

PIONEER VICTORIAN TRAIN TO BE BUILT AND DISPLAYED ALONGSIDE HS2

HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

ISSUE 255

June 7 –

July 4, 2019

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R3642 Class 8P Princess Coronation 4-6-2 46232 "Duchess of Montrose" in BR green early emblem. £171

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

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N Gauge

Dapol - Steam locos

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2S-012-009 Class A1X 'Terrier' 0-6-0T 40 "Brighton" in LB&SCR improved engine green **NEW** £67.96

2S-012-012 Class A1X 'Terrier' 0-6-0T 734 in London and South Western Railway green **NEW** £67.96



2S-012-011 Class A1X 'Terrier' 0-6-0T 751 in South Eastern and Chatham Railway green **NEW** £67.96

HSTs



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2D-026-004 Class 86/2 86216 "Meteor" in BR blue **NEW** £93.46



2D-026-002 Class 86/2 86259 "Les Ross/Peter Pan" in BR electric blue - as preserved **NEW** £93.46



2D-026-001 Class 86/4 86401 "Mons Meg" in Caledonian Sleeper blue **NEW** £93.46

DMUs

ND1168 Class 142 "Pacer" 2 car DMU 142081 in Regional Railways £115.18

OO9 Narrow Gauge

Heljan - Steam locos



9950 Lynton & Barnstaple 2-6-2T "Yeo" in L&B dark green (RRP £189.95) **BARGAIN** £134.50

O Gauge (1:43 Scale)

Corgi Collectables - Cars



VA12413 Ford Granada 2.8i Ghia Cosmos Blue **NEW** £27

Dapol - Coaches

7P-004-003 GWR 59' Auto Coach GWR chocolate and cream shirtbutton £170

Heljan - 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

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

DMUs



8951 Class 128 parcels DMU 55993 in Royal Mail red (RRP £599) **BARGAIN** £295



8914 Class 128 parcels DMU W55991 in BR blue - weathered (RRP £599) **BARGAIN** £295

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Oxford Diecast - Commercial vehicles



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Back on the Severn Valley Railway after 23 years: GWR 4-6-0 No. 6960 *Raveningham Hall* drifts into Highley with the 3.10pm from Bridgnorth on May 26. Story – *Headline News*, page 9. JOHN TITLOW

Two landmark projects richly deserve support

THIS issue sees the launch of two major projects to have two of the finest of Victorian locomotive designs in steam for the 21st century.

The planned opening of the High Speed 2 rail link from London to Birmingham in 2026 will bring nothing new to the second city in heritage terms – because it has seen it all before as long ago as in 1851 when the LNWR Bloomer 2-2-2s reduced the travelling time between the cities to just two hours for the first time.

HS2 has given fresh impetus for Tyseley Locomotive Works to complete its long-running new-build Bloomer project, with a principal aim of having it displayed next to the proposed new Curzon Street station, complete with a rake of replica LNWR coaches, as a living, steaming monument to the Victorian pioneer high speed train!

The new Bloomer and its train will also be able to visit and run on heritage lines elsewhere, becoming an ambassador not only for Birmingham as a great city of engineering, but also for Britain's proud mid-19th century transport technology.

Elsewhere, deep in the Sunny South, the Swanage Railway Trust has given the green light for its LSWR T3 4-4-0 No. 563 to be returned to steam, and has launched a £350,000 appeal for the necessary funds for the project to be undertaken by the proven experts at the Flour Mill workshop in the Forest of Dean.

There was criticism from some quarters when the National Railway Museum 'gifted' the locomotive to Swanage, despite it being part of the National Collection and therefore afforded protection by being in public ownership.

However, when the T3 returns to steam, and on its home territory too, showing everyone what a marvel of design it was in its day, with hindsight that decision will surely come to be seen as an example of curatorial excellence.

Both of these projects have invited public donations and sponsorship, and if readers see fit to greatly help further the future of railway heritage by showcasing forgotten treasures from two centuries ago for a modern audience and hopefully many generations to follow, now is the time to dig deep into your pockets.

In recent weeks, the public at large has more than aptly demonstrated its benevolence in the heritage sector, showing willingness to come to the aid of venues that have been hit hard by the disease that is vandalism.

As we reported last issue, the Great Central Railway (Nottingham) was dealt a major blow by the £80,000 damage inflicted on five rail vehicles in the latest in a series of vandal attacks, and the West Somerset Railway has also had coach windows smashed.

Then there was the beyond belief appalling destruction in May of a complete model railway exhibition at Stamford in Lincolnshire, which prompted more than £100,000 in donations from people all across the globe, including £10,000 from rock legend Rod Stewart.

The public have been magnanimous in their response, but why should either they or the victims have to stump up a single penny?

The powers that be should take steps to ensure that the culprits, or those who have legal responsibility for them, should foot the entire bill, whether it be by way of outright compensation orders, tax penalties on earnings or even benefit cuts or meaningful community service orders.

Deliberate damage to a heritage railway is no less serious than that caused to any historic site, be it a church, castle, ancient monument or stately home, and is tantamount to an attack on society as a whole. Deterrents must be guaranteed to be effective.

Robin Jones Editor

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COVER: Visiting from its North Yorkshire Moors Railway home, B1 4-6-0 No. 1264 heads over Chicken Curve after departing from Winchcombe on May 25 during the Gloucestershire Warwickshire Railway's hugely-successful 'Northern Soul' Cotswold Festival of Steam, supported by *Heritage Railway* publisher Mortons Ltd. IAN CROWDER



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No. 70000 *Britannia* hauls Saphos Trains' 'The Lakelander' at Shap Wells on May 18. The 68-year-old 7P does not look out of place on the modern railway.



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A taste of the Valley on the footplate!

Ever wondered what it's like to take part in a footplate experience course at one of the UK's premier heritage lines? Gareth Evans recalls his half-day footplate experience course on the Severn Valley Railway, which involved firing and driving GWR 0-6-0ST No. 813 with a Mk1 BSK carriage between Bewdley and Bridgnorth – and his fiancée also gives her view on the day.



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The original pioneer high speed train reborn!

The planned arrival of the High Speed 2 rail link in Birmingham in 2026 has given an exciting fresh impetus to a project to build a new example of a mid-Victorian transport engineering marvel – an LNWR Bloomer 2-2-2, complete with its own passenger train, writes Robin Jones.



74

Biggest in the world!

A five-year project to return a Union Pacific Railroad Big Boy 4-8-8-4 to action has borne fruit, with No. 4014 – now the largest operational steam locomotive on the planet – making an appearance at the 150th anniversary of the linking of the USA's east and west coasts by rail, writes Robin Jones.



80

Great steam engineers of the nineteenth century Part seven: The 1880s

Towards the end of the 19th century, the term chief mechanical engineer was beginning to catch on in favour of locomotive superintendent, but as Brian Sharpe outlines, there were still big variations in the job specification.



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Trouble on the line

Recent incidents of vandalism have forced the problem into the public gaze with national media coverage. Peter Brown takes an in-depth look at the ongoing problem of criminal damage across the heritage sector and looks at fresh preventative initiatives.

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Tyseley to build and display Victorian pioneer train outside HS2's Birmingham terminus

by Robin Jones

A GROUND-breaking scheme to re-create the first high speed train linking London and Birmingham 175 years on, is being launched by Vintage Trains.

