pre-Grouping Atlantic and a Southern Railway Pacific.

From the GWR come nameplates *Tawstock Court*, *Mawley Hall*, *Tudor Grange* and *Cranbrook Castle*; from the LBSCR *Trevoise Head*; and from the Southern Railway a West Country class smokebox numberplate.

The *Court* nameplate is from Saint class No. 2951, built in March 1913 and withdrawn from Gloucester Horton Road (85B) in June 1952; while the *Hall* (No. 5959) entered traffic in January 1936 and was taken out of service in September 1962 when shedded at Tyseley, Birmingham (84E).

The *Grange*, No. 6857, was a November 1937 product that ended its days at Oxley, Wolverhampton (2B) in October 1965; and the *Castle* (No. 7030) emerged from Swindon in June 1950 and saw fewer than 13 years' service, being withdrawn from Old Oak Common (81A) in February 1963.

Trevoise Head was carried by Brighton 1911-built LBSCR Class H2 4-4-2 No. 425, one of a class of six all of which made it into BR ownership, No. 425 being withdrawn from Brighton (75A) in

September 1956 when numbered 32425. The SR smokebox numberplate is 34019 from *Bideford*, one of whose nameplates sold for £8600 at Great Central Railwayana's sale at Stoneleigh on March 3.

Cabside numberplates from Nos. 5959 and 6857 are also going under the hammer, each being sold with their respective nameplates, while cabside 7030 will also be in the auction, but separately from its nameplate. This trio will be joined by cabsides 4984 and 6909 from *Albrighton Hall* and *Frewin Hall*.

Other items from long ago include LSWR and LBSCR handbells; a West London Railway police truncheon; a London & Croydon Railway lithograph; and handlamps from the Rhymney, Barry, Cardiff, Plymouth Devonport & South Western Junction, and GWR&LNWR Joint, railways.

The Somerset & Dorset Joint Railway weighs in with an addition to the handlamp selection and a running-in board from Wellow station, and there are also Southern Railway enamels from Folkestone Harbour and 'Golden Arrow' carriage boards, flags and arrow. The auction is at the Gartell Light Railway in Templecombe and starts at 10am.



King's Cross express is the talisman for success at Newark

MEMORIES of 'The Talisman' King's Cross to Edinburgh express from the 1950s were at the forefront of – appropriately – Talisman Railwayana's auction at Newark on March 23, when a headboard from the train achieved the sale's top realisation of £2700. A second headboard, from the Liverpool Street-King's Lynn 'The Fenman', went for £1700.

Among items between these two came a Midland & Great Northern Joint clock at £2300 that carried M&GN Jt lettering but also a visible ghost title reading 'Sutton Bridge Junction Signal Box', located south of Shrewsbury station.

A wall lamp from the Newcastle & Darlington Junction Railway, which opened in 1844 and was renamed the York & Newcastle Railway just two years later, went for £2200, while top worksplate was a 1908 Great Northern Railway Doncaster example from an 0-6-0 that became BR Class J1 No. 65002 and was withdrawn from Colwick (38A) in August 1954 (£1650).

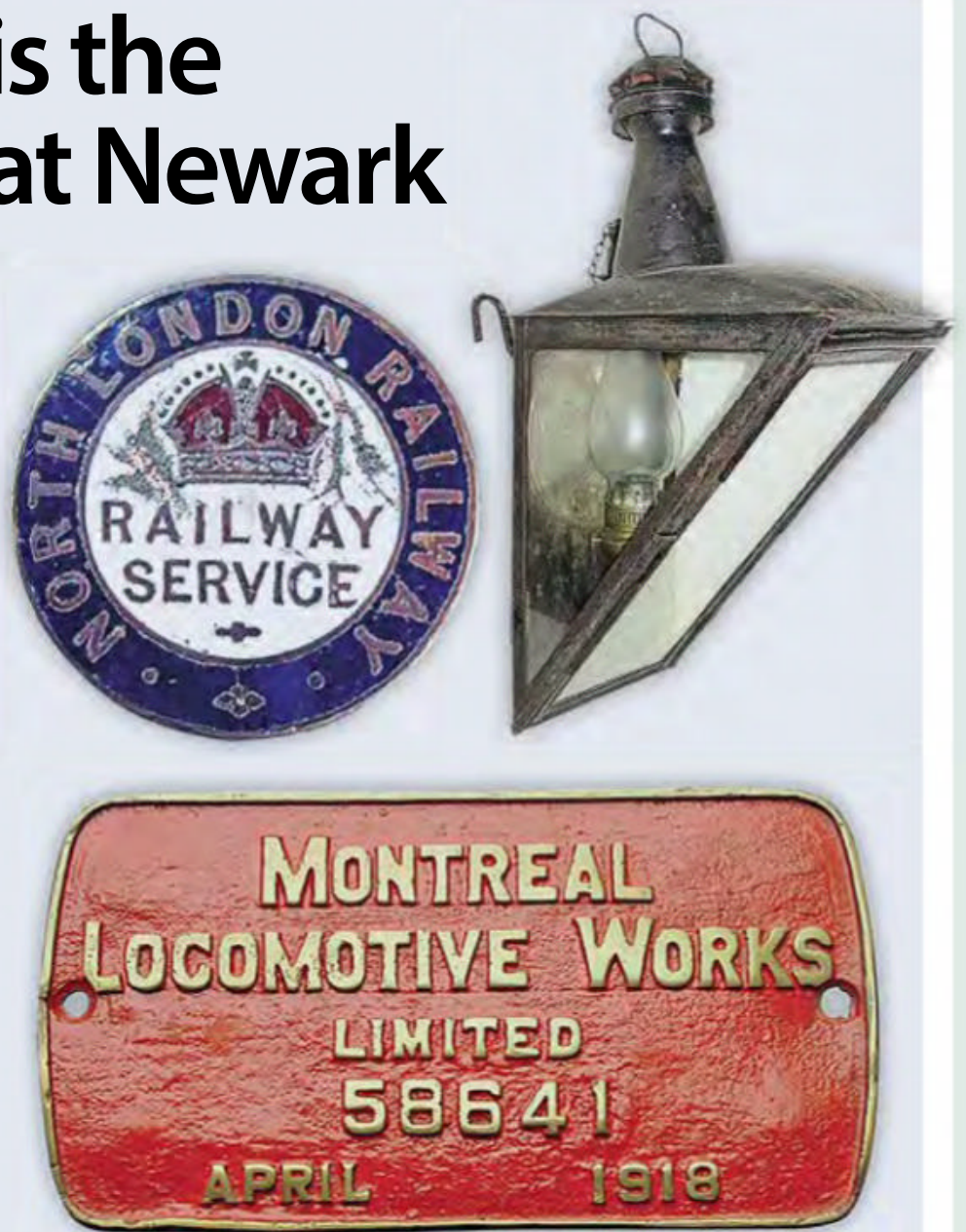
Handlamps from the west and north outshone all others in their category, thanks to examples from the

Shropshire & Montgomeryshire Railway (£1550) and the Edinburgh & Glasgow Railway (£1200). Another category winner was a BR(NE) station totem sign Micklefield (£1450), and a 1918 Montreal Locomotive Works worksplate from South African Railways' Class 14CRB 4-8-2 No. 1765 realised £1400.

Back on home soil, a North London Railway First World War service lapel badge sold for £1500; a South Shields Marsden & Whitburn Colliery Railway single line staff for £1300; and a North Eastern Railway nameboard from Aysgarth signalbox for £900. Neither nameplate in the auction – *The Life Guardsman* from LMS Royal Scot No. 46150 and *Steinbok* from LNER B1 No. 61039 – sold under the hammer, but the latter went post-sale for £6000. The prices exclude buyer's premium of 10% (+ VAT).

Talisman's Roger Phipps said of the day: "We were particularly pleased with the way it went considering we were at the end of a very busy calendar of March auctions.

"The nameplates reflected their current difficulty in the marketplace, but all other aspects fared well."



A1 is A1 as *Patrick Stirling* heads the charts at Poynton

THE Arthur Peppercorn-designed LNER A1 Pacifics lived up to their top class billing at Great Northern's April 6 sale at Poynton, when nameplate *Patrick Stirling* from No. 60119 recorded the sale's highest hammer realisation of £7000. *Stirling* was a spiritual predecessor of Peppercorn, having been locomotive superintendent of the Great Northern Railway from 1866-95.

Two other nameplates – *Ocean* from LMS Jubilee No. 45730 and *Moray Firth* from Standard Britannia No. 70053 – failed to sell under the hammer, although the former did go a

couple of days later for £6300 and the 'Brit' followed soon after for £11,500. The runner-up hammer price in the nameplate category was £1450 for *Amazon*, a veteran plate initially carried by a colliery 0-6-0WT designed by Josiah Evans and built in 1868 at Haydock Foundry in Lancashire, where it worked in the local coalfields.

This locomotive was scrapped in 1935, but its nameplates were stored and in 1945 were given to a newly-built Vulcan Foundry Austerity 0-6-0ST that in 1947 became part of the



National Coal Board fleet, for whom it worked in the St Helens area and latterly Cumberland, being scrapped in 1976.

Station totem signs were led by BR(M) Stockport Edgeley (£4700), home to locomotive depot 9B, which closed in May 1968 and was thus one of BR's last bastions of steam; while other four-figure totem realisations included Eastern Region Sutton-on-Sea (£3900) and Midland Region Cromford (£2600). Top Southern Railway target was Topsham (£1150).

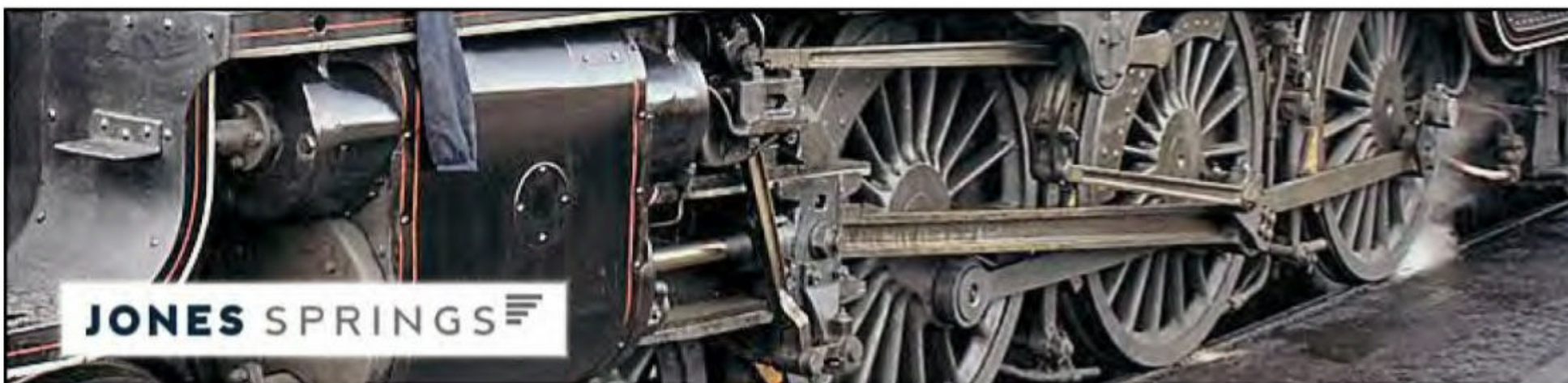
A 5in gauge live steam model of LMS 2-6-4T No. 2508, one of the batch built for the London Tilbury & Southend line, went for £3200; a 'Pembroke Coast

Express' headboard for £2400; and a Hull Barnsley & West Riding Junction Railway ex-Hull Springhead 12in clock for £1500.

Speaking of the current strong demand for station totem signs, Great Northern's Dave Robinson said: "These signs are currently enjoying an Indian summer, as was shown at our auction, and one reason may be that younger collectors remember them, and other enamel signs are also doing well."

Of the sale overall, he added: "We had a record attendance, with not a seat to be had. I am quite happy."

Prices quoted exclude buyer's premium of 10%.



Jones Springs have been supplying UK heritage rail operators for over 50 years giving us a reputation for being reliable and trustworthy as well as allowing us to develop a range of skills and techniques which we have been able to apply to our work in the manufacturing of springs.

All our work on railways and locomotives is produced to British Rail standard 166 and British Rail standard 148a ensuring that all products we manufacture are created and tested to the levels of quality and precision required by British Rail.

With a general engineering shop based locally in the Midlands we can offer a range of services such as the manufacturing and repair of springs, our facilities also allow us to carry out load tests to make sure that your products are fit for purpose and use. We can also provide full certification for any test we carry out for you at our site.

For assistance please call us on: 0121 568 7575
Email: sales@jones-springs.co.uk

JONES SPRINGS (ENGINEERING) LTD.

Gladstone Street, Darlaston West Midlands WS10 8BE

T: 0121 568 7575 F: 0121 568 7692 E: sales@jones-springs.co.uk

www.jones-springs.co.uk

Reg. in England - Company No. 00520744

THE GREAT RAILWAY ADVENTURE

at

Pecorama

in the village
of Beer, Devon

**SPECIAL
EVENT!**

**BHLR loco
'Thomas II'
40th Birthday
Gala**

**Saturday 29th
and Sunday
30th June**

*Extra trains
steaming up
for this
celebration
weekend!*

- Mile-long Steam Railway
- Driver Experience Courses
- Model Railway Exhibition with a **NEW** layout for 2019
- Modelling Courses
- High Tea in the historic 'Orion' Pullman Carriage
- Garden Room Restaurant
- Home of the famous PECO Model Railways brand
- Peco Model Shop with everything for the casual enthusiast or dedicated railway modeller
- **FREE** upgrade from Standard to First Class ticket*
Quote HR04 when booking.
*Cannot be used with an online booking.



Visit WWW.PECORAMA.CO.UK

MARVEL AT THE MODEL RAILWAYS, TAKE TEA IN THE ELEGANT 'ORION' PULLMAN CAR



PECORAMA • BEER • DEVON • EX12 3NA • 01297 21542

EPPING ONGAR RAILWAY

STEAM GALA

7, 8, 9 JUNE

FEATURING:



United States Army Transportation
Company S160 Class, 5197

courtesy of the Churnet Valley Railway and the
owners Batt Holden Limited

2019 ALL DAY TRAVEL
with our
Gala Rover Tickets 2019



Caledonian Railway 419 (55189)

Picture courtesy of Robin Coombes

This will be a very special event.

For tickets and prices visit
eorailway.co.uk

01277 365200



Epping Ongar Railway



@eorailway



OVERSEAS STEAM

SANDSTONE

“WHERE MOUNTAINS – THE MAIN STAR BEING ITS RAILWAY!”



John Titlow visited this year’s International Sandstone Festival, which was set to be the biggest 2ft gauge event ever held in the southern hemisphere. His verdict: it was the finest in the world! Here he reports in words and pictures on this showpiece heritage railway event to beat all others – and British-built steam certainly made its mark.

Sandstone is the sort of place you dream of if you are into any sort of historic transport and machinery. It has been on my bucket list for a number of years and I have watched with envy the photographic opportunities on offer.