It is hoped to have the replica Victorian locomotive and its train ready before 2026, when the 21st-century High Speed 2 link between the two cities is scheduled to open.

Furthermore, the aim is to have the replica displayed outside the original London & Birmingham Railway's Curzon Street terminus when it is reopened within the next two years as a visitor centre, yards from the futuristic new HS2 station.

Taking centre stage in the project will be the completion of the new-build LNER Bloomer 2-2-2 No. 670, which was begun at Tyseley Locomotive Works in the late Eighties to mark the 150th anniversary of the West Coast inter-city route, and is believed to need around £300,000 to finish it to steaming condition.

The new Bloomer already includes some original tender parts from the 1850s, and when completed, will be the only working locomotive in Britain with a 7ft single driving wheel.

When they were introduced in 1851 by LNER locomotive engineer James McConnell, the Bloomers provided new standards of inter-city travel – bringing the journey between the two cities down to two hours for the first time. In its day, it was viewed as revolutionary as HS2 promises to be: like HS2, McConnell's 2-2-2s were at the forefront of engineering technology of their day.

Tyseley's Bloomer project has long been in an advanced stage of completion, with numerous

components manufactured, but it has remained on hold in the workshop due to the pressure of work in maintaining locomotives for the Vintage Trains main line operations and other contract work.

The project, under the banner of the Pioneer High Speed Train, is to be officially launched at the Tyseley Locomotive Works open weekend on June 25 at noon.

Furthermore, it is planned to build a replica train of at least three LNER coaches to run behind the Bloomer, subject to raising further funds.

The train will not only run at Tyseley Locomotive Works but will be available to hire to other heritage lines.

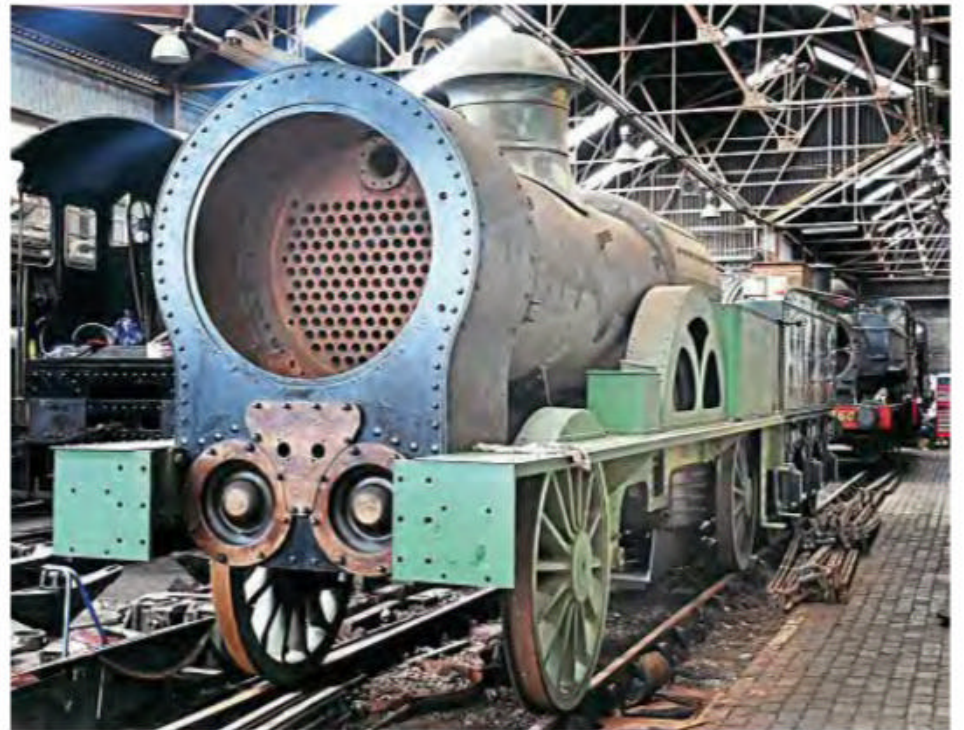
The new Bloomer and its train have all the makings of a flagship attraction, not just for Tyseley and the city of Birmingham but for the entire heritage sector, plugging a sizeable gap in the national heritage steam fleet while representing a significant part of railway history which is poorly served by comparison with others.

Vintage Trains is inviting the public to sponsor the new venture, and is asking members of the public to either make a donation or join the new Bloomer 670 club.

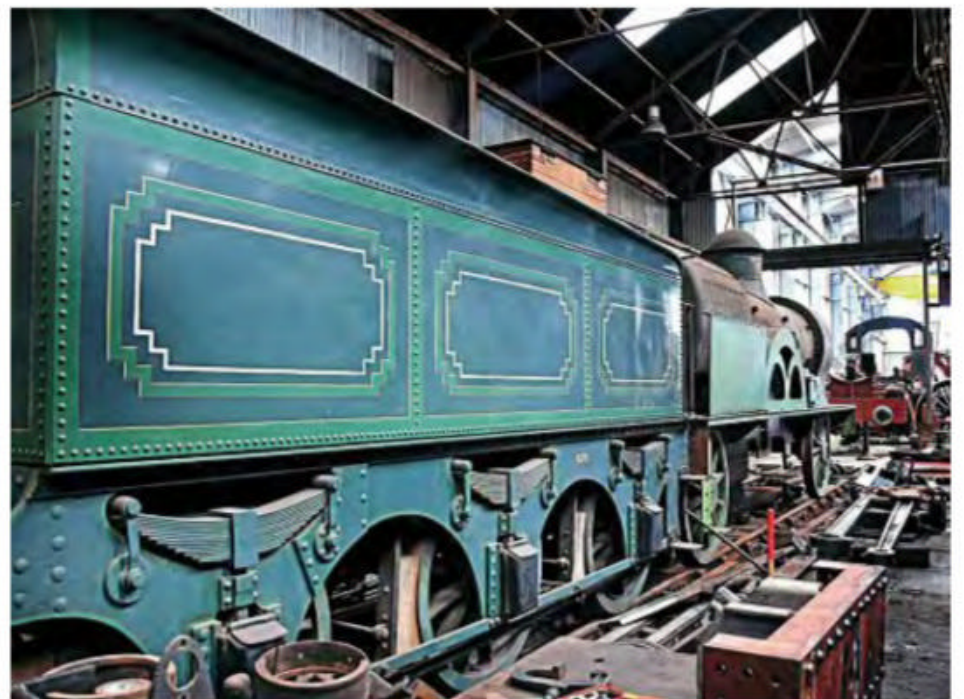
It is also proposed to enter into a project partnership with Aston University to encourage engineering students to join in and learn practical skills in their discipline.

→ Details of how to help the Bloomer and train be ready by 2026 when HS2 arrives in Britain's second city can be obtained from visiting www.vintagetrains.co.uk or writing with sae to Vintage Trains Charitable Trust, 670 Warwick Road, Tyseley, Birmingham, B11 2HL.

→ The original Pioneer High Speed Train reborn – feature, pages 68-71.