If anyone told me it would be that good photographically, questions would have been asked. The International Sandstone Festival

must be one of the largest heritage transport events in the southern hemisphere, if not the world and it became too much to resist so, biting the bullet, the decision was made to go.

Primarily, Sandstone Heritage Trust is a private preservation initiative established on a commercial arable farm growing wheat, maize and sunflowers covering 20,000 acres near Ficksburg in the Eastern Free State of

South Africa. The farm is located under the Maluti Mountains along the Caledon River, which is the border with land-locked Lesotho and was bought by its present owner, a British-owned company, in 1995.

Local farmers had been preserving farming machinery and the previous owners were still using older-style vehicles rather than modernising, thus creating a historic time



MEET THE STARS"



Chasing the train Sandstone-style:
NGG16 No. 153 (Hunslet Taylor, 1968)
leads NGG16 No. 88 (Cockerill, 1936)
on April 9's 'The Mountain Wanderer'.

warp. The new owner saw a wonderful opportunity to preserve these farming methods, machinery and the essential skills needed to maintain them that are still used daily. It is now essentially a modern working commercial farm, but historic machinery is used where possible.

South Africa had a reasonable number of 2ft gauge lines and Sandstone Estates, under the leadership of Wilfred Mole, realised that no one was preserving or restoring them apart from a few items, so they took on the challenge with a vengeance leading up to where it is today.

It all started with a telephone call in 1997 when Sandstone bought enough narrow gauge equipment to build a small railway on a short length of track and returned a NGG16 Garratt to steam.

By doing this, it gained the attention of the public and enthusiasts, which spurred the company on to extend the system when stocks became available after other lines closed.

Initially, Sandstone did not set out to build a railway – but what a job it has done! Incidentally, Wilfred is not predominately a railway enthusiast, but a preservationist for all things heritage.

During the late 1990s with the end of regular steam on the main line, Bloemfontein shed lay dormant and was offered for rent. Sandstone saw this as an opportunity to create a works for rebuilding steam locomotives.

Lukas Nel, who has just recently retired, was a fitter and, with others, had worked at the depot for many years. Together they brought their expertise to Sandstone to rebuild more than 15 locomotives for use on the farm, some from an extremely sad condition. Their hard

“The estate is not all about railways, with the ever-growing collection extending to tractors, vintage buses, lorries, aircraft, traction engines, cars, military vehicles including tanks and guns, ox wagons, earth moving machinery and stationary engines.”

work and dedication is clearly seen on the railway. Bloemfontein shed is also home to what is essentially the NRM reserve site, with many standard gauge (3ft 6in Cape gauge) locomotives preserved there.

The running line was constructed using heritage machinery and is just over 16 miles long between Grootdraai in the south, reached in 1999, through Hoekfontein station to Vailima in the north, reached in 2001. At either end are balloons, so running round is unnecessary – what goes out chimney first returns the same way round.

There are water columns and passing loops at Hoekfontein, Mooihoek and Vailima. Gradients are in excess of one-in-30. Also, there is Sebs Railway, named after Wilfred's grandson, running round a very large loop and this is used for demonstrating the smaller locomotives.

The main station and workshops are at Hoekfontein, where the purpose-built workshops are reached via a short branch off the main line connected by a triangle used for turning the trains.

The station building originally came from nearby Kommandonek on the Bethlehem to Bloemfontein main line. It was moved to

the farm by the previous owners for storage, and once its origins were discovered, it was carefully dismantled and moved to its present location, where it continues to be used for the purpose it was originally intended.

Also on the main line at Vailima there is an industrial siding that was used for loading the wheat and maize grown on the farm. This year the world-renowned luxury Blue Train made an appearance travelling from Pretoria and was stabled at Vailima on the main line itself for two nights. Passengers could hop off straight onto the narrow gauge trains at the nearby adjacent siding created by Sandstone. This gives an idea of how little this line is now used, if at all.

Welsh crews at international 'drivers' meet'

Several passenger and mixed freight trains ran daily, but only one train covered the complete line – 'The Mountain Wanderer' departing at 3.30pm. It takes around one and three quarter hours.

When night skies were clear at 8pm, 'The Stargazer' ran up the line, allowing passengers to get off and enjoy the night sky without light pollution.



Sunrise on April 10 behind two attractive 4-4-0s nicknamed 'Lawley's', both built by Falcon. NG6 No. 97 of 1897 leads BR7 of No. 1895.



Service trains pass on at Mooihoek with Garratt NGG11 No. 52 on a mixed and NG6 No. 97 with a short passenger on April 9.



Backlit glint at sunrise near Hoekfontein on April 7 with Baldwin NG10 No. 61 leading Beyer Peacock NGG11 No. 52 on a morning charter.



Geoff's Trains main line charter with the last surviving 12AR, North British No. 1535 of 1919, at Ficksburg station performing a runpast at sunrise on April 13.



Three trains at Vailima on April 4. Garratt NGG16 No. 113 departs, oxen bred on the farm are led past, while the Blue Train sits on the main line.

Crews came from several countries, with the UK well represented by drivers and firemen from the Welshpool & Llanfair and Ffestiniog & Welsh Highland railways. Of course the Ff&WHR crews were familiar with the NG16 class Garratts as they have the same class.

Locomotives came from a variety of builders and look like a who's who from around the world. Representing the British were Kerr Stuart, Beyer Peacock, Falcon, Hunslet Taylor, Fowler, Barclay and Avonside, then Orenstein & Koppel, Hanomag, Henschel, Cockerill and Decauville from Europe.

Worthy of mention have to be the two attractive 4-4-0s built by Falcon Engine & Car Works in Loughborough, No. 97 from 1897 and BR7 from 1895, known as 'Lawley's'. They get their nickname after the subcontractor who built the Beira Railway line, which ran from Beira in Mozambique to Umtali in Rhodesia – the first 2ft gauge line in southern Africa.

Also recently returned to steam and launched on April 5 after a heavy rebuild was NG10 Pacific No. 61, a Baldwin of 1915. Indeed, it was impossible to keep track of how many locomotives took place, as it varied day by day.

It is not just 2ft gauge that is preserved because at Hoekfontein station are two 3ft 6in gauge locomotives undercover, 6C No. 544, a 2-6-0 Sharpe Stewart of 1896 and Sandstone No. 8 a 16CR North British Pacific, No. 821 of 1919.

Near the station were two coaches and several wagons. A rake of coaches was tucked out of the way in a long shed, and on top of this there were other industrial steam locomotives, diesels and cranes. At Kommandonek station on the main line there were four more locomotives, a 15F, 15CB and two 25NCs.

The estate is not all about railways though, with the ever-growing collection extending to tractors, 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. A



Trains were buzzed many times by small aircraft that had taken off from the international airstrip on the site. On April 9, NG6 No. 97 simmers gently underneath.



The guard in full uniform chats to the driver of recently-restored 1915-built Baldwin NG10 No. 61 at Grootdraai. Behind is NGG11 No. 52 on a morning charter on April 7.



Two 'Lawley's' 4-4-0s, both built by Falcon, glint in the early morning sun near Grootdraai on April 10. NG6 No. 97 of 1897 leads BR7 of 1895.

recent acquisition is the original turntable from Avontuur.

Sandstone operates around 15 times a year for various clubs and the nearby town of Ficksburg has a cherry festival in November when the railway steams. Sadly, this year's Stars of Sandstone could be the last of this magnitude. At other times the railway is used to transport materials around the farm.

Everyone on the farm is very friendly and nothing is too much trouble. Do you want the oxen train in the photograph? No problem. There are no fences around the railway creating a good atmosphere conducive to photography coupled with wonderful South Africa light and the added attraction of the cosmos in full flower along the lineside.

There is so much to see, so listing all the locomotives and preserved items is impossible in this article. Instead, go to the excellent and regularly updated website at www.sandstone-estates.com. It will also give you information regarding opening days and future events.

"Mind the snakes," they say! High in the hills at one location, the local children warned us about going into the long grass. At one point the train stopped and a highly poisonous puff adder felt the warmth of the locomotive and slithered across the dirt road settling underneath it during the last 15 minutes of daylight looking for a warm place to sleep.

Getting to South Africa is easy with regular direct flights taking 11 hours from the UK to

Johannesburg, though many have a stopover of more than 15 hours. I chose a flight taking 11 hours with British Airways for ease, then car hire at a very reasonable price through its website for travelling south.

There is plenty of accommodation in the nearby town of Ficksburg of varying prices; Imperani Guest House was very good with a good restaurant. The border with Lesotho is nearby, making it an excellent stopping of place for visiting this scenic country. No visa is required for South Africa and immigration is quick and simple, and a British driving licence is valid.

Geoff's Trains is the international booking agent for the Stars of Sandstone festival and through it various organised tours from the UK took place, offering varied itineraries.

Some of the pricing from other tour companies was confusing as to what was on offer, with one company higher in price for fewer days for little extra – it is left to readers to do the maths. This was an international event with people from as far away as North America, Europe and Australia.

The ultimate accolade

The morning photographic charters were organised exclusively by Geoff Cooke of Geoff's Trains: these were absolutely fantastic and a must if you do Sandstone. The website is www.geoffs-trains.com and it also organises tours to other countries.

Coinciding at the end of the event was



'The Mountain Wanderer' climbs up to Mooihoek.

a main line tour with the last surviving and recently restored 12AR, No. 1535 built by North British in 1919, running from Bethlehem to Bloemfontein over several days.

The locomotive belongs to Reefsteamers in Germiston. It was towed down with the stock from Germiston to Bethlehem on the main line by diesel as Transnet, the equivalent of Network Rail, would not allow it to run under its own power on the main lines, and full dining and sleeping accommodation was provided on board. Again this trip was organised by Geoff's Trains.

It is hard to understand how difficult and complex the Sandstone event must have been to organise, especially getting the necessary crews. With so much going on, credit has to be given to all involved, particularly Wilfred Mole, who allowed the event to take place and also Dave Richardson and the team at Sandstone, who started work over a year ago to put the event together.

Did it live up to expectations – no, it excelled them! Photographically, this is the best event I have ever attended.

Summing up is adequately left to Sandstone itself and quoted on its website: "Finally, by way of clarification we are not a museum; we are simply a private collection of heritage items on a commercial farm. The staff do their best to keep everything in tip-top condition and to show visitors around as appropriate." What a wonderful statement and keep up the excellent work. **HR**



Diminutive Kerr Stuart 0-4-0ST Little Bess looks perfectly at home with its small train on the Sebs Railway.



Baldwin Pacific No. 61 performs for the cameras at Grootdraai on a Geoff's Trains early morning charter on April 9.



On April 8, NG4 No. 16 a 4-6-2T built by Kerr Stuart in 1913, climbs away from Hoekfontein station passing the oxen train.



At Hoekfontein level crossing, an Avonside 0-4-0T of 1924 is checked over before the next duty on April 9.



NG4 No. 16, a Pacific tank built by Kerr Stuart in 1913, backs through the repositioned Hoekfontein station on April 8.



A railcar constructed at Sandstone from a 1913 BSA car body.



Peckett No. 2161, built in 1957 at Bristol, is uncoupled at Mooihoek before running round to return to Hoekfontein on April 6.



Outside Hoekfontein shed on April 11 rests 1922-built Orenstein & Koppel 0-4-0T *New Machavie* No. 2 and *Little Bess*, a Kerr Stuart of 1919.



Cape (3ft 6in) gauge 16CR 4-6-2 No. 821 renumbered Sandstone No. 6 under cover at Hoekfontein.

TRACK TALK

→ Making a welcome Great Eastern comeback

IT IS fantastic how the GWR has been filling the gaps in its stock with several new-build locomotives and the way that the Llangollen Railway workshop has become almost a production line with these new builds.

Now it would appear that the East Anglian railways are striving to replace some of their missing gems with the new-build B17 *Sandringham*, and again Llangollen has sped up on the frame assemble ready for the next stage.

Meanwhile, the Southwold Railway has moved its engine to the North Bay Engineering workshop, with a projected steaming date of late 2020.

Furthermore, the Holden F5 group has many components and frame plates ready for assembly at Tyseley Locomotive Works. These small 2-4-2Ts were once prolific all over East Anglia and would really look at home paired up with the Quad-Art set.

All of these are set to breathe new life back into the GER once more.

*Derrick Martin,
Hornchurch, Essex*

→ Appeal for West End Sidings pictures

I AM hoping that through your excellent magazine and its highly knowledgeable readers I can find some photographs of where I live or the title of a book covering the site, Brassey Road, London which was formerly West End Sidings, situated between West Hampstead station and Cricklewood station on the old Midland Main Line. I believe it was a coal depot but am not sure.

I have tried online to no avail. I sincerely hope your readers can be of assistance.

*Terence P Flanagan,
tpflanagan@hotmail.co.uk*

→ Where are our ticket collectors?

I HAVE visited two heritage railways in the last week. I purchased tickets on line for one and at the booking office for the second.

On both occasions, no ticket checks were made, however.

I do appreciate that most heritage railway visitors are not avid fare dodgers, unlike the National network, but I do feel that there is a potential to lose some valuable revenue.

I personally look forward to the guard coming through the train as they are usually a good source of information, interaction and quite often, friendly banter.

I welcome your thoughts.

*Dave Butler,
Derbyshire*

STAR LETTER

Don't stop now we've reached Broadway

THE Gloucestershire Warwickshire Railway (GW/R), of which I am a shareholder, has retained Warwickshire in its name, in spite of the fact that the prospects of extending into Warwickshire seem extremely remote.

Following the outstanding success of reopening Broadway station with in excess of a 42% increase in passengers over the previous year, the obvious next step must be to extend to Honeybourne, where Network Rail has made passive provision for a platform to serve the railway and where it would join, not only the North Cotswold line, but also the possibility of a reopened Stratford-upon-Avon-Long Marston-Honeybourne Line.

But no, the GW/R has decided that 14 miles is long enough for a volunteer-led heritage railway.

On Gold Cup Day at Cheltenham Racecourse a special train was run from Paddington to Evesham, from where racegoers were bussed to Broadway, to continue their journey

by steam train to the Racecourse. Had the Honeybourne-Broadway line been available, this could have been operated as a through train, although reversal would have been necessary, or connected with a steam train at Honeybourne. Surely there is a need for the GW/R to have a connection with the main railway network.

It has been estimated that the reopening Broadway to Honeybourne is likely to cost £15 million, with five bridges, being in a poor state. Two of these bridges are heavily used by HGVs, in spite of them only being originally constructed, back in 1906, to a 40-ton weight limit. In the circumstances, I consider that the Highways Authority has a duty to pay a substantial amount to restore these bridges and not expect the railway to restore and pay the whole cost.

The trackbed is, at present, owned by Railway Paths Limited, a subsidiary of Sustrans, but it seems quite keen to sell at a very low figure, rumoured to be £1, due to all the considerable maintenance work and the other

responsibilities involved.

May I suggest therefore, that a separate company be formed to acquire the trackbed, which would prepare the trackbed and renew fencing, bridgework, and drainage etc, with the eventual aim of linking up with the GW/R, at some time in the future, in the same way as the Great Central Railway is set to combine the northern (Nottingham) and southern (Leicester) sections, once the repairs to a canal bridge and embankment are completed.

In the longer term, Vintage Trains has an aspiration to operate its steam trains from Birmingham, beyond Stratford-upon-Avon, to join the GW/R and then possibly run through to Broadway, Toddington, Winchcombe and Cheltenham Racecourse. Its service could even continue towards Cheltenham town centre, operating over the former Great Western Railway main line, which would be a major tourist attraction.

*Michael Brockington,
Welford-on-Avon, Warwickshire*



Visiting GWR 4-6-0 No. 6023 King Edward II leaves Toddington for Broadway on May 26 during last year's Cotswold Festival of Steam. The Didcot-based locomotive will be a star guest again at this year's May 25-27 event. However, should the heritage railway not rest on the phenomenal success of its Broadway extension and now push for a main line connection at Honeybourne, where a bay platform is already waiting for it? ROBIN JONES

What shall we call the new Gresley V4 No. 3403?

I am looking forward to seeing a representative of the long-lost LNER V4s. I always thought it a great shame they weren't more numerous.

The result of Gresley's determination to find a perfect haulier for Highland traffic, it proved susceptible to wartime standards of maintenance, which led to its alteration under Thompson – who needed little excuse to rid himself of yet another example

of three-cylinder Gresleyana.

Peppercorn rationalised the whole affair in 1949 with the K1s. However, all that said, the improvements proposed should ensure the new V4's success.

As The A1 Steam Locomotive Trust wishes to number it 3403, it would seem obvious that any name must also be new. I see from the impression of the new V4 (page 22, issue 253) that it shows a nameplate, so an appellation is implied.

I wonder if the trust would consider *Gamecock*?

Also, in the caption to the excellent shot of *Lady of Legend* (page 3, issue 253), it is stated that there are no plans to run it on the main line "as its large cylinders are likely to cause clearance problems". Are they really wider than those of Castles or Kings?

*Martin McGinty,
Frome, Somerset*



Britain's first main line diesel, Class 16/1 No. 10000, on a trial run at Chinley. KEITH HOLFORD ARCHIVE/CREATIVE COMMONS

That unforgettable LMS diesel duo

IT WAS fascinating to read in issue 251 the story of these first main line diesels in the UK, particularly enlivened by the personal memories of Stan Fletcher.

I well remember my first sight of these two ground-breaking locomotives. I was a group of keen spotters on the LMS main line, based on the Down side of Leighton Buzzard station, from where one saw in the distance the majestic sight of Duchess-headed expresses thundering down toward us from the Tring summit to pass around the curve into Linslade Tunnel. I believe the speed limit was 80mph on that stretch.

One sunny day in the distance was a flash of reflected light on the windscreen of the express approaching. The cry went up "It's the diesels" and sure enough it was Nos. 10000 and 10001 going fast. What excitement!

There was more to come. A few days later, they came into view running slowly on the Up line into the station, and came to a halt by the signalbox right opposite where I was standing. I couldn't believe it! A member of the crew climbed up the steps to the signalbox and could be seen conferring with the signalman.

Meanwhile, these two magnificent

gleaming black locomotives idled quietly as I gazed at them from 20 yards away, transfixed. The crewman, who I think may have been in white overalls, returned to the cab, and there was the sound, soon to become familiar, of 3000hp revving up and away they went.

I was about 10 when all this took place, but the memory is very clear. What an act of vandalism (rather typical of BR at the time) to destroy these ground-breaking locomotives. I wish the project to construct a meaningful replica every success.

John Kistner,
By email

Historical accuracy versus tourism: conflict must be avoided at our venues

THE star letter in *Heritage Railway* 252 from Steve Ehrlicher concerning plans for the Somerset & Dorset Joint Railway's station site at Midsomer Norton highlights the crunch issues facing so many heritage railway groups.

This wonderful, historic asset, with associated station, signalbox, goods shed and greenhouse is preserved and maintained by dedicated volunteers. They, like so many others, find that consolidating what they have, whilst maintaining and developing their heritage assets for 21st century tourism needs, provides them with a dichotomy. Do they keep things as they historically should be, or develop the site with shop, loos, visitor attractions, and so on? Car parking for example, always provides a challenge.

Midsomer Norton is a lovely place to enjoy the S&D in its appropriate, historic environment – as is Shillingstone station, incidentally. I agree with Steve that to develop it unsympathetically for modern tourism needs would be a real tragedy.

The place is unique. It should not be subjected to tourism's over-eager

designs upon a priceless asset, accurately preserved for now, but for how long?

As a youthful, early member of the Isle of Wight Steam Railway, I can remember the bliss of unspoilt Havenstreet when we volunteers moved there from Newport. Apart from empty platforms, gas retort building, old Hannah Winter's house and the station building, with its interior signalbox, there was nothing else. It was deserted, a mere bucolic passing place for Ryde-Newport trains.

Fast forward to 2019 and a thriving, tourist acclaimed heritage railway exists in its place. The lost rural nature of Havenstreet is now to be found at Ashey or Wootton...

Any Midsomer Norton development would threaten to destroy the very iconic image of the S&D. There are no other alternative, historical sites within the Somerset & Dorset Railway Heritage Trust (SDRHT) portfolio.

Regarding specific issues raised, Steve is right, car parking does need attention, but then the local authority could assist here. Refreshment facilities do need improving, much as those, for example,

once did at Bridgnorth on the Severn Valley Railway. To ecologically burrow under the station hill is an excellent concept, if feasible, after all, the S&D knows all about tunnelling!

A shed for stock is being developed at adjacent sidings, which is a positive development.

As a member of the SDRHT, I do hope that the railway's directors will seek a compromise that will see this priceless jewel of Midsomer Norton remaining roughly as it is now, i.e. to delight our children's children, in an S&D recognisable manner, and one at which S&D ace photographer, Ivo Peters' ghost would be happy to haunt!

On a separate note, congratulations on reaching 20 years of publication. I have followed the magazine's fortunes/news ever since issue one and it is a highlight read for me and those who also peruse it after me! Personally, I think many of your editorial comments are very pertinent, and it is rare that I would disagree with any of the sentiments expressed.

Nigel RC Spencer MBE DL,
By email

ON SALE NOW



ORDER TODAY FROM classic
magazines
classicmagazines.co.uk/thebookshelf
01507 529529
Available at WHSmith FROM £6.99



THE ECCLESBOURNE VALLEY
RAILWAY PRESENTS

STEAM IN THE VALLEY

SATURDAY 15th & SUNDAY 16th JUNE 2019

- REGULAR TIMETABLE - 4 LOCOMOTIVES IN STEAM - 1 IN 27 INCLINE -

WWW.E-V-R.COM



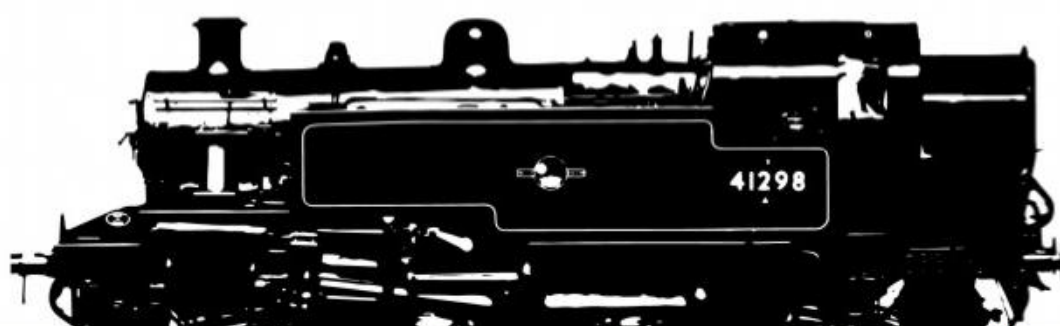
ISLE OF WIGHT STEAM RAILWAY

SPRING LOCOMOTIVE GALA

BR BLACK

Marvel at four majestic engines in
British Railways Black; W24 Calbourne,
BR Class 03 Diesel D2059 alongside
Ivatts 41298 and 41313.

SATURDAY 25 – BANK HOLIDAY MONDAY 27 MAY



See the steam engines working the 10 mile
round trip through the stunning Isle of Wight
countryside and take part in interactive
shunting puzzles with the diesel.

It will be one of the last opportunities
to see W24 Calbourne in BR black.

The Railway Station, Havenstreet, PO33 4DS | 01983 882204 | iwsteamrailway.co.uk



RAILS OF SHEFFIELD

railsofsheffield.com

Corporate members of

National
Railway
Museum

WANTED

CASH OR EXCHANGE

WE WANT **ANYTHING** MODEL RAILWAY RELATED,
ANY AGE, ANY GAUGE, FROM A SINGLE ITEM TO A
LIFETIME COLLECTION. DISTANCE NO OBJECT.
PLEASE TELEPHONE, OR EMAIL YOUR LISTS TO
SECONDHAND@RAILSOFSHEFFIELD.COM

BUY · SELL · EXCHANGE · ANY GAUGE · ANY AGE

RAILS OF SHEFFIELD VALUE YOUR SECOND HAND COLLECTION VERY HIGHLY

LOCOS - COACHES - WAGONS - TRACK-WORK - CONTROLLERS - ACCESSORIES
DIE-CAST - LORRIES - BUSES - PLANES - SOLDIERS - RAILWAYANA - AND MORE

FULL COLLECTIONS PURCHASED / UK & WORLDWIDE COLLECTION AVAILABLE

**TOP
GUARANTEED
PRICES
PAID**

*We urgently require collections of any size,
featuring products from the following manufacturers:*

**FAMILY
BUSINESS
FRIENDLY
SERVICE**



Telephone our Second Hand team on: (0114) 255 1436 or email: secondhand@railsofsheffield.com

21-29 Chesterfield Road - Sheffield - South Yorkshire - S8 ORL - UK - Tel: (0114) 255 1436 - Fax: (0114) 255 5982

Email: info@railsofsheffield.com

Web: railsofsheffield.com

[railsofsheffield](https://www.youtube.com/railsofsheffield)

[railsofsheffield](https://www.facebook.com/railsofsheffield)

[railssheffield](https://www.twitter.com/railssheffield)

[railsofsheffield](https://www.instagram.com/railsofsheffield)

Railway Carriages

By Tim Bryan (softback, Shire Publications, 80pp, £8.99, 9781784423209).

FOR the general public at large, locomotives are the big draw at heritage railways and all too often carriages are viewed as a functional necessity.



Here, the author, a former curator at Swindon's STEAM – Museum of the Great Western Railway, offers a one-stop introduction to railway coaches and how and why they developed, from horse-drawn stagecoaches to railcars, Royal Trains, Pullman cars and other luxury trains, DMUs, BR Mk.1s and Eurostars.

Highly readable and thought provoking, the strength of this book is that it condenses what is a very complex and often overlooked subject into a concise and accessible account – splendidly illustrated too.

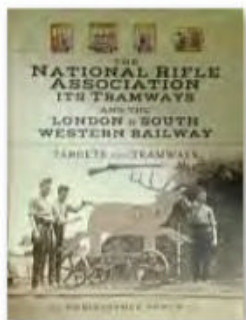
For many it is a fresh window on a subject that is too often taken for granted.

A SPLENDID INTRODUCTION

The National Rifle Association: Its Tramways and the London & South Western Railway, Targets and Tramways

By Christopher Bunch (hardback, Pen & Sword, 324pp, £40, ISBN 1473891744).

HAVE you ever looked at an Ordnance Survey map, on which military installations are often whited-out to disguise their position, but still spotted what appear to be short lengths of railway track in the middle of nowhere?



The likelihood is that they are target railways, laid as the term suggests to offer militiamen moving targets at which they can practice shooting.

As a subject, esoteric is not the word: comparatively very little has been written about such lines and indeed, the military branch lines that served them.

This hefty tome begins with the 1859 formation of the National Rifle Association (NRA) which set out to engender public enthusiasm for rifle shooting, in the face of increasing threats from the growing power of France.

The result was the establishment of an annual shooting competition, firstly held on Wimbledon Common and then at Bisley, in which all-comers could take part, but it was important that to attract the widest level of participation, it

The Southwold Railway 1879-1929: THE TALE OF A SUFFOLK RAILWAY

By David Lee, Alan Taylor and Rob Shorland Ball (hardback, Pen & Sword, 246pp, £35, ISBN 1473867584)

SINCE the Southwold Railway Society was formed in 1994, revivalists have plugged away, often coming up against a seemingly impassable wall of NIMBYism, to restore at least part of one of England's finest and legendary narrow gauge railways.

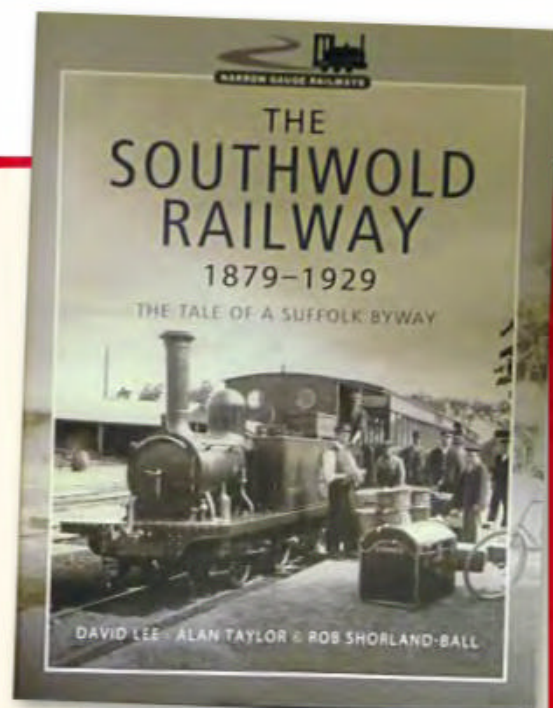
However, with the completion of the 3ft gauge replica of original Sharp Stewart No. 22850 of 1879 *Blyth* taking shape fast at North Bay Engineering Services in Darlington, and hopes that it could steam by the end of 2020, the Southwold Railway's long overdue return may now have a shining new horizon to aim for.

This volume in the publisher's Narrow Gauge Railways series contains a wealth of in-depth research, both historical and of what remains on the ground in modern times. Rob Shortland-Ball has fond memories of holidays in this delectable resort at a time when much of the derelict railway could still be explored. He had a career in BR and for seven years served as deputy

head of the National Railway Museum in York.

Fellow author David Lee, now in his mid-90s, has spent years researching the history of this railway. The depth of research indicates that all three authors have left no stone unturned in their bid to produce the most thorough and exhaustive account of the line, which in 1929, so nearly became Britain's first heritage railway: that honour had to wait until 1951 when the Tallylyn Railway was revived by Tom Rolt & Co instead.