Tyseley's new-build Bloomer project inside the workshop is to be completed in time for the arrival of HS2 in Birmingham. ROBIN COOMBES/VT



The new Bloomer's tender incorporates part from an original. ROBIN COOMBE/VT

Car driver fined after collision on North Norfolk Railway golf club crossing

THE driver of a car which crashed into GER Y14 0-6-0 No. 564 on a North Norfolk Railway level crossing has been fined £1180.

William Mellor, 38, was driving his silver Mercedes-Benz on Sweet Briar Crossing in Sweet Briar Lane, Sheringham, on November 17 last

year, on his way to Sheringham Golf Club when the collision occurred around 11.20am.

The Y14 was heading at 10mph from Weybourne to Sheringham to pick up passengers for a dining train service when it was hit by the silver Mercedes-Benz.

Red lights at the ungated crossing were flashing and audible alarms sounding, but the car failed to stop. The Y14 was not damaged and nobody was injured. Both the railway and the road were blocked following the collision.

Mellor, from Erpingham, a

member of the golf club, pleaded guilty before Norwich Magistrates' Court to driving without due care and attention.

Five penalty points were added to his licence, and he was also ordered to pay a victim surcharge of £118 and £85 costs.

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Vintage Trains adds extra luxury to its railtours

EXCLUSIVE

By Robin Jones

VINTAGE Trains has added an LMS special saloon to its operational carriage fleet for main line tours.

The Princess Royal Class Locomotive Trust, based at the Midland Railway-Butterley, has loaned No. 6320 to Tyseley.

The coach was built at the Derby Carriage & Wagon Works in 1927 as a 57ft first class corridor brake numbered 5033. Withdrawn in November, 1960, it was converted at Wolverton Carriage Works into an inspection saloon for the chief projects officer of the West Coast Main Line electrification scheme and renumbered DM395707.

Condemned in January, 1965, an all-new wooden framed steel plated saloon body including many original parts, was built at Wolverton. The

last LMS type to be built there, it was fitted to a BR Mk.1 brake second suburban coach underframe placed on Commonwealth bogies, and reserved exclusively for the LMR general manager and kept at Euston.

However, on May 7, 1974 it was included in the special Royal Train used to convey the Queen and Duke of Edinburgh when they inspected the newly electrified WCML between Preston and Glasgow.

Renumbered 6320 in Inter-City stock, it was used for special charter work, before being sold initially in 1996 first to Waterman Railways and then to Rail Charter Services. It was sold to the trust in April 2001 and repaired, overhauled and repainted in LMS livery and certificated for main line use as a special saloon.

Vintage Trains will now offer it for corporate or private parties attached to its excursions.



LMS special saloon No. 6320 now on loan to Vintage Trains from The Princess Royal Class Locomotive Trust, is pictured at Tyseley on May 23. ROBIN JONES



The bridge to be demolished by HS2 at Quainton and the heritage venue's extension would pass under the right-hand arch of a new bridge to be built 100 yards further north. LENNY BARKER

Buckinghamshire Railway Centre starts northern extension work

THE Buckinghamshire Railway Centre has begun work to the north of Quainton Road station on a proposed new extension to be laid in conjunction with the construction of the High Speed 2 rail link.

Preparatory work has taken place in anticipation of a two-mile extension parallel to the former Great Central Railway, now a freight line, which dissects the railway centre.

The hoped-for extension running towards Verney Junction will, it is planned, become a reality with assistance from HS2 and East West Rail, which will both run through or over the BRC. The first track panel and a buffer stop have been laid and ground clearance has taken place in the last four months.

The work follows the trackbed, part of the Aylesbury & Buckingham Railway, to a point about half a mile north of Quainton Road station. The ABR connected with LNWR services at Verney Junction, but passenger

services on the line were withdrawn between there and Quainton Road from July 6, 1936, and the intermediate stations of Granborough Road and Winslow Road closed. The last through service, a parcels train from Verney Junction, ran on April 6, 1947. The line was retained as a siding to a point near Winslow Road until at least 1963, when a railtour ran on this part of the line on September 14 that year.

HS2 and EWR projects have community funding and compensation available for those affected by the projects and these could be the catalyst for the extension.

The work is a clear statement of future expansion intent by the centre, but trains are unlikely to run towards or to the former Granborough Road station for maybe five years as HS2 and EWR works, including demolition of the road over rail bridge by Quainton Road station, needs to be completed first.



Statement of intent: Aylesbury & Buckingham Railway trackbed clearance, a buffer stop and a token track panel marks the first stage of a planned northern extension for the Buckinghamshire Railway Centre's running line. LENNY BARKER

Yeovil Railway Centre marks 25 years of main line service

By Cedric Johns

ON the weekend of July 6/7, the Yeovil Railway Centre will open its gates to the public to mark 25 years of providing servicing facilities to visiting main line engines.

Typically, a railtour stopping at Salisbury and terminating at Sherborne would run on to nearby Yeovil Junction.

On arrival, the engine would be turned on the centre's 70ft turntable, watered and if required, coaled while its support crew fulfilled their own tasks like cleaning the fire, clearing the smokebox of chaff, checking oil levels and generally preparing the

locomotive for its returning home run.

Alternatively, an excursion destined for Weymouth would drop its engine at Yeovil, the train and passengers worked forward, and returned by a diesel. During the train's absence, the engine would have been turned and serviced ready to rejoin its train.

In another variation, the Railway Touring Company's 'End of Southern Steam' special due into Yeovil via Salisbury on July 9, will have its train taken to the Dorset coast by diesel.

When serviced, the engine, No. 35018 *British India Line*, is booked to run light down to Weymouth, couple on and take the excursion back to London via Dorchester South,

Bournemouth and Southampton.

On June 26 and July 3, Bristol-Weymouth excursions will host engines – likely to be 4-6-2 *Britannia* or Bulleid *Lord Dowding* – for turning and servicing, a diesel taking the train forward.

The centre's yard had been reduced to a desolate site after BR ravaged the Southern's Waterloo-Salisbury-Exeter main line, closing stations, signalboxes, singling long sections of track and reducing services.

Given a hint that the turntable was to be lifted, former Southern signalman, Eric Tyler acted. He called a meeting of a group of like-minded enthusiasts in January 1994 and

the rest is history. Having improved the site over the years, the centre's volunteer work force continues to consider future possibilities.

On July 6/7, visitors can ride behind ex-Navy Barclay 0-4-0PT *Lord Fisher* along the site's Wilderness branch or alternatively 1947-built Fowler 0-4-0DM shunter *Cockney Rebel*. Ruston & Hornsby 48DS shunter DS1174 *Yeo* will provide demonstrations of the turntable in action, possibly with some of the centre's restored wagons.

A display of railwayana and working model layouts will be staged in the two-road engine shed. Gates open at 10.30am on each day.

Swanage gives the go-ahead for £350k restreaming of LSWR T3

By Robin Jones

THE Swanage Railway Trust has launched a £350,000 appeal for the return to steam of LSWR William Adams express 4-4-0 T3 No.563 – and may create a carriage set to run behind it.

No. 563 was transferred by the National Railway Museum to the trust's ownership in March 2017, with the safety-net condition that if it ever decided that it had no use for the T3, it would be handed back to the National Collection.

In November that year, the T3 – a long-time resident of the Locomotion museum at Shildon – was moved to Bill Parker's Flour Mill workshop at Bream in the Forest of Dean, a market leader in the restoration of Victorian steam locomotives, for a sponsored exploratory strip-down and investigation into the extent of the work that would be needed for the locomotive to run again after 74 years.