The net result of this collaboration is a biography of this fascinating line from its planning and construction stages, its operation, rolling stock, closure, dereliction and the commendable attempts to revive at least part of what had been a sadly-neglected part of the town's heritage. There is no shortage of archive drawings, plans, architectural drawings, timetables and posters: intriguing is the comparisons



EDITOR'S CHOICE

between the Suffolk line and the 2ft 6in gauge Woosung Railway in China, which opened a few years earlier.

There is much inside this volume that will seem new, even to seasoned narrow-gauge aficionados, and now we have seen what replicas of original Lynton & Barnstaple Railway locomotives are doing for the profile of similarly fabled – and part revived North Devon line (see the picture on our contents pages, 2 and 3), the arrival of the new *Blyth* seems all set to give this scheme the kick-start it richly deserves, and add a further chapter or three to a second edition of this absorbing volume.

REMARKABLE HISTORICAL ACCOUNT

needed to be accessible by train.

The association developed strong ties with the LSWR, from where what was built as the Bisley Camp Tramway left the main line at Brookwood to serve the NRA camp.

The author is a part-time research assistant at the NRA Museum at Bisley.

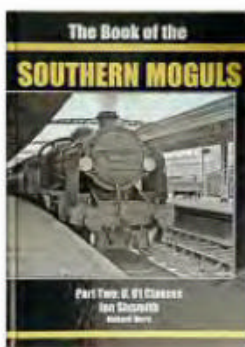
This unique and highly-detailed volume draws upon a very wide-ranging source of archive material, much of which is reproduced inside, to outline the story of the NRA and its tramways up to the end of the 20th century, lifting the lid on a highly obscure yet intriguing area of UK railway history.

LITTLE EXPLORED DIMENSION UNFOLDS

The Book of the Southern Moguls – Part Two: U, U1 Classes

By Ian Sixsmith and Richard Derry (hardback, Irwell Press, 192pp, £29.95, ISBN 9781911262220).

THIS is a timely appearance in view of the discussions taking place, as outlined in Main Line News in our last issue, for



Swanage Railway-based U class 2-6-0 No. 31806 to run trips on the Dorset main line, from Waterloo to Weymouth, this summer.

Over the years, Irwell Press has produced an excellent and ever-expanding series of locomotive class biographies, beginning with the history of each type and then devoting two pages to each locomotive in the class. The volume covers the four principal variants of the Us – those built new as 2-6-0s; those rebuilt from K class 2-6-4Ts; those rebuilt from K1 2-6-4Ts; and those built new as 2-6-4Ts.

The book is a follow up to the first volume which dealt with the N and N1 classes. The sheer volume of archive black and white photographs is worth the cover price alone.

METICULOUS RESEARCH AND A DEFINITIVE VOLUME

The Acquired Wagons of British Railways – Volume 2: All-steel Mineral Wagons and Loco Coal Wagons

By David Larkin (hardback, Crecy Publishing, 144pp, £25, ISBN 9780860936947).

THIS volume looks in detail at the all-steel mineral wagon fleet that was acquired by BR at Nationalisation on January 1, 1948.

Up to and including the early part

of the Second World War, there were basically two types of open wagons – those owned by individual railway companies and those in private ownership.

During the conflict, both types were requisitioned for heavy use in the national emergency and were run until they all but fell apart.

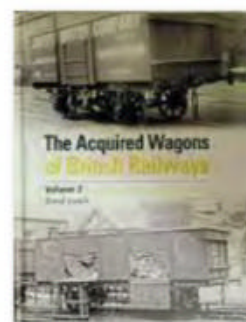
To compensate, large numbers of mineral wagons were built to replace them, in what historians see as a form of standardisation.

Magnificently illustrated with archive monochromatic photographs of each type, this is a goldmine for rolling stock historians and especially modellers. A total of 24 chapters deal with different types of open wagons, including many 'Big Four' designs.

Potted histories of the makers of each and lists of both the original numbers and known BR numbers are given, together with a brief description of each type and their many sub types.

In so many ways this is an astonishingly thorough work. How many of these types survive on heritage railways today, we might wonder.

COMPREHENSIVE CATALOGUE EXTRAORDINAIRE



Signal Boxes Made to Order
 For more information call Wayne on
07411 727650/01945 430833
 or email: signalboxes@btinternet.com
www.signalboxes.co.uk



Pooleys Puffers  Partnership: David & Anne Poole
 Diecast Models, Kits & Accessories
 Model Railway Supplies, New & Second Hand Bought & Sold
 Tele: 0191 4910202 / 4106386 Mobile: 07976 519178
www.pooleyspuffers.com email: pooleyspuffers@btopenworld.com
 382a Jedburgh Court, Team Valley Trading Estate, Gateshead, Tyne & Wear NE11 0BQ
 Opening times Mon - Sat 10am-4pm, Closed Sundays.
 All major credit cards accepted. Part exchange welcome

PECO HORNBY GAUGE MASTER DAPOL JAVIS METCALFE SUPERQUICK WILLS RATIO

STAPLEFORD MINIATURE RAILWAY
 STAPLEFORD PARK. MELTON MOWBRAY. 
 LEICESTERSHIRE. LE14 2SF

MODELS & MINIATURES WEEKEND.
 SATURDAY 8th SUNDAY 9th JUNE.

MINIATURE RAILWAY & VINTAGE STEAM RALLY.
 24th TO 26th AUGUST BANK HOLIDAY.

WE ARE CURRENTLY TAKING BOOKINGS FOR
 BIRTHDAY PARTIES AND PRIVATE HIRE.
 CONTACT: MARK ALLSOPP 07803 776 637
 EMAIL: fsmr_railway@hotmail.co.uk

 **Martin Bott**
 Bookdealers Limited
 @Treasure Chest Books - Felixstowe

Railway & Transport Books

As one of the UK's leading dealers in quality secondhand & antiquarian transport and related books, we are always interested in buying good quality collections – books, timetables, ephemera, photos, slides, negatives, posters etc., relating to Railways/Trams/Buses/Lorries/Shipping/Aviation.

UK, Irish & Overseas
 (including foreign language titles).

We pay the top prices for quality material, will collect UK wide, and no collection is too big for us!

We have around 15,000 transport books in stock, many of which can be seen at our shop in Felixstowe (along with 30,000 other books).

61 Cobbold Road, Felixstowe IP11 7BH
www.bottbooks.com
 e: bottsbooks@btinternet.com t: 01394 270717

Cut out and stick on the fridge door - Good Luck!

GET THEM TO GIVE YOU



THE PERFECT GIFT
 A Railway Experience Day
 at the K&ESR

Are you thinking of giving him new garden gloves, again? Alternatively, send him to us for a VIP Footplate Taster, Behind the Scenes Tour or full blown Engineman's Experience. We have gift experiences to suit everyone (and you can come too!) Visit our website to book, buy vouchers or more ideas. Alternatively call Lynn for help on 01580 765155 (office hours)



KENT & EAST SUSSEX RAILWAY



kesr.org.uk



 **ANTIQUE TOYS**
JUNCTIONRAILWAYANA
 & COLLECTIBLES 

Specialist supplier of all signalling instruments and items

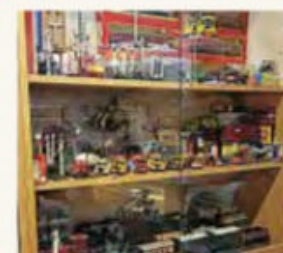
- Supplier of lamps, cast iron signs, name and worksplates
- Full restoration service for all Railwayana items
- Complete collections of Railwayana items purchased
- Fast, prompt UK collection

UK's largest collection of Railwayana for sale

CHECK OUR WEBSITE FOR REGULAR UPDATES

Over 3000+ items in stock

Large militaria and maritime selection



Debit and credit card payments accepted



Opening times 10-5 weekdays, weekends by appointment only

JUNCTION RAILWAYANA IS EXPANDING THE BUSINESS INTO BAY 2. SEE WEBSITE.

Tel: 07794 399335 • 01291 790354

joe@junctionrailwayana.com

www.junctionrailwayana.com

Bay 1 Spaceman Business Park, Severn Bridge Ind Estate,
 Portskewett Caldicot NP26 5PS

STUNNING LIMITED OFFER

FREE

ORGANISER ALBUM SET!



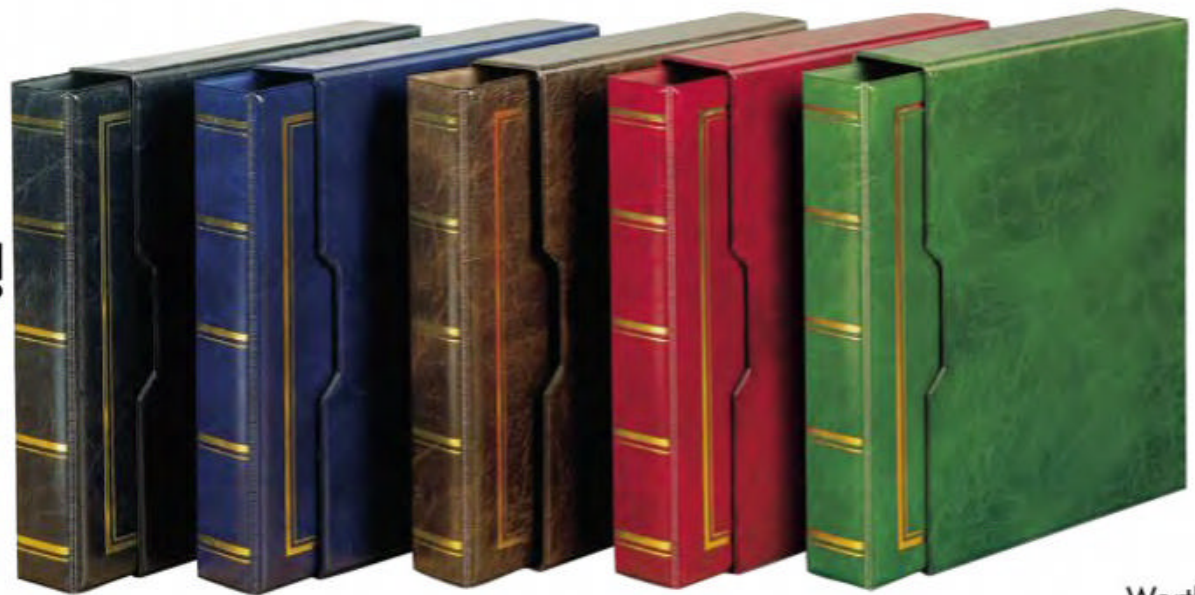
ORDER ANY ARCHIVAL REFILL SLEEVES FOR £25 OR MORE & CLAIM A CLASSIC ORGANISER BINDER ALBUM & SLIPCASE (WORTH £27.20)

Please quote: **HR0619** and add FREE items to your basket online

DON'T RISK YOUR PHOTOS ON DIGITAL STORAGE!

Arrowfile offers unique storage systems to help keep everything... in its right place. Whether it's photos, cards, your own creations, CD/DVDs, Documents, Certificates, Tickets, Postcards, Collectables, Memorabilia, Negatives and Slides or any other item you wish to organise. We can help you store them safely and securely into a simple and adaptable storage solution to make your own memorable album.

Our Binder Album System allows you to break away from the limitations of ordinary albums. Used by museums, its flexibility enables you to place **ACID-FREE** loose leaf refill pages with varying sized slip-in pockets into **ONE SINGLE** album.



KS22BLA
Black

KS22BLU
Blue

KS22BRO
Brown

KS22WIN
Wine

KS22GRN
Green

Worth
£27.20

Album Size: 338mm H x 285mm W x 64mm D. Capacity: up to 70 clear Refill Pages per album

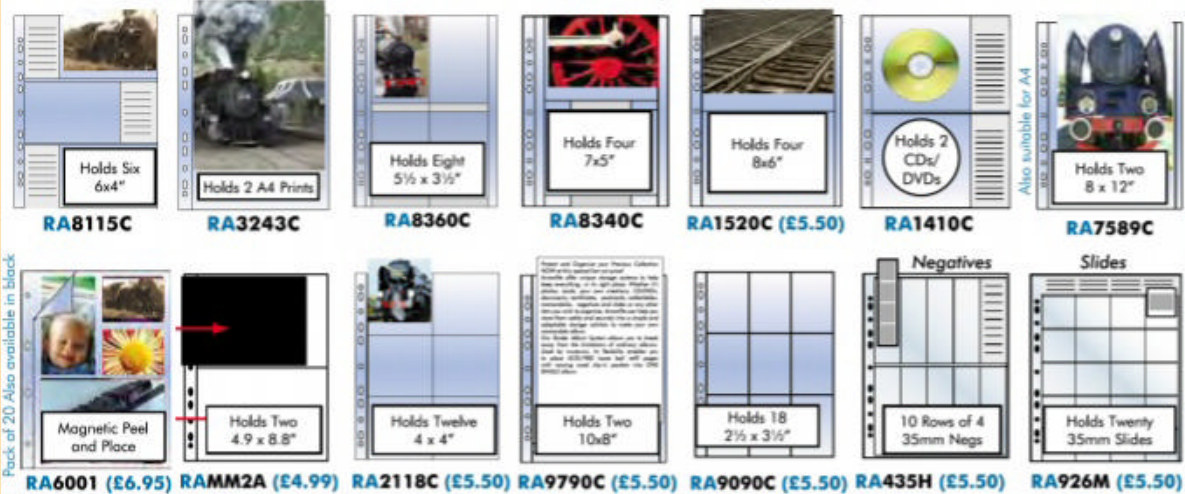


1 PACK (10 SLEEVES) FROM ONLY £4.95

CHOOSE YOUR ARROWFILE CRYSTAL CLEAR POCKET REFILL SLEEVES FROM BELOW



Refills also available in **White** and **Black** plus Refill Caption Inserts, see website for details



Terms & Conditions: *Please note normal P&P applies £5.95 | Offer limited to one album per household | For overseas orders and non-mainland UK delivery please ring +44(0)1904 202150

Call Order Hotline 0844 855 2060

For Special Offer quote code: **HR0619**



Order Online - WWW.ARROWFILE.COM/CLASSIC25

and ADD **HR0619** in the promotion code box in your basket

PROTECT, ORGANISE AND DISPLAY

FLEXIBLE ARCHIVAL STORAGE AND PRESENTATION SOLUTIONS

Suppliers to photographers, photographic and family history societies, schools, medical establishments, museums, businesses, as well as collectors, hobbyists and musicians.

arrowfile
The Collectable Storage Specialists



Landscape and Portrait Binder Albums with slipcases - A3 to A5 -



Portfolios Ring Binders, Presenters, Cases & Archival Refill Sleeves



Archival Storage Boxes, Binder Files PLUS Indexing and Dividers



Digital Photo Slip-In Albums - 6x4", 6x4.5", 7x5", 8x6" & more -



Traditional Photoboard and Wedding Themed Albums



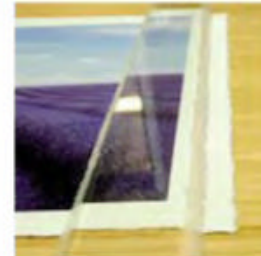
Over 350 Acid-Free Refill Sleeves Docs, Postcards, Photos, Stamps



Stamp and Coin Storage - Binders, Sheets, Cases, Drawers



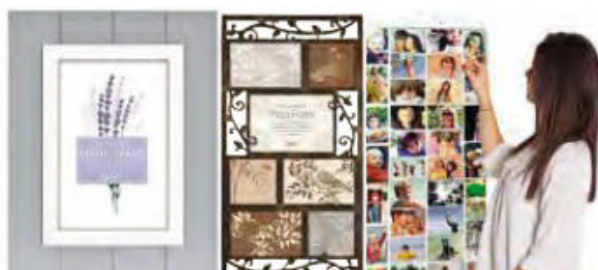
Postcard Binder Albums, Pockets Sleeves and Storage Boxes



Deckle Edged Rippers



Display Presentation Cabinets and Cases



Single and Multi Photo Frames - Wood, Bronze effect and more!



Viewing & Scanning Equipment



Photographic Accessories inc. Neg Bags



CD/DVD Organisers



Amazing Pop-up Greeting Cards

Visit Our Online shop and CLAIM 10% OFF your first order if placed by 31st Jul 2019 - † Use Code: HR19DIS

† Cannot be used with the above album offer

TICKETS PLEASE!

If you collect rail, tram or bus tickets, join the club.

Get our monthly journal, with news and articles on tickets and ticketing systems past & present.

Join other collectors and enjoy exclusive talks at our meetings in Manchester and Brighton.

Tickets for sale every month to enhance your collection, and bi-annual auctions for rarer tickets.

Regular publications on historic and modern tickets and ticket issuing systems.

£10 per year digital journal UK & international
£20 per year printed journal UK
£35 per year printed journal international

TRANSPORT TICKET

TTS

Transport Ticket Society
6 Breckbank, Forest Town
Mansfield, NG19 0PZ
stephenskeavinton@virginmedia.com
transport-ticket.org.uk



Thirsk Railwayana Auctions

Saturday, 15th June 2019

at Thirsk Auction Centre,
Thirsk Rural Business Centre,
Thirsk YO7 3AB

Over 800 Lots

Sale commences 10.30am.
Viewing from 8am

Full details at
www.thirskmarket.co.uk
or tel 07730 765569

HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

DIGITAL IS HERE!...

Download on the
App Store

Google play

Available on
kindle fire

www.mortons.co.uk/hr



Providing a reminder of the delightful coastal route of the Dartmouth Steam Railway, BR 4MT 4-6-0 No. 75014 *Braveheart* starts its train away from Kingswear on Thursday, April 11. Behind the locomotive is Devon Belle observation car No. 14. JOHN STORER.

GARETH EVANS' FULL LISTING OF OPERATIONAL LINES AND MUSEUM VENUES

SOUTH EAST

Amberley Museum & Heritage Centre

2ft gauge, ¼ mile.

Arundel, West Sussex.

Tel: 01798 831370.

Running: Wed-Sun + B/Hs.

Bluebell Railway

Standard gauge, 11 miles, footplate experience, wine and dine.

Sheffield Park, East Sussex TN22 2QL.

Tel: 01825 720800.

Running: W/Es, B/Hs, Wed-Suns. Daily from May 22.

Bredgar & Wormshill Light Railway

2ft gauge, ½ mile.

Bredgar, Sittingbourne, Kent.

Tel: 01622 884254.

Running: May 5, June 2.

East Kent Railway

Standard gauge, two miles, Shepherdswell, Dover.

Tel: 01304 832042.

Running: Suns, B/Hs.

Eastleigh Lakeside Railway

10¼in & 7¼in gauge, 1¼ miles, footplate experience.

Running: W/Es + sch hols.

Hastings Miniature Railway

10¼in gauge, 600 yards, Rock-a-Nore Road, Hastings, East Sussex.

Running: W/Es + sch hols.

Hayling Seaside Railway

2ft gauge, one mile.

Hayling Island, Hants.

Running: W/Es, Weds + sch hols

Hollycombe Steam in the Country

2ft gauge, ¼ mile. Iron Hill, Liphook, Hampshire GU30 7LP. Tel: 01428 724900.

Running: Suns, B/Hs + May 18, 29-31 + June 1, 22.

Isle of Wight Steam Railway

Standard gauge, five miles.

Havenstreet, Isle of Wight.

Tel: 01983 882204.

Running: Suns, B/Hs, Tues-Thurs + May 25, June 1.

Kempton Steam Railway

2ft gauge, ½ mile, Hanworth.

Tel: 01932 765328.

Running: Suns.

Kent & East Sussex Railway

Standard gauge, 10½ miles, footplate experience, wine and dine.

Tenterden, Kent. Tel: 01580 765155.

Running: W/Es, B/Hs, Tues-Thurs.

Lavender Line

Standard gauge, one mile, footplate experience, wine and dine. Isfield, East Sussex. Tel: 01825 750515.

Running: Suns.

Mid Hants Railway

Standard gauge, 10 miles, footplate experience, wine and dine.

Alresford, Hants SO24 9JG.

Tel: 01962 733810.

Running: 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.

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 + May 29.

Spa Valley Railway

Standard gauge, five miles, footplate experience.

Tunbridge Wells, Kent.

Tel: 01892 537715.

Running: May 18, 25, 31. June W/Es, Thurs.

SOUTH WEST

Avon Valley Railway

Standard gauge, three miles, footplate experience, wine and dine.

Bitton, Bristol.

Tel: 0117 932 7296.

Running: W/Es, B/Hs + May 28-30.

Beer Heights Light Railway

7¼in gauge. Off A3052, Beer, Devon.

Tel: 01297 21542

Running: Daily.

Bodmin & Wenford Railway

Standard gauge, 6½ miles, footplate experience, wine and dine.

Bodmin, Cornwall. Tel: 01208 73666.

Running: May 11, 12, 14-17, 20-30. June 1-20, 22-30.

Bristol Harbour Railway

Standard gauge, one mile. M Shed, Bristol.

Tel: 0117 352 6600.

Running: May 25-27. June 8, 9, 15, 16, 29, 30.

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: B/Hs. Weds-Suns. From May 28: Tues-Suns.

East Somerset Railway

Standard gauge, two miles. Cranmore, Somerset. Tel: 01749 880417.

Running: W/Es, B/Hs, Weds.

Gartell Light Railway

2ft gauge, ½ mile. Common Lane, Yenston, Templecombe, Somerset

BA8 0NB. Tel: 01963 370752

Running: May 27. June 30.

Helston Railway

Standard gauge. Helston, Cornwall.

Tel: 07875 481380.

Running: Suns, B/Hs, Thurs.

Launceston Steam Railway

2ft gauge, 2 miles. Launceston, Cornwall. Tel: 01566 775665.

Running: May 19-24, 26-31. June: Sun-Thurs.

Lynton & Barnstaple Railway

2ft gauge, one mile. Woody Bay, north Devon. Tel: 01598 763487.

Running: W/Es, B/Hs, Tues-Thurs. Daily from May 25.

Moors Valley Railway

7¼in gauge, one mile. Ringwood, Hants.

Tel: 01425 471415.

Running: W/Es + sch hols.

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.

1940s WEEKEND

SATURDAY 1st & SUNDAY 2nd JUNE 2019



Join us for a fabulous weekend at The Railway set in the 1940s! Our first one for several years, we've got a great weekend planned!

- Home Guard Re-enactments
- 1940s entertainment
- Vintage Vehicles
- Plus, steam train rides
- Live singing
- Ride the Miniature Railway
- 1940s outfits encouraged!
- Visit the Railway Museum



Station Road
Quainton
Near Aylesbury
HP22 4BY
email: marketing@bucksrailcentre.org
call 01296 655720

www.bucksrailcentre.org
Buckinghamshire Railway Centre
@bucksrailcentre

SPRING STEAM GALA

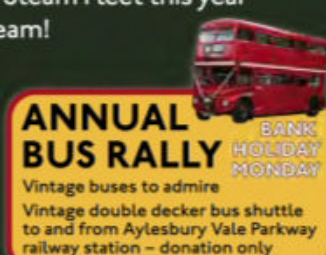
SUNDAY 26th & BH MONDAY 27th MAY



**FUN FOR ALL
THE FAMILY!**

Our annual SteamFest, featuring newly re-launched 6989 'Wightwick Hall' who is joining our Steam Fleet this year – perfect timing for our 50th year in steam!

- All available locomotives offering passenger rides
- 1 km of ride-on miniature railway
- Brake van rides
- Vintage carriages
- Freight trains



Station Road
Quainton
Near Aylesbury
HP22 4BY
email: marketing@bucksrailcentre.org
call 01296 655720

www.bucksrailcentre.org
Buckinghamshire Railway Centre
@bucksrailcentre



Porthmadog to Caernarfon & Blaenau Ffestiniog 17th June 2019 - £200

Breakfast, lunch & afternoon tea, buffet car throughout. Garratt nonstop outward on Welsh Highland Railway; special Heritage power on Ffestiniog Railway.
Exclusive conducted Friday-night visit to Boston Lodge Works, featuring the new Fairlie, James Spooner and the rebuilt England engine, Welsh Pony.



**Nearly 80 miles of 2ft gauge!
book at www.snowdonian.org.uk**

The longest trip on narrow gauge that you can do in the UK.

Hog Roast at Dinas, plus a look-in at the fabulous NG 15 2-8-2 Kalahari. Superb afternoon tea at Tan y Bwlch.
Book on the website on the address above. Bookings by post: Snowdonian 2019, Ffestiniog Railway,
Harbour Station, Porthmadog, Gwynedd, LL49 9NF.
Tickets Phone: 01766 515835, E-mail: snowdonian@msn.com Ffestiniog Travel inclusive tour: 01766 512400
Profits from the Snowdonian go to the Ffestiniog & Welsh Highland Railways Trust.



UP & RUNNING

Plym Valley Railway

Standard gauge, 1½ miles.
Marsh Mills, Plymouth.

Running: Suns + 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: May 18, 19. June 2, 15, 16, 30.

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, Mon-Thurs. Daily
from May 25.

EAST ANGLIA

Bressingham Steam Museum

Narrow gauge, one mile.

Diss, Norfolk.

Tel: 01379 686900.

Running: Daily.

Bure Valley Railway

1ft 3in gauge, nine miles,
footplate experience.

Aylsham, Norfolk.

Tel: 01263 733858.

Running: Daily.

Colne Valley Railway

Standard gauge, one mile,
footplate experience, wine and dine.
Castle Hedingham, Essex.

Tel: 01787 461174.

Running: W/Es, B/Hs + May 29.

East Anglian Railway Museum

Standard gauge, ¼ mile. Wakes Colne,
Essex. Tel: 01206 242524.

Open: Daily.

Running: May 19, 26-27. June 16.

Mangapps Railway

Standard gauge, one mile.
near Burnham-on-Crouch, Essex.

Tel: 01621 784898.

Running: W/Es + B/Hs.

Mid-Norfolk Railway

Standard gauge, 11½ miles, footplate
experience. Dereham, Norfolk.

Tel: 01362 690633.

Running: W/Es, B/Hs, Weds + May 30,
June 28.



The Great Central Railway's recently acquired Class 50 No. 50017 *Royal Oak* passes Rabbit Bridge on April 13. The Saturday of the GCR's spring diesel gala was the locomotive's first day in traffic on the Leicestershire line. MATT YARDLEY

Mid-Suffolk Light Railway

Standard gauge, ½ mile.

Brockford, Suffolk. Tel: 01449 766899.

Running: May 26, 27. June 2, 9, 16, 23, 30.

Nene Valley Railway

Standard gauge, 7½ miles,
footplate experience. Wansford,
Peterborough, Cambs.

Tel: 01780 784444.

Running: W/Es, B/Hs, Weds + May 30.

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: May 19, 26, 27. June 1, 2, 16.

Chinnor & Princes Risborough Railway

Standard gauge, 3½ miles.

Chinnor, Oxon.

Tel: 01844 353535.

Running: Suns, B/Hs + May 18, 25 & June
1, 15, 22.

Cholsey & Wallingford Railway

Standard gauge, 2½ miles.

Wallingford, Oxon.

Tel: 01491 835067.

Running: May 26, 27.

Didcot Railway Centre

Standard gauge,
footplate experience.

Didcot, Oxon.

Tel: 01235 817200.

Open: W/Es.

Running: W/Es, B/Hs + May 29, June 7.

Epping Ongar Railway

Standard gauge, five miles.

Ongar, Essex.

Tel: 01277 365200.

Running: W/Es, B/Hs + May 31, June 7.

Leighton Buzzard Railway

2ft gauge, 2¾ miles.

Leighton Buzzard, Beds.

Tel: 01525 373888.

Running: Suns, B/Hs + May 25, 28, 29 &
June 1, 8.

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 + running
days). Tel: 01691 728131.

Running: Sats + May 25-27 (Llynclys).

Suns + B/Hs (Oswestry).

Chasewater Railway

Standard gauge, two miles.

Walsall, West Midlands.

Tel: 01543 452623.

Running: May W/Es, B/Hs.

Churnet Valley Railway

Standard gauge, 5¼ miles,
footplate experience,
wine and dine.

Cheddleton, Staffs.

Tel: 01538 750755.

Running: W/Es + Weds from May 29.

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 + 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: Suns + May 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 + May 28, 29, 31. In

June: W/Es, Weds.

Great Central Railway Nottingham

Standard gauge, 10 miles.

Ruddington, Notts.

Tel: 0115 940 570.

Running: Suns, B/Hs. In June: W/Es.

Midland Railway – Butterley

Standard gauge, 3½ miles,
footplate experience, wine and dine.

Ripley, Derbyshire. Tel: 01773 570140.

Running: W/Es, B/Hs + sch hols.

Northampton & Lampport 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, B/Hs, Weds.

Perrygrove Railway

1ft 3in gauge. B4228, Coleford,

SOUTH TYNEDALE RAILWAY

the friendly railway

South Tynedale Railway, Alston

Experienced Steam Crew (seasonal)

We are looking for people to join our small team of staff and volunteers at England's highest narrow gauge railway situated in the North Pennines Area of Outstanding Natural Beauty. The track runs 5 miles through the scenic South Tyne Valley from Alston in Cumbria to Slaggyford in Northumberland. The railway operates trains between Easter and the end of October with additional special trains over the Christmas period and occasional special events in the evening.

The roles involve driving and /or firing steam locomotives and/or acting as guards.

Wages to be negotiated. Experience essential. Immediate start available.