The Flour Mill staff discovered that the locomotive was in good mechanical condition, with newly-machined wheelsets, freshly overhauled axleboxes and motion in as-overhauled condition. The boiler barrel was found to be in extremely good condition, with little sign of corrosion on the inside or outside.

On May 18, the trust authorised the return to steam of what is the only locomotive in its ownership. A statement said: "The Swanage Railway Trust believes that the best way for No. 563 to tell its story is to return it to steam.

"While we have LSWR T9 No. 30120 and LSWR M7 No. 30053 based on the railway, we have been unable to tell the story of the branch in its very earliest days.

"The T3 allows us to go right back to the very start of railways in Dorset. The T3 allows us to show how railways connected rural and coastal communities in the Victorian and Edwardian periods.



A beautiful Victorian express passenger locomotive few thought would ever steam again – but a £350,000 appeal has been launched to make it happen! LSWR T3 4-4-0 No. 563 following its delivery to the Swanage Railway. NATHAN AU

"The T3 was built in 1893 just eight years after the Swanage Branch opened. This locomotive was used to bring express passenger services from London to the Swanage and, in turn, this created a legacy of tourism that remains to this day.

"The trust will use this locomotive to demonstrate that it is committed to creating a living link to the very start of the railway that we have preserved to this day. While our day-to-day aim is to create a railway based around the 1950s to late 1960s, it must be remembered that this was a period when the railway was beginning its slow decline before closing in 1972. The T3 will allow us to show a period when the railway was an exciting, colourful and modern addition to a rural community.

"It will also be used as a catalyst to other exciting projects. From creating an LSWR coaching set to providing more long-term covered accommodation for our coaches and

locomotives, we will use the T3 to trust these aims and aspirations into the limelight in the future."

An appeal has been set up to raise £350,000, the estimated cost of the overhaul at the Flour Mill, over the next two years. Already, the trust has placed a £30,000 order for all the copper required to construct the new inner firebox as a sign of intent, and a consignment of the correct arsenic copper, which cannot be manufactured in the UK, has been ordered from South Africa, before prices fluctuate or rise.

The trust's 563 Locomotive Group said that No. 563 will return to steam in its later LSWR holly livery, as introduced by Drummond from 1903.

The trust statement continued: "This promises to be one of the most exciting locomotive restorations of the last 25 years. This totally unique project will bring a locomotive that most thought would never steam again back into life on the railway it was built for.

"As the locomotive hasn't worked in over 70 years, we are not sure of its capabilities at the moment. But we do know that the T3s were known as strong, free-steaming and fast locomotives and we expect that the locomotive will be able to handle five coaches on our railway with relative ease. It is our intention also to allow No. 563 to visit other heritage railways for gala events. This will generate funds for its ongoing upkeep and to bring it to new audiences who might not be able to come to Swanage to see the locomotive on home turf."

The last of the class of 20 to be withdrawn, in August 1945, it was set aside for preservation. Between May and October it was used in a theatrical production of The Railway Children in Toronto, and once back in the UK, it reprised that role in the same production at a temporary theatre constructed next to King's Cross station.

A review of the NRM's collections led to it being 'gifted' to the Swanage Railway, a move that was criticised in some quarters as giving away part of the National Collection.

Bill Parker said: "We at the Flour Mill are excited at the prospect of overhauling our fourth LSWR engine – first the two Beattie well tanks, then the T9 and now the T3.

"Work will proceed as fast as the funds can be raised. Doubtless significant donors will be invited to see the work in progress.

"Following completion of the dismantling of the T3 at the Flour Mill, funded by Alan Moore, apart from the need for a new copper firebox, the conclusion of all parties is that the locomotive is thoroughly repairable and operable.

"Evidently the mechanical parts were overhauled shortly before the locomotive was withdrawn or restored for display purposes."

→ If you would like to be involved with the return to steam of No. 563, or to donate to the appeal, visit www.563locomotivegroup.co.uk or contact the project manager directly by email at: matt.mcmanus@swanagerailway.co.uk



The chassis of No. 563 outside the Flour Mill workshop on May 17 following its exploratory dismantling. NICK LLOYD

Alan Moore thanked for £20k donation paving the way for return of No. 563

RETIRED London banker and Bodmin & Wenford Railway benefactor Alan Moore, who celebrates his 83rd birthday on June 5, now has another success to his name – the £20,000 that he gave to the Swanage Railway for the exploratory dismantling of the T3 No. 563 at the Flour Mill workshop has now borne fruit.

Alan's donation came at a critical time when the National Railway Museum was being criticised for controversially donating the historic locomotive to the Swanage Railway, which did not then have the facilities available to store it undercover.

His gift enabled the engine to be kept indoors at Bill Parker's Flour Mill workshop, whose expertise in overhauling Victorian locomotives is unmatched.

Its first job was overhauling the NRM *Iron Duke* replica, then it overhauled the *Rocket* replica, before

accurately rebuilding it with new frames and boiler to Stephenson's original design in 2009.

The Flour Mill has overhauled 1898 Metropolitan Railway E class 0-4-4T No. 1 twice, the second time to enable it to run through the Metropolitan line tunnels to commemorate the 150th anniversary of the world's first underground railway. No.1 will be in underground action again on June 22/23, hauling vintage coaches between Ealing Broadway and High Street, Kensington, to mark 150 years of the District Line, in a series of trips organised by London Transport Museum.

The Flour Mill repaired the NRM's 1899 GNR 0-6-0ST No. 1247, the first locomotive to be privately preserved, by the late Captain Bill Smith, so it could run on its 100th birthday in



Alan Moore (left) with the Flour Mill's Geoff Phelps and Beattie well tank No. 30587 at the late Sir William McAlpine's 70th birthday celebrations at the latter's private Fawley Hill Railway in 2006. BILL PARKER

1999, and helped to keep the 1881 Midland half-cab No. 41708 running until it literally fell apart.

Bill Parker said: "Alan played a significant role in the funding of many of these projects. Not only did he give generously to the Met No. 1 overhaul, he entirely funded the overhauls of the Beattie well tanks – Quainton Road's No. 30585 and the NRM's No. 30587, but also

that of the NRM's T9. Although these contributions are only a tiny fraction of what Alan has given to railway preservation, they are representative of the pleasure one man's good deeds have given to so many.

"Alan has not been well lately, and we are sure that all *Heritage Railway* readers wish Alan many happy returns and offer thanks for his contribution to railway preservation."

Flour Mill builds new-size boiler for Polish TKp 0-8-0 tank No. 5485

THE Flour Mill workshop – which is set to overhaul T3 No. 563 – has just finished what is thought to be the first full-size superheated boiler to have been built in the UK for several decades.

The new boiler of John Savery's 1959 Polish TKp 'Slask' 0-8-0T No. 5485, has passed its hydraulic test at the Flour Mill.

The all-welded boiler was assembled under the leadership of foreman Geoff Phelps to a design updated from the original drawings by Graham Morris and signed off by British Engineering Services. Mike English did all the coded welding.

This is the second new boiler Geoff has built, the first being

for the new replica of *Rocket* commissioned by the Science Museum in 2009, faithful to the original Stephenson design, incorporating the wheels and cylinders from the previous replica.

Bill said: "That means that the Flour Mill has built boilers for engines built 130 years apart, one just about the smallest, and one just about the biggest, or so it seems in comparison – a good place to start work on the Swanage Railway's T3 563 from!"

After being steamed on the ground, the boiler is now in the frames with the 32 superheater elements being installed – in readiness for the TKp being trialled



Polish TKp 'Slask' 0-8-0T No. 5485 with its new boiler at the Flour Mill workshop at Bream. FLOUR MILL

in June on The Flour Mill's short test track.

With a tractive effort of 39,582lbs, nearly as much as a BR Standard 9F, the locomotive is designed to pull more than 3000 tons on level

track, and its design speed of about 30mph is enough for UK preserved railways, although it is too high and wide for most. It is anticipated that the engine will return to the Nene Valley Railway on completion.

Raveningham Hall makes welcome SVR comeback

By Paul Appleton

HAWKSWORTH Modified Hall 4-6-0 No. 6960 *Raveningham Hall* operated trains for the first time over the weekend of May 25/26 at its former Severn Valley Railway home, following an agreement between SVR, its current West Somerset Railway base and locomotive owning group, the Erlestoke Manor Fund.

The fund has allowed its No. 7802 *Bradley Manor* to move in the opposite direction in a unique

exchange agreement set to run across the main summer season and into the autumn.

No. 6960 was a popular resident at the SVR for 19 years, where it was affectionately known as 'Ratbag' and completed 69,392 miles in service, before it left for the WSR in 1996. It arrived at Bridgnorth just prior to the spring bank holiday weekend and made its first forays on scheduled services on Saturday, May 25. It will be used regularly throughout the summer and is scheduled to stay

until after the SVR's September 19-22 autumn steam gala.

The move has come about due to a shortage of work for the red-route locomotive following the temporary lowering of axle weight limits at its home railway, while No. 7802 is a blue-route engine and currently able to work within WSR axle load restrictions. The 1944-built Modified Hall carries Great Western livery and contrasts well with another season-long visitor, large prairie No. 4144 (picture, pages 4&5) from

Didcot Railway Centre, which it will be sharing duties with, and which carries the unusual BR version of the GWR livery introduced in the early days of Nationalisation from 1948.

No. 7802 is expected to stay at the Minehead-Bishop's Lydeard line until early October. It is one of three Collett Manors due to handle busy summer trains in the coming season there, the others being No. 7822 *Foxcote Manor* from the Llangollen Railway and WSR resident No. 7828 *Odney Manor*.

Cotswold spring steam supreme

By Robin Jones

THE spring bank holiday weekend Cotswold Festival of Steam reinforced the Gloucestershire Warwickshire Railway's position as one of the UK's Premier League heritage lines in more ways than one.

Offering 10 engines in steam, including two on the 2ft gauge North Gloucestershire Railway, the line offered a three-day intensive time, with the May 25-27 event taking on a 'Northern Soul' theme this year. The title was in deference to two of the visiting locomotives, B12 4-0 No. 1264 from the North Yorkshire Moors Railway, and Caledonian Railway 439 class 0-4-4T No. 419 from the Bo'ness in Kinneil Railway – which, in an unexpected way, brought out the very best of the staff and volunteers whose line carried off the Heritage Railway Association's Annual Award (Large Groups) 2019 for the phenomenally-successful extension to Broadway.

Currently undergoing a tour of English heritage lines, No. 419 suffered a big end failure on May 24 while undergoing loaded test runs. Knowing it would be a big draw for visitors, staff from both the railway and its owner the Scottish Railway Preservation Society went the extra mile to dismantle the bearings, re-machine them and refit them to the engine.

It appeared that these efforts had been successful when No. 419 was tested light engine late on the Friday night. However, railway officials decided that bearings should be run in by using the tank on shunting duties at Winchcombe – and there it proved to be a real hit. No. 419 then took a proper turn from Winchcombe to Broadway with a five-coach set and ran back to Toddingdon before returning the empty coaching stock to Winchcombe. However, one of the bearings started to overheat again, so No. 419 spent the rest of the weekend on light shunting duties.



B1 4-6-0 No. 1264 works the 8.40am empty coaching stock movement from Toddingdon to Broadway over Stanway Viaduct on Saturday, May 25. PAUL STRATFORD

SRPS representative Mark Ashmole told GWR officials: "I'm overwhelmed by the support and help you guys have given to make sure No. 419 was fit to run. The facilities and skills here (Toddingdon) are superb and we have felt so welcome!"

Gala committee member Ray O'Hara said: "Particular thanks are due to Mark Ashmole and the small team of people who pulled out all the stops to ensure that the Caley tank was capable of at least performing light duties over the weekend.

"The attitude of the members of the steam loco department to rising to the challenge is both humbling and inspirational."

The event, the last two days of which saw the earlier glorious sunshine dogged by an occasional shower and cloudy skies, saw nearly 4800 tickets sold – more than in 2017, which was itself a record, but less than last year, which benefited from the Broadway opening effect.

The timetable ran to time over the whole weekend and the B1 was very popular, as was blue-liveried GWR 4-6-0 *King Edward II* from Didcot Railway Centre, which double-headed with WR 4-6-0 No. 7903 *Foremarke Hall* on special workings each day.

In GWR and BR days, one of the downsides of the Birmingham to Cheltenham line was the distance



Caledonian Railway 0-4-4T No. 419 approaches Toddingdon on Saturday, May 25, with the only passenger train it managed during the festival due to mechanical problems. JOHN LEWIS



B1 No. 1264 departs Toddingdon for Broadway on May 25. IAN CROWDER



from which several stations were, by necessity of topography, built some distance away from the settlements they purported to serve. Shirley and Winchcombe are two examples of this, and Broadway is another. During the gala railway supporter Graham Smith ran a free shuttle from the station to the village centre using his London Transport Routemaster bus, collecting hundreds of pounds in donations for the local air ambulance.

Toddington also saw the launch of a new definitive book on the line, *The Gloucestershire Warwickshire Steam Railway, Past and Present*, by John Whitehouse, published by Silver Link at £20.



Above: Visiting GWR 4-6-0 No. 6023 *King Edward II* and home-based WR 4-6-0 No. 7903 *Foremarke Hall* round Chicken Curve on May 25. JOHN LEWIS



Above: Consigned to shunting demonstrations, Caledonian Railway 0-4-4T No. 419 sits at Winchcombe station with a rake of goods wagons on May 25. NICK GILLIAM

Right: Now for the next big one: The boiler of unrestored Barry hulk BR Standard 4MT 2-6-0 No. 76077 was displayed in Toddington station car park, while in a nearby promotional stand, the directors of its recently-formed owning company outlined their plans (see issue 251) and signed up new shareholders. ROBIN JONES



The marriage of North Yorkshire Moors Railway head boilermaster Mark O'Brien and his equally steam-crazy wife Emma at Pickering station featured in the second episode of Channel 5's *The Yorkshire Steam Railway: All Aboard* screened on May 24. The couple accompanied B1 No. 1264 to the Cotswold Festival, where they were greeted by many visitors who had just seen them on the TV documentary. IAN CROWDER

Rod Stewart heads massive response to wrecked model railway event

By Robin Jones

A WORLDWIDE response to a vandal wrecking spree at a model railway exhibition saw more than £100,000 donated by appalled and angry members of the public, including £10,000 from rock singer Rod Stewart.