Applications and to find out more tel: 01434 338212.
Email: enquiries@south-tynedale-railway.org.uk

**RECALLING THE
GREAT DAYS OF
STEAM**

**B & R
VIDEO
PRODUCTIONS**

**ARCHIVE
STEAM VIDEOS FOR
THE ENTHUSIAST**

Vol. 222 Steam Still At Work (after August 1968) No. 5

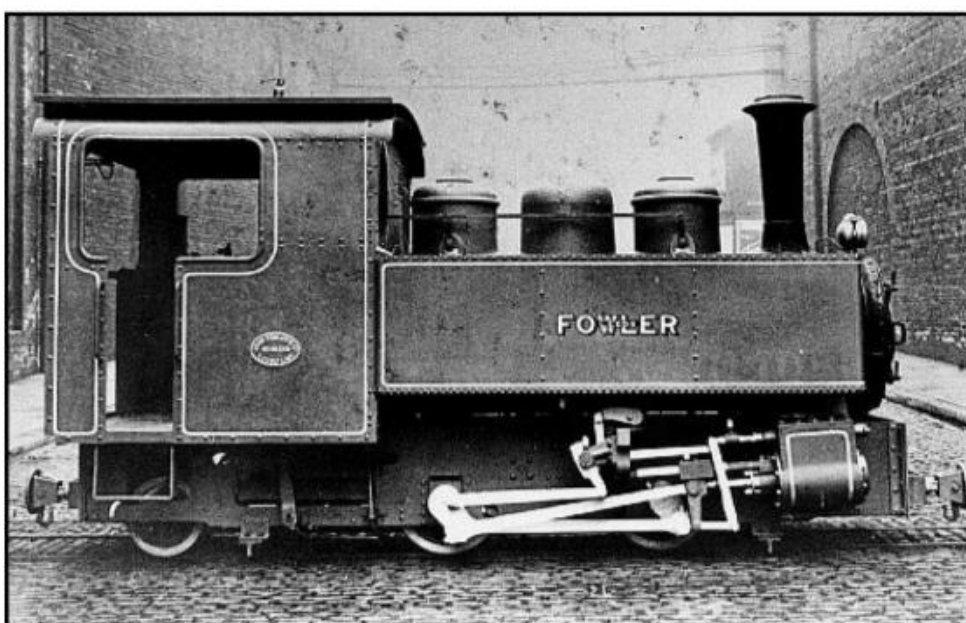
In this volume we move from 1969 into 1970 and features the steam scene after its demise in August 1968 on British Railways. We begin in Kent during 1969 where 31618 (The second locomotive rescued from Barry) is seen near Maidstone, then the first of two journeys to the Ashford Steam centre where there is a strong South Eastern and Chatham representation. Bridgnorth is visited during 1965 at the very beginning of the SVR and then in the early days of working to Hampton Loade that includes 46443, 3205, 8233, 43106 and GWR railcar 22. Many GWR pannier tanks found a new commercial working life after BR and visits are made to see them - London Transport (L92), the NCB at Coventry (1502), Merthyr Vale (9600), and Mountain Ash (7754) collieries. In South Wales further NCB sites seen are Hafodymys, Celynen South, Brynllw, and Maesteg. Although not steam, another system of interest to enthusiasts visited at the end of 1969 was electrified system from Manchester to Sheffield Victoria. The Dart Valley railway is seen in May 1970 with its first ever through trains from the BR network - one by the LCGB with 4555 & 1638, and the other Ian Allan with 1420 & 1638. Further locations include Quainton Road, Bulmer's at Hereford, Carnforth, Tyseley, and the Bluebell Railway on the occasion of their anniversary. In North Wales visits are made to the Welshpool & Llanfair (including the legendary Monarch 0-4-4-0), Talyllyn, and Vale of Rheidol railways. Steam could also be found across the Channel. The last entirely steam-worked terminus in Paris at Gare de la Bastille with 2-8-2 tanks is visited during December 1969 plus also near Boissy and Vincennes. A trip was also organised to North Germany by the LCGB in April 1970 that includes Lingen (plus a visit to the locomotive works) and Emden. Motive power includes double-headed 011 Pacifics, 012, 023, and even an 082 0-10-tank. Filmed entirely in colour, a commentary plus sound track complement this nostalgic.

Running time: 60 minutes
DVD £19.75 (Post Free)



B&R VIDEO PRODUCTIONS (HR)

THE OLD SMITHY, UFFINGTON, Nr SHREWSBURY, SHROPSHIRE SY4 4SN
TEL: 01743 709680 Free catalogue available. Trade enquiries welcome.
www.bandrvideos.co.uk



2' Gauge Fowler Steam Locomotive For Sale

A rare opportunity to purchase a large powerful 2' gauge steam locomotive, suitable for heavy commercial or private use.

Requiring full overhaul to return to operation.
Boiler in good condition.

Please email jeremy@ed-group.com
or call 07748 687366 to obtain further details or to arrange a viewing.

WEST SOMERSET RAILWAY

**40th Anniversary Weekend
8th & 9th June 2019**



**Vintage Diesels to the Seaside
20th -23rd June 2019**



Featuring a fleet of Diesel and Steam engines including visiting locomotives and some of our home fleet to celebrate 40 years of the reopening of the line between Stogumber and Bishops Lydeard.

Visiting Locomotives

Great Western Railway
57xx Pannier Tank 7752
Great Western Railway
78xx 7802 'Bradley Manor'
Class 37 D6948

Homefleet Locomotives

British Railways 78xx
7828 'Odney Manor'
Somerset & Dorset
7F 2-8-0 53808
Class 35 'Hymek' D7017

We will also be featuring an evening celebration service from Bishops Lydeard to Minehead for an additional fare.

Featuring a large fleet of Diesel engines in action over three days including visiting locomotives and our home fleet.

Visiting Locomotives

Class 25 D7535
Class 37 D6948
Class 31 31163
2 GBRF Class 73's

Homefleet Locomotives

Class 33 'Crompton' No. D6566 & D6575
Class 35 'Hymek' No D7018 & D7017
Class 14 'Teddy Bear' No D9526
Class 52 'Western Campaigner' No. D1010

Other Attractions to Include:

Thanks to the Somerset Branch of CAMRA and the Somerset and Dorset Railway Trust there will be another Real Ale Beer Festival at Washford.

The DEPG depot at Williton will also be open, where it will also be possible to see Class 47 'North Star'. Admission to the depot will be by way of a donation.



Discover more and book online for advance discounts at
www.west-somerset-railway.co.uk
or telephone 01643 704996

UP & RUNNING

Gloucestershire.

Tel: 01594 834991.

Running: W/Es + sch hols.

Rocks by Rail

Standard gauge, ¼ mile.

Cottesmore, Rutland.

Open: Sun, Tues, Thur.

Running: May 19, 26, 27. June 16, 30.

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.

Telford Steam Railway

Standard gauge, one mile,

footplate experience.

Telford, Shropshire.

Tel: 01952 503880.

Running: Suns, B/Hs.

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: May 12, 19.

June 2, 9, 23, 30.



Dunlop No. 6 (2648/1941) is on hire from the Chasewater Railway to the Telford Steam Railway for the first part of the 2019 season, until either of the line's resident Peckett 0-4-0STs *Merlin* or *Rocket* are back in traffic. The Bagnall 0-4-0ST is seen on a crew training run on Sunday, April 14, as it coasts past the lineside house, having just crested the summit from Lawley Village. ALISTAIR GRIEVE

Stainmore Railway

Standard gauge, ½ mile.

Kirkby Stephen East Station,

Kirkby Stephen, Cumbria CA17 4LA.

Open: W/Es.

Running: May 26. June 15, 16, 30.

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: May 12, 19, 25, 27, 28, 30. June

W/Es.

Appleby Frodingham Railway Preservation Society

Standard gauge, 15 miles.

British Steel Steelworks, Scunthorpe.

Tel: 01652 657053.

Running: May 18. June 1, 8, 22, 29.

Bowes Railway

Standard gauge, one mile.

Springwell, Tyne & Wear.

Tel: 01914 161847.

Open: Thur-Sat.

Cleethorpes Coast Light Railway

1ft 3in gauge, two miles.

Cleethorpes, North East Lincolnshire.

Tel: 01472 604657.

Running: Daily.

Derwent Valley Railway

Standard gauge, ½ mile. Murton Park,

Layerthorpe, York. Tel: 01904 489966.

Running: Suns, 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.

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: May 25-27. June 16, 30.

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 + June 14, 15.

Weardale Railway

Standard gauge, 18 miles.

Stanhope, Bishop Auckland,

Co Durham.

Tel: 01388 526203.

Running: W/Es, B/Hs + 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: W/Es, Tues-Thurs.

Barry Tourist Railway

Standard gauge, two miles. Barry Island,

Vale of Glamorgan. Tel: 01446 748816.

Running: May 26-28. June 9, 10.

Brecon Mountain Railway

2ft gauge, 3½ miles.

Merthyr Tydfil.

Tel: 01685 722988.

Running: W/Es, Tues-Thurs. In June:

Sats-Thurs.

Corris Railway

2ft 3in gauge, ¾ mile. Corris, Machynlleth.

Tel: 01654 761303.

Running: May 12, 19, 25-27. In June: Suns.

Fairbourne Railway

12¼in gauge, two miles. Fairbourne,

Gwynedd. Tel: 01341 250362.

Running: 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.

Tel: 01267 238213.

Running: W/Es, B/Hs, Tues, Weds.

UP & RUNNING

Llanberis Lake Railway

2ft gauge, three miles. Llanberis, Gwynedd. Tel: 01286 870549.

Running: Sun-Fri. Daily from May 19.

Llanelli & Mynydd Mawr Railway

Standard gauge, ¼ mile. Cynheidre, near Llanelli, Carmarthenshire.

Tel: 01554 759255.

Running: May 25. June 29.

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: June 1, 2.

Rhyl Miniature Railway

1ft 3in gauge. Rhyl, North Wales.

Running: May W/Es + 27-31. In June:

Fris-Suns.

Snowdon Mountain Railway

800mm gauge, 4½ miles.

Llanberis, Gwynedd.

Tel: 01286 870223.

Running: Daily.

Talyllyn Railway

2ft 3in gauge, 7½ miles, footplate experience. Tywyn, Gwynedd.

Tel: 01654 710472.

Running: Daily.

Teifi Valley Railway

2ft gauge, ½ mile.

Henllan, Ceredigion SA44 5TD.

Tel: 01559 371077.

Running: Suns.

Vale of Rheidol Railway

2ft gauge, 11¾ miles.

Aberystwyth, Ceredigion.

Tel: 01970 625819.

Running: Daily.

Welsh Highland Heritage Railway

2ft gauge, one mile.

Porthmadog, Gwynedd.



USATC S160 Class 2-8-0 No. 5197 approaches the closed Blake Hall station with a service train to North Weald on Saturday, April 13. The Churnet Valley Railway-based locomotive arrived at the Epping Ongar Railway in early April and it is to stay there until the end of June. ANDREW SMITH

Tel: 01766 513402.

Running: W/Es, B/Hs + Tues-Thurs.

Welsh Highland Railway

2ft gauge, 26 miles.

Caernarfon, Gwynedd.

Tel: 01766 516000.

Running: May 11, 12, 14-31. In June: Suns-Thurs.

Welshpool & Llanfair Light Railway

2ft 6in gauge, eight miles, footplate experience. Llanfair Caereinion, Powys.

Tel: 01938 810441.

Running: W/Es, B/Hs, Tues-Thurs.

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: June W/Es.

Keith & Dufftown Railway

Standard gauge, 11 miles.

Dufftown, Banffshire.

Running: W/Es, B/Hs + Fris from May 31.

Royal Deeside Railway

Standard gauge, one mile.

Milton of Crathes,

Kincardineshire.

Running: Suns.

Lothaldmond Railway Museum

Standard gauge, ½ mile.

Scottish Vintage Bus Museum,

Lothaldmond, nr Dunfermline.

Open: Suns

Running: May 19, 26. June 9, 16, 23.

Strathspey Railway

Standard gauge, 10 miles. Aviemore,

Inverness-shire.

Tel: 01479 810725.

Running: W/Es, B/Hs + Weds, Thurs. June

Wed-Sun.

IRELAND

Cavan & Leitrim Railway

3ft gauge, ½ mile.

Dromod, County Leitrim.

Tel: 00353 71 9638599.

Open: Sat-Mon.

Downpatrick & County Down Railway

Standard gauge, four miles,

footplate experience.

Downpatrick,

County Down.

Tel: 028 4461 5779

Running: May 27. June 15.

Stradbally Woodland Railway

3ft gauge, ½ mile.

Stradbally, County Laois.

Running: May 5, 6. June 2, 3.

Waterford & Suir Valley Railway

3ft gauge, six miles.

Kilmeadan,

County Waterford.

Tel: 00353 384058.

Running: Daily.

The information in this list was correct at the time of going to press. We strongly advise that you confirm details with the railway concerned.

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.

THE RAILWAY HUB

The Railway Hub is 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*.

Find news, authoritative features, great images, competitions, podcasts and reviews about the rail industry.

FREE
easy to use app
for on-the-go
access
**COMING
SOON!**



STEAM | DIESEL | ELECTRIC | MODELLING

www.therailwayhub.co.uk

The **RAILWAY**
Magazine

**HERITAGE
RAILWAY**
THE BRIGHTEST STEAM NEWS MAGAZINE

**RAIL
EXPRESS**

RAILWAY Magazine GUIDE TO
Modelling



STAND BY YOUR BEDS! South Devon Railway 1940s Festival

6th & 7th July 2019

Military vehicles, live period music, displays and licensed bars
– and don't forget your ration book. Buckfastleigh, Devon TQ11 0DZ

Organised with the Devon Military Vehicle Trust

www.southdevonrailway.co.uk

DIDCOT RAILWAY CENTRE

Didcot, Oxfordshire OX11 7NJ

01235 817200

info@didcotrailwaycentre.org.uk

www.didcotrailwaycentre.org.uk



HALL & SAINT EVENT

7/8/9 June

Featuring Foremarke Hall & Lady of Legend



Please call or refer to our website

Registered Charity No 272616

GWR

Great Western Railway

GWR Souvenirs

Now available to everybody online.

GWRsouvenirs.co.uk



In partnership with GeigerBTC

Celebrating 49 years of

Cromford Steam Rally

SAT 3RD & SUN 4TH AUGUST 2019

HIGH ACRES FARM, DEWEY LANE, BRACKENFIELD, DERBYSHIRE (A615)

ADMISSION:
Adults £10.00 • OAPs £5.00
Children (10yrs - 16yrs) £5.00 Under 10yrs Free
Fast Track tickets can be purchased through our website
www.cromfordsteamrally.co.uk

FREE ENTERTAINMENT WITH LIVE BANDS
(in the beer tent Friday & Saturday Night)

OPENING TIMES:
Saturday 8.30am till late
Sunday 8.00am - 5.00pm

ENQUIRIES
K.F. Bowmer: 01829 534487 or A. Ryder: 01246 488896
Craft Tent: 07886 790106 Trade Stalls: 01773 834270
Weekend Caravan & Camping: 07523 019523

Showmans Engines
Steam Traction Engines
Commercial Lorries
Military Vehicles
Heavy Haulage & Plant
Vintage Tractors
Fair Organs & Rides
Vintage & Classic Cars
Motorcycles
Stationary Engines
Buses & Coaches
Models & Miniatures

CAMPING AVAILABLE

Not recommended on tripadvisor

CUMBRIA

Self-catering on the Settle - Carlisle Line



One of the
World's greatest
railway journeys!



Kirkby
Stephen
Station

Two holiday lets,
each sleeps 4

The Station
Master's
House
Ribblehead
Sleeps 4 (+2)



Great views of trains and fells • Open all year • Full weeks • Long weekends • Mid-week breaks

For rates and availability call **01768 800 208** or visit
www.sandctrust.org.uk/stayatastation/

CORNWALL

www.Railholiday.co.uk



Award winning self catering railway carriage holidays at St Germans and Hayle on the Cornish main line. Pet friendly, accessible to all, open all year. £25 off if you come by train 01503 230783 / 07776 261192

NORTH YORKSHIRE



Halmer Grange Guest House
Goathland

Quiet village location, a short walk from Goathland station on the NYMR. 4 well appointed en-suite guest rooms, inc ground floor room.

www.halmergrange.com
info@halmergrange.com
Tel: 01947 896176

NORTH YORK MOORS

STATION HOUSE HOLIDAYS

STATION HOUSE EGTON BRIDGE

Fantastic location, newly restored. Sleeps 6 with four Bedrooms and two Bathrooms. Enclosed Garden/Patio.

OPEN ALL YEAR FOR FULL WEEKS AND SHORT BREAKS



For bookings or to find out more visit www.egtonstation.co.uk or call Yorkshire Cottages on 01228 406701

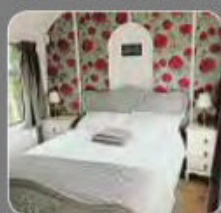
KENT AND EAST SUSSEX

07494 520867
01797 253850

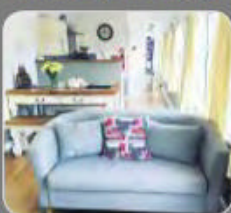
RAILWAY RETREATS

bookings@railwayretreats.co.uk

BR Mk1 built 1962 (sleeps 6)



Recently converted, featuring fully functional kitchen, two double bedrooms, en-suite shower room, family bathroom, bunk room, open plan lounge and dining, central heating, breath-taking balcony for watching the train stop at the station platform just 20ft away.



NEW FOR 2018

1940 GWR 'TOAD' Brake Van (Sleeps 2)



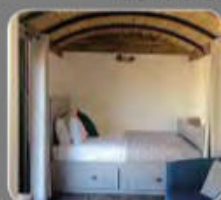
Fitted kitchen and dining area, double bedroom, Freesat TV, en-suite shower room/WC, fully insulated, double glazed and heated. The fully glazed kitchen/diner area and balcony gives a panoramic view of the station platform and surrounding Rother Valley.

1941 ICI Salt Van/1944 Ammunition Wagon

(each wagon sleeps 2 adults + 2 kids.)

Each wagon has double bedroom, en-suite shower room/WC, microwave, kettle, individual private gardens, fully insulated, double glazed and heated for those chilly winter months!

* large group bookings welcomed up to 12.



www.railwayretreats.co.uk

NORTH NORFOLK

BAYLEAF Guest House ***

Licensed • Car Parking • All En-suite

Two downstairs rooms

Great location for all amenities

Only 10 seconds from the steam railway station

Telephone 01263 823779 • Sheringham

email: bayleafgh@aol.com www.bayleafbandb.co.uk

FFESTINIOG/WHR

B&B Trawsfynydd, Snowdonia

- En-suite converted farm buildings.
- Excellent garden railway, beautiful garden, llamas & poultry.
- Central for the narrow-gauge railways.

T: 01766 540397 www.oldmillfarmhouse.co.uk



SCOTLAND

Helmsdale Station

Self catering accommodation

4 bedrooms in listed station building on the Far North Line.

Non profit making community project.

01743 588654
www.helmsdalestation.co.uk



CROMDALE STATION CAMPING COACH

Sleeps 4 (1 double + 2 bunk beds), Bathroom, Kitchenette, TV, electric heating, gas stove
Ideal for: Great North of Scotland Rly, Keith & Dufftown, Highland Railway, Strathspey

www.cromdalestation.co.uk Tel. 01479 873488

WORTH VALLEY

Bronte Hotel

Haworth

YTB ★ ★ ★

Short walk to K&WVR line, ample free parking. Comfortable lounges and restaurant.

Double rooms from £80, Singles from £40, En-suite available.

Tel: 01535 644112

email bronte@bronteconnect.com www.bronte-hotel.co.uk

SHROPSHIRE

RIVER STEAM HOLIDAYS

Ship Inn Lane, Highley
Nr. Bridgnorth, Shropshire
WV16 6NU

07710 000071 • 01562777563
www.riversteamholidays.co.uk

In the heart of the Severn Valley, a selection of six lodges and cottages sleeping 2-8+ people. All our properties are just below the railway line offering some excellent views of the trains. Located between Highley Severn Valley Steam Railway Station and the River Severn, you can fish, walk or train spot to your heart's desire.



WEST SOMERSET

BLUE ANCHOR WEST SOMERSET RAILWAY



Enjoy an AUTHENTIC railway holiday with steam trains passing right outside the window.

This newly restored 1914 GWR carriage first became a camping coach in 1957, and sits just yards from the beach. Station adjacent, taking you to all the places of interest served by the WSR. WSR weekly rovers available. Sleeps up to 6. Parking.

Full details: www.britishrailholidays.co.uk or call 07718-896390

WEST SOMERSET

RAILWAY COTTAGE and THE RAILWAY CARRIAGE

- * Fabulous views of West Somerset Railway
- * THE RAILWAY COTTAGE - 3 bedrooms, 2 bathrooms, sleeping 6 in comfort
- * Wood burning stove * 1 mile from great pub
- * THE RAILWAY CARRIAGE - 2 bedrooms, 1 bathroom, sleeping 4 in comfort
- BOTH HAVE: * Hot tubs * Wi-fi
- * Plasma TVs etc * Allow well behaved dogs
- * Enclosed gardens with views of the Quantock Hills and Exmoor.



LAVENDER HILL HOLIDAYS

Tel: 01984 656622 * kate@lavenderhillholidays.co.uk * www.lavenderhillholidays.co.uk

CLASSIFIED

EXPRESS GOODS

Contact Rebecca Storr on 01507 529310 • rkstorr@mortons.co.uk

AUCTIONS

PADDINGTON TICKET AUCTIONS

GREAT CENTRAL RAILWAYANA LTD

14 SCHOOL STREET, WOODFORD HALSE, DAVENTRY, NORTHANTS NN11 3RL

The market leaders in the auction of old railway tickets, bus and tram tickets, luggage labels and railway letter and parcel stamps

OUR NEXT AUCTION IS ON

SATURDAY 27 JULY 2019

at The Royal National Hotel, Russell Square London WC1H 0JX
at 11:00 (viewing from 08:00)

Including specially selected railway items from the Gordon Fairchild collection,
Tram and Bus tickets from the collections of the late Graham Page, Peter Mitchell and
Tickets from many other collections.

We are now accepting items in all categories for this and subsequent events. Contact us now for a speedy valuation and advice on how to enter your collection for auction. A colour illustrated catalogue of at least 500 lots will be published on our website at www.paddingtonticketauctions.co.uk at least two weeks before the auction.

If you require a printed copy please send your name and address to enquiries@gcrauctions.co.uk or speak to us on **01327 263633 or 01327 262193**

BOOKS

RAILWAY BOOKS

Rare and out of print
5,000+ to view at

www.nigelbirdbooks.co.uk

01974 821281

MP Middleton Press
EVOLVING THE ULTIMATE RAIL ENCYCLOPEDIA

Available early June

PRE-ORDER BY 31st MAY

Summer RAIL TIMES FOR GREAT BRITAIN
Valid 19 May - 10 December 2019

£26.00 + £5.75 P&P (UK) MAIL ORDER

www.middletonpress.co.uk

Easebourne Lane, Midhurst. GU29 9AZ
T: 01730 813169 E: sales@middletonpress.co.uk

Alan Cliff's RAILWAY BOOKS

Teens / Adults

"Holy War" - The story of the last narrow-gauge steam quarry engine in Wales **£3.00**

Children - Reading Age 6 - 9yrs

Jack the Station Cat Takes a Holiday (all colour)

Jack the Station Cat and the Vanishing Lady (all colour)

Jack the Station Cat and the August Day (all colour)

Jack the Station Cat and the Snail Trail (all colour)

Jack the Station Cat Takes Charge (all colour)

Jack the Station Cat and the Midnight Mice (all colour)

Jack goes to School (all colour)

Jack and the Lost Kittens (all colour)

Jack and the Great Little Trains Robbery

Jack in a Signal Box

Jack and the Tail's End Tickets

CD - The Jack Song £2

+ post free when ordered with book(s)

Each book £2.95 - Set of 11 stories £28.50

All above books post free - Books signed

Cheques payable to: Jack the Station Cat Ltd

38 Clifton Park Road, Rhyl LL18 4AW. Tel 01745 344963

www.jackthestationcat.co.uk

Trade Enquiries Welcome

NICK TOZER RAILWAY BOOKS

RAILWAY BOOKS BOUGHT AND SOLD

Free Railway Booksearch Service

155 Church Street, Paddock, Huddersfield, West Yorkshire HD1 4UJ

Shop open: Tue & Wed 11:00-17:00 + Thu 14:00-20:00

Tel: 01484 518159 (answer machine)

web: www.railwaybook.com email: nick@railwaybook.com

BILL HUDSON TRANSPORT BOOKS

www.billhudsontransportbooks.co.uk

Family run business stocking new and second hand railway books
You can browse our website or visit our shop, which is situated at Matlock Railway Station in Derbyshire, where the Peak Rail steam train operates.

Station Yard, Matlock, Derbyshire, DE4 3NA

ENGINEERING

Kenson
Lubricants Limited.
www.kensonlubricants.com/product-category/railway-oils/
email: sales@kensonlubricants.com



BUILDINGS

STEEL BUILDINGS

HEAVY DUTY STEEL BUILDINGS

- ◆ Extremely cost effective
- ◆ Workshops/Garaging/Storage
- ◆ Widths from 20ft to 70ft
- ◆ Unlimited Lengths
- ◆ Buildings to BS 5950
- ◆ Finance available



Tel:

01709 578333



BLUELINE BUILDINGS LIMITED

e: sales@bluelinebuildings.co.uk • www.bluelinebuildings.co.uk

EVENTS

NATIONAL FESTIVAL OF TOY TRAINS

ALRESFORD SATURDAY 15TH JUNE 10.30am-4.30pm

PERINS SCHOOL, POUND HILL, ALRESFORD SO24 9BS

ADULTS £6 CHILDREN £2 FAMILY (2+2) £14 EARLY ENTRY TO SALES HALL 9AM £10

20+ LAYOUTS • 80+ SALES TABLES

bobleggett@btinternet.com 01962 733475

www.alresford-toy-trains.org.uk

ENGINEERING



Supergears

part of Swallownest Engineering Ltd.

- Gear Cutting of all types
- Conventional and CNC Milling up to 7 tonnes
- Gear Grinding
- Slotting, Sawing, Drilling and Boring
- 250 tonne Press facility
- Turning diameter up to 1.1 metres swing over saddle and maximum turning length of 4 metres between centres

Unit 6 • Nine Trees Trading Estate

Morther Road • Thurgroft

Rotherham S66 9JG

Telephone 01709 702313

Fax 01709 701242

email info@swallownestgroup.com

www.swallownestgroup.com

FOR SALE



MANUFACTURERS OF HIGH QUALITY

RAILWAY REPRODUCTIONS

IN BRASS AND ALUMINIUM

THE RANGE INCLUDES:-

Steam Locomotives
nameplates, train headboards, builders plates, shed plates, smoke box number plates and many more.

For catalogue and price list please send 2 1st class stamps to:- PROCAST (DEPT HR), Netherfield Mills, Bradford Road, Cleckheaton BD19 3JP

Tel: 01274 871111

Email: procastco@aol.com

Website: www.procast.co.uk

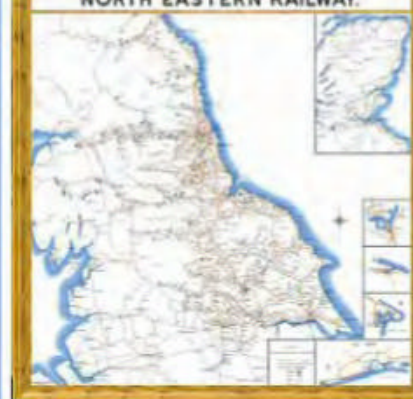


THE BRIGHTEST STEAM NEWS MAGAZINE

FOR SALE

NER Tiled Maps

NORTH EASTERN RAILWAY



Handmade in full, three quarter and half size versions from £345

The North Eastern Tile Company

4 Foundry Cottages, Wreton, Pickering,

York YO18 8PF.

Tel. 01751 477216

www.northeastertilecompany.co.uk

MODELS



130 High Street, Redcar, Cleveland

Redcar Models & Hobbies

Stocking a wide range of '00' railways

by Bachmann, Hornby, Peco and Gaugemaster

Also Model Kits and Diecasts and all other modelling accessories

FREE PARKING FOR THE FIRST HOUR

T: 01642 494 912

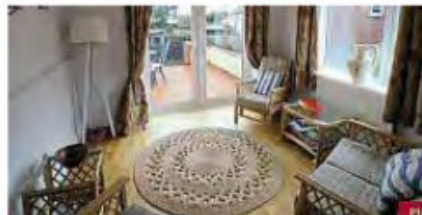
E: andrewnpaton@ntlworld.com

PROPERTY

STATION HOUSE

Station Road, St Bees, Cumbria, CA27 0DN

A unique opportunity to own a piece locomotive history



This former Station Waiting Room (and toilets!), dating back to 1848 is a timbered Furness and Red Sandstone railway structure in traditional British Rail Colours; located on the active Carlisle to Barrow Line with a significant amount of land bordering the railway line which could be developed further (with appropriate planning permission). Converted into a dwelling house in the 1930s and now with sympathetic internal modernisation it offers spacious accommodation and elevated Patio. Station House is a Visit England 4 star graded 2 bedroomed holiday property currently advertised through various mediums and enjoys a high occupancy. Station House has been modernised, fully Gas Central Heated and lovingly decorated to create a warm and welcoming space.

Visit website highlighted below for sizes and further details.