A lifelong model railway enthusiast, who spent 23 years building his own layout, the star pledged the money to the Market Deeping Model Railway Club in Lincolnshire, 48 hours after the wanton overnight damage at their exhibition in Welland Academy's sports hall in nearby Stamford left a trail of damage estimated at £80,000.

A neighbour alerted police to the break-in at the academy just before 4am on Saturday, May 18, and four boys, three aged 15 and one 16, were arrested nearby on suspicion of burglary and criminal damage. They spent the night in police cells and were later released on bail as inquiries continued.

Club chairman Peter Davies, a railway modeller for 60 years, said that grown men were in tears as the scene of "total wanton destruction of the highest order".

Some of the models had taken up to 25 years to build and some members would not be able to replace them within their lifetime, he said.

The former teacher added: "A hurricane would have done less damage."

Intruders had embarked on a rampage of destruction, smashing hundreds of hand-crafted models and miniatures.

It appeared that model locomotives



The scene of devastation inside the sports hall where intruders destroyed the contents of a model railway exhibition. This was the stand of trader P&D Marsh which supplies a range of accessories. PAUL ANDREWS/P&D MARSH

and rolling stock had been hurled through a basketball hoop and an electrical cable was found hanging from one of the beams in the ceiling.

One smashed locomotive had been worth £8500, club officials said.

In a bid to recover some of the cost of the damage, the club launched an appeal for £500 on the JustGiving site hours after the vandal attack, but they were left astonished by the extent of the public response.

More than 5500 people, including several from overseas and many who were not enthusiasts but simply

appalled at the mindless damage to treasured possessions, gave as well as model manufacturers offering replacement stock.

Stewart said: "I was absolutely devastated to hear that vandals had destroyed what was to be a lovely show. I feel their pain."

As we closed for press, the total raised had reached £106,070, donated by 5396 supporters.

Peter said that the club had been "overwhelmed" by the subsequent public generosity and he thanked all of the well-wishers for their help. In

a defiant response, just six days after the damage, members displayed a model railway layout as part of the Deepings Literary Festival in Coronation Hall, Market Deeping, filmed by the BBC's One Show, after TV coverage earlier in the week. The club plans to return to the school hall for its annual exhibition next year, having held it there successfully for 12 years without incident.

It hopes to use some of the money raised to help other societies, maybe with adding extra security measures that had not been budgeted for.

Sutherland 'ready' for Mid-Norfolk Railway gala after axlebox repair

PRINCESS Coronation Pacific No. 6233 *Duchess of Sutherland*, which was moved light engine from Camforth to Southall depot on May 24 for a stay of several months in-between main line tours, was found to have a warm right trailing bogie axlebox during its water stop at Rugby.

The move to Southall was called off and the engine and support coach

moved to the carriage sidings so that further examination could take place.

Repairs were carried out to enable No. 6233 to return to the West Shed at Butterley for the offending axlebox to be removed. It will then resume the move to Southall. No. 6233's next booked outing is to the Mid-Norfolk Railway for the June 28-30 gala.

West Somerset Railway 40th anniversary book published

THE West Somerset Steam Railway Trust launched a new book by Ian Coleby, Allan Stanistreet and Ian Tabrett, *Tales of the West Somerset Railway at Bishop's Lydeard* on June 7. The book recounts personal

recollections from stalwarts who helped rebuild the line over the last 40 years. Publication coincides with the 40th anniversary of trains returning to Bishop's Lydeard being celebrated on June 8 & 9.



Hunslet 0-6-0ST No. 1873 of 1937 *Jessie*, now in full livery as East Moors steelworks No. 18, heads the first public demonstration of the six 16T 'Windcutter' mineral wagons borrowed on long-term loan from the Great Central Railway on May 26 during the Pontypool & Blaenavon Railway's coal train weekend. It is seen climbing the final few yards into Furnace Sidings. ALISTAIR GRIEVE

Katie returns to Fairbourne 93 years after originally being scrapped there!

By Michael Whitehouse

KATIE, one of Sir Arthur Percival Heywood's pioneer 15in 'minimum' gauge steam locomotives – built for the Duke of Westminster's estate railway at Eaton Hall near Chester and named after the Duke's daughter – revisited its one-time Fairbourne Railway home during the spring bank holiday weekend after an absence of nearly a century.

The Eaton Hall Railway's principal function was for the duke's shooting parties. Guests included British and foreign royalty and also Winston Churchill, who much preferred to sneak away from the shooting and admire the little locomotive.

Katie made a fine sight in holly green lined out in red and gold with polished brass dome and was kept in immaculate condition.

When that railway upgraded its

locomotive, Katie was sold to Narrow Gauge Railways Ltd, Bassett Lowke's incursion into 15in gauge. It was used on the regauged Ravenglass & Eskdale Railway, but was not a success, and so it was sold to the Llewellyn Miniature Railway in Southport in 1922 and then to Fairbourne the following year.

According to a contemporary report, Katie was then all-but worn out but the railway had no other locomotive, and even on the flat line it had to stop for a blow-up halfway at Golf House halt.

Then there was the famous occasion when Katie's safety valve blew out. Suddenly and without warning, a column of steam and water shot into the air with a terrific roar and what passengers there were on the train scattered terrified down the beach – and the driver ran for his life.

Count Louis, Bassett Lowke's last



A reincarnated Katie seen running at Fairbourne again. MICHAEL WHITEHOUSE

Class 30 Atlantic, arrived in 1925, following owner Count Louis Zborowski's death in the Italian Grand Prix at Monza.

This arrival enabled Fairbourne to dispose of Katie, which was cut up in 1926, but its frames and wheels were kept for use in a wagon that was used to transport baggage to the camps at Penrhyn Bungalow.

The frames, the last vestiges on earth of an original Heywood 15in gauge locomotive, were rescued in 1974 by the Narrow Gauge Railway

Museum at Tywyn and displayed but were transferred to Ravenglass in 1982, where thoughts turned to rebuilding Katie into working order.

The funds were raised and the work started in 1992, with the finished rebuilt locomotive finally steaming again in 2017, proving much more successful than first time round.

For the May 25-27 event Katie returned to the Welsh coast to delight passengers once again on the Fairbourne's Railway's 15in gauge section.

The 'Pocket Rocket' is back

BR Standard 4MT 2-6-0 No. 76079 has now re-entered service at the North Yorkshire Moors Railway, following boiler repairs over the last winter that involved cutting out and replacing some of the firebox copper plate.

The return bolsters the NYMR's Whitby fleet to four engines and with S15 4-6-0 No. 825 having had its cab recently put on and cab fittings starting to be replaced, it will not be long before the NYMR has five Whitby engines available.

More overhaul progress at Grosmont has seen the boiler butt strap on West Country Pacific No. 34101 Hartland riveted in place, the latest stage in its ongoing boiler rebuild. This strap required the fitting of 140 rivets and reinforces the longitudinal joint running along the rolled boiler barrel.

Lambton 0-6-2T No. 29 has been modernised with the fitting of a rocking grate, which is sure to be appreciated by crews at the end of a long day.

The much-anticipated debut of unique single-chimneyed BR Standard 9F No. 92134 also gets ever closer, with the injector water delivery pipes to the boiler now fitted and lagged.



The elections for the European Parliament on Thursday, May 23, saw the Wensleydale Railway provide a unique polling station on rails at Leeming Bar. A DMU vehicle was temporarily adapted for the purpose, while a sign on the side of Class 20 No. 20166 pointed the way to it for voters. STEVE DAVIES



Double start for Severn Valley Santa specials

THE Severn Valley Railway is overhauling its Santa train programme for 2019, with trains starting from Bridgnorth as well as from Kidderminster for the first time in many years.

The line has become a victim of its own success in many ways because the intensive service between Kidderminster and Arley – thought to be the most intensive of any heritage railway in the world – places so much pressure on staff, volunteers and infrastructure that it can no longer cope. Additionally, passenger waiting times at Santa's Grotto at Arley have led to an increasing number of complaints, especially in inclement weather.

Instead of four coaching sets in constant use over the southern half of the line, the load will be spread with activities based at Highley

and trains travelling along both the southern and northern sections of line terminating there.

It is expected that Santa will now travel on board trains, meaning that passengers do not need to leave the comfort of their seats, although making use of the Engine House Visitor Centre is another option that is being considered, and a Train of Light theme is also being explored.

The Bridgnorth trains will open up the Santa offering to a wider audience, drawing on Telford and Shrewsbury for the first time, made possible by improvements to passenger facilities, especially the newly-opened car park, which has an all-weather surface and tarmac pathway to the station. Full details of the new arrangements are to be announced by the SVR in the next few weeks.

IN BRIEF

→ ROBERT Stephenson & Hawthorns 0-4-0ST No. 15 Eustace Forth (No. 7063 of 1942) arrived at the Northampton & Lamport Railway on May 23 – where it is due to remain on loan for the rest of the year. Owned by the 7063 Locomotive Group, the former CEBG locomotive has been resident at the North Yorkshire Moors Railway since late-November 2018, after being hired in for steam heating duties.

→ PRINCE Edward visited the Keighley & Worth Valley on Friday, May 31, inspecting the recently-restored Jubilee 4-6-0 No. 45596 Bahamas at Ingrow, meeting officials of its owning society and taking a trip to Oxenhope to meet well-wishers.

→ SOUTH Western Railway and the Swanage Railway have started a new summer season of DMU services from Waterloo to Corfe Castle, running every Saturday during the summer from Salisbury, Tisbury, Gillingham, Templecombe, Sherborne, Yeovil, Maiden Newton, Weymouth, Dorchester, Moreton and Wool and Wareham.

→ LONDON Transport Museum's Acton depot is to hold a family open weekend on July 13-14, with activities ranging from a puppet show on an original London bus and rides on a miniature railway, to object handling, equipment demonstrations and family tours of vintage vehicles.

West Somerset appeals for £250k to upgrade track

By Robin Jones

A NATIONAL appeal to raise £250,000 to help the West Somerset Railway relay part of its track has been launched.

The joint appeal from the West Somerset Railway Association (WSRA) and West Somerset Steam Railway Trust (WSSRT) follows the closure of the line earlier this year, including the loss of the spring steam gala, after problems with the track and other issues were highlighted.

The money is urgently needed to fund the 22-mile railway's planned track relaying programme over the coming winter months.

All of the WSR's track is currently in the process of being updated but some lengths are approaching the end of their serviceable 50-year life.

The majority of the track on the line comprises traditional bullhead rail sat in chairs on wooden sleepers, which was the standard for much of the national railway system from the mid-19th until the mid-20th century.

However, bullhead rail is much more costly to buy and maintain, and also has a shorter working life by comparison to the modern and cheaper flat-bottom rail which is now a worldwide universal standard.

The WSR now intends to replace bullhead with flat-bottom rail over much of the line, apart from in station areas and places where people like to see traditional track.

Making much of the WSR into a flat-bottom line will fit in well with the WSR plc's objective of making the business more sustainable for the foreseeable future and reducing renewal and maintenance costs.

WSR plc chairman Jon Jones Pratt said: "I applaud this bold, £250,000 fundraising initiative jointly from the WSRA and steam trust to help us deal with pressing track issues this winter. Trackwork is always an expensive and ongoing project on all heritage railways, and it is a focal point for our business too as the longest heritage railway line in England.

"Exchanging most of our old bullhead rail for the more cost-effective and sustainable flat-bottom rail alternative will mean that the WSR will have an economically viable and sensible option to keep the railway going for many years to come in the next 40 years of our existence.

"With the WSRA and Steam Trust's ongoing support, we will continue working together as 'one railway' in order to get as many of our projects

completed as possible. If people can spare some money towards this very worthwhile cause, then we would be most grateful and I'd like to thank those who have already shown their support for the WSR by donating money to us."

WSRA chairman Paul Whitehouse commented: "Much of the track on the WSR is now at the very end of its serviceable life after more than 50 years of service and some sections must be renewed in the near future to keep the WSR going for future generations to enjoy.

"With more than 53,000 sleepers and well over 40 miles of rails on the 22-mile line, the numbers are big and the bill is expensive for the WSR to fund, whether using traditional bullhead rail or the more modern flat-bottom type now used all over the mainline network."

WSSRT chairman Chris Austin said: "As a heritage railway, the WSR would like to keep traditional bullhead rail in station areas and other places where it can be seen and understood by visitors, but also use the more cost-effective flat-bottom rail on the largely unseen areas of the railway which not only gives a better ride but also is easier to maintain too.



Flat-bottom rail joined to bullhead rail using a stepped fishplate sometimes called a 'joggle'. Bullhead rail on the right sits in chairs on the sleepers which are secured in place by metal or wooden keys, and the flat-bottom rail on the left sits on a baseplate and is secured in place by a strong, spring steel Pandrol clip or similar fixing. It is pictured at Doniford between Williton and Watchet. WSR

"There are some eye-watering costs for this work, but some examples of the materials that will be needed and could be purchased by people making donations are worth noting: £3000 would buy a full 60ft panel of bullhead track, including all fittings with 50 years' life; £1800 would buy a full 60ft panel of flat bottom track, including all fittings with 100 years' life; £840 would buy a single 60ft length of bullhead rail; £560 would buy a single 60ft length of flat-bottom rail; £52 would buy a durable, single wooden sleeper with serviceable chairs and keys; and £28 would buy a single, concrete sleeper with new fittings."

→ The JustGiving page for the project can be visited at https://www.justgiving.com/campaign/railrenewal2019?utm_

USATC S160 2-8-0 No. 6046 is seen passing Goodrington beach on the Dartmouth Steam Railway working the 4.15am Paignton to Kingswear service on May 5. The locomotive is visiting from the Churnet Valley Railway for a few weeks due to shortage of running steam locomotives. COLIN WALLACE



Rheidol workshops to overhaul Welshpool's *The Earl*

By Gareth Evans

THE Welshpool & Llanfair Railway is sending Beyer Peacock 0-6-0T No. 822 *The Earl* for a major overhaul at the Vale of Rheidol Railway's Aberystwyth workshops, taking the engine out of a long queue for work at Llanfair Caereinion.

The Earl and its sister locomotive *Countess* have been stalwarts of the mid-Wales line through its entire life. *The Earl* hauled the first public train of the preservation era on April 6, 1963 and continued to work until 1978, when major repairs became necessary.