St Bees is a compulsory stop on the scenic Cumbrian Coast Line south-west of Carlisle. Adjacent to Station House is a manned Timbered Furness signal box of the same date and a level crossing. Station House is fitted with a Railcam live camera feed which views the platform and level crossing and often features as the camera feed of the day on Railcam. 5 minute walk to the beach and is the start of the coast to coast walk. The property is sold with all ongoing bookings and all contents. Accounts are available for interested parties. **Offers in region of £295,000**

Listed on 2 websites:

www.railwaystationcottages.co.uk/station-house-st-bees
www.cumbrian-properties.co.uk/properties/12166130/sales

Please contact Cumbrian-properties Whitehaven office:
01946 313107

PHOTOGRAPHY

PHOTO TRANSPORT

SUPERB QUALITY PRINTS OF RAILWAYS, SHIPS AND AIRCRAFT

Please send £3.95 per list/sample of interest (cheques payable) to:

MR D SMITH, 53 WHARF ROAD, WORMLEY, HERTS. EN10 6HZ

or view website:

www.phototransport.com

Please quote Heritage Railway with requests

RAILWAYANA

TOTEMS

SUPERB QUALITY REPRODUCTION TOTEMS, (FULL OR HALF FLANGED) TARGETS, DOOR PLATES & PLATFORM SIGNS VITREOUS ENAMEL FINISH

Any name - any region, supplied to order Suitable for indoor or outdoor locations.

Wide range of vinyl coach and loco signs including BR crests and other logos.

Full details and mail order on our website www.tracksideltd.co.uk

RAILWAYANA

HAVE YOU ANY GREAT WESTERN RAILWAYANA THAT YOU WISH TO SELL CAB SIDES AND NAMEPLATES ESPECIALLY WOULD BE WONDERFUL

Please call GUY COLLISTER (in confidence) on 01285 861378 Email jancollister@hotmail.com

BARRY JONES

Wanted Railway Publicity, b/w photographs, timetables, posters, maps and other official items.

Model railway items always sought.
 28 Marine Crescent, Worthing BN12 4JF
 Tel: 01903 244655 Mobile: 07947 100711
 Email: barryjones28@virginmedia.com

RAILWAY BENCHES

GWR BENCHES Ltd
info@gwrbenches.co.uk 01608 674650
www.gwrbenches.co.uk
MADE IN ENGLAND

Order Now for Summer

Railway Benches available in 4ft, 6ft and 8ft.
 Suitable for Mainline, Heritage and Garden Railways

SERVICES

HAWKINS INSPECTION SERVICES LTD

- Boiler inspections carried out to current regulations
- Annual inspections
- Repairs assessed & overseen
- AIBI Member
- Specialist in heritage plant, rivetted boilers, loco type boilers, air receivers workshop & loco
- Modern plant also catered for

T: 01243 554623 M: 07872 903401

www.boiler-inspector.co.uk

office@boiler-inspector.co.uk

WANTED

RAILWAY TICKETS

The older the better

British & overseas, travel & platform
 Established collector purchases interesting collections

Ian Gardner, Little Tile House, Nightingales Lane, Chalfont St Giles, Bucks HP8 4SL Tel: 01494 762952

HERITAGE RAILWAY

THE BRIGHTEST STEAM NEWS MAGAZINE

WEB DIRECTORY

A. Wright & Son Ltd Est. since 1947
 MADE IN SHEFFIELD ENGLAND

A. Wright & Son Limited,
 158 Charles Street, Sheffield S1 2NE
 Tel: 0114 272 2677 Fax: 0114 278 7157

www.penknives-and-scissors.co.uk

Mercian Models
 Visit our website
www.modelrailways.tv

High quality locomotives and rolling stock 0, 1 and Narrow Gauge
 1A MARKET WAY, HAGLEY, STOURBRIDGE, WEST MIDLANDS DY9 9LT
 Telephone: 01562 884800

Railway Lamps
 Original Specifications
 Repairs & Bespoke Design
 New build or refurbs, eg Midland, GWR or any new lamp from photos. Brackets and columns etc.

01484 456 456
 email: 456@metroheritage.com
www.gaslamps.co.uk

TICKETS

OldRailwayTickets.co.uk

CHRIS & JOANNA DICKERSON

Rail, Bus and Tram Tickets, Luggage Labels and Ephemera

3 Mallard Close Pickering North Yorkshire YO18 8TF

The MAY 2019 list will be part AUCTION and part FIXED PRICE LIST of railway travel and platform tickets (including choice Tram & Bus Tickets). If you are already on our mailing list you will receive a free copy of our fully illustrated colour catalogue, otherwise visit the website or contact us by phone or email (details below).

Further lists will be available throughout the year.

We also accept individual tickets for sale through our lists on a commission basis, or we can make you a cash offer for a collection - contact us for details.

Go to the website at: www.OldRailwayTickets.co.uk

e-mail at: OldRailwayTickets@gmail.com

Or phone: Chris or Joanna on 01751 474155 or 07746 615330

Newton Replicas

Britain's Leading Nameplate Manufacturer

Tel 0115 958 8219 • Mobile 07857 701612

Unit 1, Millview Court, Newark Street, Nottingham, NG2 4PS
 E: sales@newtonreplicas.com • W: www.newtonreplicas.com

With the railway's fine rake of restored wagons in tow, Mid-Hants Railway-based 9F No. 92212 is seen on a charter organised by Matt Allen and Warwick Falconer on March 30. As reported last issue, the 2-10-0 was originally expected to be withdrawn in June, but it is now due to remain operational until the end of December. MATTHEW SOUTHALL



Variety thrives in May & June

By Gareth Evans

THE weeks ahead offer a varied line-up of events on the nation's heritage lines and certain to be popular are the Gloucestershire Warwickshire Railway's *Heritage Railway*-backed Cotswold Festival of Steam, Didcot's Hall & Saint

Event and Statfold's Enthusiasts Days.

Diesel fans are well catered for too, with events at the Severn Valley, Swanage, Middleton and the Buckinghamshire Railway Centre – plus, of course, Locomotive Services Limited's Crewe Diesel Depot Open Day.

Model railway events are being held

at the Great Central Railway (sponsored by Mortons Ltd), Cambrian Heritage Railways in Oswestry, the Nene Valley Railway, Bressingham and the Pontypool & Blaenavon Railway.

Transport extravaganza-type events can be found aplenty in the coming month at Didcot, Gwili, Crich Tramway

Village, the East Anglian Railway Museum and the Gloucestershire Warwickshire Railway. Bus rallies are also taking place at both the Mid-Norfolk and Apedale Valley light railways.

Real ale aficionados are not forgotten either – with the Ffestiniog & Welsh Highland and Barrow Hill beer festivals.

SPECIAL EVENTS

May

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: Swindon & Cricklade Railway: Diesel Gala ■

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: Statfold Barn Railway: Antique & Collectors Fair

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: Severn Valley Railway: Mixed Traction Day

19: Apedale Valley Light Railway: Bus Rally

19: Crich Tramway Village: Classic Transport Gathering

22: East Somerset Railway: DMU Day ■

25, 26: Heritage Shunters Trust, Rowsley: Andrew Wilson Memorial Gala ■

25-27: Gloucestershire Warwickshire Railway: Cotswold Festival of Steam ■

26-27: Buckinghamshire Railway Centre: Steam Gala

26-27: East Anglian Railway Museum: Transport Extravaganza

26: Tanfield Railway: Small Locos Day

27: Tanfield Railway: NCB Locos Day

June

1: Bressingham Steam & Gardens: Narrow Gauge East

1, 2: Nene Valley Railway: Model Railway Show

2: Cambrian Heritage Railways, Oswestry: Model Railway Show

2: Great Western Society Didcot: Transport Rally

2: Gwili Railway: 4x4 and Classic Bike Show

7-9: Dean Forest Railway: Steam Gala

7-9: Epping Ongar: Steam Gala

7-9: Great Western Society Didcot: Hall & Saint Event ■

8: Locomotive Services Limited: Crewe Diesel Depot Open Day ■

8: Middleton Railway: Heritage Diesel Day ■

8, 9: Statfold Barn Railway: Enthusiasts Days ■

8, 9: Pontypool & Blaenavon Railway: Model Railway Show

9: Gloucestershire Warwickshire Railway: Classic Vehicle Clubs Day

14-16: Great Central Railway: Model Event ■

RAILWAYANA

May

11 Talisman Railwayana, Templecombe

June

1 Great Central Railwayana, Stoneleigh

HERITAGE RAILWAY

Issue 255 is out on June 7, 2019.

Catch up with the latest news, views and great features every four weeks.

106 Heritagetrain.co.uk



WE WANT YOUR PHOTOS!

Have you visited our website www.heritagetrain.co.uk lately? Do you follow us on Facebook and Twitter? If so, you may have noticed we want you to send your photographs for showcasing in the Your Gallery section and to be considered for publication in our magazine. All you have to do is click the drop-down menu on the Your Gallery button on the website homepage, enter your contact details plus a caption and then upload – it's that easy!

KEY ■ Major or featured galas ■ Diesel and/or electric galas ■ Thomas or family event

GREAT CENTRAL AUCTIONS

AN AUCTION AT THE
ROYAL SHOWGROUND
STONELEIGH PARK
WARWICKSHIRE

1ST JUNE 2019

www.gcrauctions.com

Central location with ample
parking, on-site hotel,
catering and bar.

Email: enquiries@gcrauctions.co.uk

Telephone: 01327 263633



53805

Collection Service
Available



Highest Catalogue
Circulation 3000+



1991

A Host of Record
Prices Achieved



RHYL No 2

100% of Entries
Illustrated in Full Colour



45527



GREAT CENTRAL

500 LOTS INCLUDING

NAMEPLATES: County of Denbigh, Falcon, Fountains Hall, Frank Bibby, Great Central, Inver (CDRJC), Invincible, King George, King's Own, Orion GWR, Roedeer, Sandwich (Jubilee), Shotover, The Leicestershire Regiment, Westmorland. **NAMEPLATES (INDUSTRIAL):** Carbonisation No 1, Edgehill, Kineton, Mars, Remus. **CABSIDES (GWR):** 1991, 2260, 2890, 3646, 3809, 4125, 4603, 4989, 5217, 5572, 6163, 6316, 7211, 7253, 7301, 7802, 8430. **CABSIDES (SAR):** 1550, 3404, 3652, 4090, E50. **SMOKEBOXES:** 2841, 3814, 5614, 8441, 30698, 30796, 31218, 32408, 34011, 42955, 44037, 44051, 44983, 45005, 45211, 45527, 48355, 53805, 60862, 63717, 63923, 69630, 90351, 90439, 92039. **WORKSPLATES (STEAM):** Atkinson Steam Wagon 481, Avonside, Beyer Garrett 1930 (LMS), Brighton Works 1902 (Terrier), Built Swindon (75018), Dubs (30350), Duke of Lancaster (LMS Steamer), GCR 1913 Gorton, GNR (69491), Hudswell Clarke, L&NER 1566 1923 (Victor Wyld), LMS (42205), (42688), (57251), LNER (48554), (62788), (64354), (64486), (64654), (64851), (68347), LNER 2024 Doncaster 1948 (Happy Knight), LNER 2268 Inverurie 1910, LNER Darlington (48543), NBL (48263), (90358), Neilson Reid (31692), Super Sentinel, Vulcan (45120), (90589). **WORKSPLATES (DIESEL):** Andrew Barclay (D2404), BREL (90 019), (90 026), English Electric (37264), NBL (D2744), (D6347), Sentinel Sorefame. **TOTEMS:** Adisham, Bank Hall, Barnes, Bletchley, Bristol Temple Meads, Didcot, Dinnet, Dronfield, East Farleigh, Elmstead Woods, Erith, Felixstowe Town, Folkestone East, Folkestone West, Gloucester Eastgate, Gobowen, Gospel Oak, Hastings, Helensburgh Upper,



Keith Junction, Keith Town, Longtown, Melrose, Meols, Mitcham Junction, Montpelier, Newton-le-Willows, Newtown, Oxford, Parson Street, Peckham Rye, Penmaenmawr, Portslade & West Hove, Spring Road, Stranraer Town, Swindon, Truro, Wandsworth Common, West Croydon, Winchester City, Wolverhampton Low Level, Wormit. **SHEDPLATES:** 1D, 8B, 8K, 15C, 18A, 34A, 34G, 62B, 63A, 65A, 65C, 65D, 65F, 66D, 71A, 71G, 73C, 75C, 81C, 81E, 82F, 83C, 84E, 85B, 88D, 88H, 89B. **STATION SIGNS:** Ash Vale, Avonmouth Dock, Aylesford, Carlisle, Chapel-en-le-Frith Central, Fakenham, Heaton, Kenyon Jct, Kings Norton, Moorthorpe, Perranwell, Southampton Central, Talgarth, Tebay, Wisbech East. **SIGNAL BOX NAMEBOARDS:** Barnstaple Junction, Chinley Station, Corwen East, Crewe Sorting Sidings, Cromer Yard, Doncaster North, Glazebury, Liverpool Exchange, New England, New St No 5, Quainton Road, Severn Bridge, St Boswells, Vulcan Bank, Wolferton. **GWR:** Cambrian Coach Window, Portland (Railmotor) Board, Speed To The West Poster, Steamrollers Notice. **LMS:** Ashby & Nuneaton Armband, Caledonian Dunalastair Model 3 1/2" Gauge, CK & PR 1 Bridgeplate, Furness Railway Platform Seat, LNWR Kenilworth Armband, LT&SR Platform Seat, Royal Scot Headboard. **LNER:** Forth Bridge (Cuneo) Poster, Service By Night (Shepherd) Poster. **SR:** 657 Cabside, Dogs Collecting Box, LSWR Police Jacket, Maunsell N Class Whistle, Nine Elms Works Coach plate, Padstow Indicator Enamel.

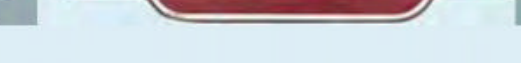
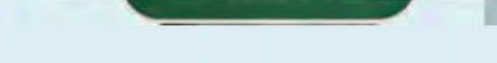
Also the usual wide selection of single line tablets, keys, staffs, both British and Irish, handlamps, cast iron and enamel signs, clocks, signalling equipment and much more.



WE WELCOME SIMILAR ITEMS FOR ENTRY IN OUR NEXT SALE.
CATALOGUES ARE AVAILABLE A FORTNIGHT BEFORE EACH SALE,
SEND OR PHONE FOR YOUR FREE COMPLIMENTARY CATALOGUE NOW!
Valuations for insurance and probate, impartial advice on selling or buying railwayana.

GREAT CENTRAL RAILWAYANA LTD

INCORPORATING SHEFFIELD RAILWAYANA AUCTIONS & RAILWAYANA.NET
14, SCHOOL STREET, WOODFORD HALSE, DAVENTRY, NORTHANTS, NN11 3RL
TEL: 01327 263633 (MONDAY TO FRIDAY 10.00 - 5.00)



Full-time Professional
Staff with over 30
Years' Experience

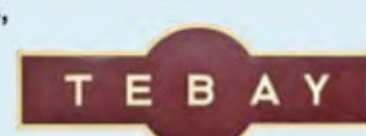
G. W. R.
COUNTRY LORRY SERVICE
THIS LORRY WILL COLLECT
AND DELIVER FROM AND TO
ALL PARTS OF THE DISTRICT
APPLY TO GOODS AGENT.



Extensive and
Prominent Monthly
Advertising



Listing of Entries in This
and Many Other Magazines



Professionally
Managed Website
Promoting Your Entries