After withdrawal, the 1902-built locomotive went on extended display at the National Railway Museum in York, the Birmingham Railway Museum and the Didcot Railway Centre. Mounted on a standard gauge well wagon, *The Earl* also took part in the 1980 Rocket 150 cavalcade at Shildon celebrating 150 years since the Rainhill Trials and the advent of public steam railways.

Returning to the WLLR in 1991, it was stored in Tanllan carriage shed and brought out for display periodically. In 1996, a Heritage



Beyer Peacock 0-6-0T *The Earl* departs Welshpool Raven Square on August 31, 2018 with the line's replica Pickering carriages. One of the line's two surviving original locomotives, the 1902-built machine is now to be overhauled in another part of the GWR narrow gauge empire – the Vale of Rheidol at Aberystwyth. GARETH EVANS

Lottery Fund grant enabled a major overhaul to begin, which included a replacement boiler – work that was finished in time for the WLLR centenary celebrations in 2003.

Since then, *The Earl* has been a core member of the line's fleet. During the 2018 season, it ran 3310 miles, or 32% of the total locomotive mileage that year, before being withdrawn with a fault in October, shortly before its 10-year boiler ticket expired.

The WLLR was keen to stress that its decision to contract out the overhaul is no reflection on the capabilities of the line's own mechanical engineering department, which is extremely busy. The WLLR workshop team are currently in the final stages of a thorough restoration of 0-8-0T

No. 10/ 699.01 *Sir Drefaldwyn*; with the popular Sierra Leone Hunslet 2-6-2T No. 14/85 in the queue for overhaul and two more locomotives coming to the end of their boiler tickets – *Countess* in 2020 and Kerr Stuart 0-6-2T *Joan* in 2021 – it was decided to accelerate the work required on *The Earl* by having the VoR carry out the overhaul in parallel with the in-house projects.

WLLR chief mechanical engineer Bruce Webber said: "We considered several highly qualified suppliers for this overhaul. The VoR impressed us with its excellent engineering standards and very strong references from previous customers."

As well as restoring its own 2-6-2T *Owain Glyndwr* to service after many

years out of use, the VoR has also recently overhauled the Tallylyn Railway's Hughes 0-4-2T *Sir Haydn* and is currently restoring the Welsh Highland Heritage Railway Baldwin 4-6-0T, which will carry the identity of No. 590.

VoR general manager Llyr ap Iolo said: "We are proud that the WLLR has entrusted such an iconic and historic engine to us – we will be working hard to meet the specification and timeline."

The Earl is due be transported to Aberystwyth in June for dismantling and forwarding of the boiler to another firm for specialist work. The overhaul will start in earnest in September and a return to steam is scheduled for June 2020.

IoW Steam Railway manager Peter Vail to stand down

ISLE of Wight Steam Railway general manager Peter Vail is to retire after 14 years in the job.

It was believed that Peter is one of the longest-serving general managers in the sector.

He was appointed to the railway following a mid-Nineties crisis when its resources and finances were stretched to a critical point following the opening of the extension from Havenstreet to Smallbrook Junction.

Turnaround

The railway appointed local businessman Hugh Boynton as the first general manager, with the remit of cutting spending and implementing strict financial controls.

Nine years later, Peter was appointed at a stage when the railway's finances were in exceptionally good shape, but the business had suffered from a necessary lack of investment over

this period of time.

Peter had enjoyed a 30-year career working for HSBC bank in the East Midlands, latterly as a branch and commercial manager, but by his own admission Peter's knowledge and experience of railways was non-existent. However, the board was looking for a business leader with a sound financial understanding, together with a knowledge of people management and business development.

Peter said: "My brief from the board was just twofold – to maintain financial control and to take the IoWSR to the next level. This was ideally suited to my banking background and gave me a clear opportunity to be creative with the business."

Much of the IoWSR's success has resulted from a focus on the customer experience providing more than a five-mile train ride. During his years at the helm, the £1.2million Train Story visitor

centre opened; a local falconer has created a bird of prey centre on the railway's site; and a walk through neighbouring protected ancient woodland has been opened up.

Peter said: "I liken this job to that of a football manager. We have a vast number of loyal supporters who want to see positive progress in certain areas. Decisions made will never suit all, but the priority must be what is best for the business."

Relationships

"Key to a heritage railway's success is a good relationship between the board and management team. We certainly have had our moments, but always in a positive and open way."

"I have been incredibly lucky to work under three very supportive chairmen and have always received the backing of our board and management team."

Chairman Peter Conway said: "We are extremely grateful to Peter Vail,



Peter Vail, general manager of the Isle of Wight Steam Railway for the past 14 years. IoWSR

who fulfilled all the commitments he made to this railway. Our latest audited accounts confirm our strong financial position; we have no borrowing and £1.4 million in the bank.

"Peter will be a hard act to follow but the vacancy we will be advertising presents a wonderful opportunity for the right person!"

NRM: Cameras fitted to *Scotsman* to catch lineside trespassers 'in the act'

By Gareth Evans

THE National Railway Museum, which owns A3 Pacific No. 60103 *Flying Scotsman*, has confirmed that the celebrity locomotive is now equipped with cameras to capture incidents of trespass.

The development comes after the irresponsible and illegal actions of some members of the public who stood on the 'wrong side of the fence' next to high-speed main lines to capture photographic and video footage of the A3 working on the national network.

British Transport Police (BTP) issued a national appeal for information following numerous railway trespass incidents on Sunday, May 5 as *Flying Scotsman* was working part of RTC's 'Great Britain XII' tour (see Main Line News pages 58-59).

During the A3's journey across the East Midlands, a number of people illegally accessed the tracks near Burton-on-Trent and Tamworth attempting to view the locomotive, causing significant disruption to rail services. A total of 56 trains saw services being disrupted, with nearly 1000 minutes of delays being calculated. In one instance, two enthusiasts stood incredibly closely to the tracks, with a line speed of 125mph. After halting his Voyager train near Elford, a Cross Country driver photographed two trespassers and handed the image over to BTP – which then issued it to the media in an effort to trace the individuals.

As this issue went to press, a BTP spokesman told *Heritage Railway*: "There is no update at the moment on the individuals who were photographed trespassing near Elford on May 5. Officers are still conducting enquiries."

Chief Inspector Gareth Davies from BTP said: "It is extremely disappointing that a small minority of rail enthusiasts



Members of the public behave responsibly as they watch *Scotsman* on RTC's 'Great Britain XII' tour at Bentley Heath level crossing in Dorridge on Sunday, May 5. MARTIN CREESE

put their lives in grave danger in an attempt to take photos of the *Flying Scotsman*. Quite frankly, they should know better and we are now sending a strong message that this will not be tolerated.

"We're making a number of urgent enquiries to identify those who trespassed on the tracks. I would therefore ask anyone with information to get in touch.

Prosecution threat

"The railway is an extremely hazardous environment – trespassing could result in serious injury or even death. In order to prevent further incidents, we're stepping up our patrols when *Flying Scotsman* is out on the national network. Those caught trespassing or obstructing trains can expect to be prosecuted."

On May 9, *Flying Scotsman* was travelling between York and Edinburgh along the East Coast Main Line, and BTP had resources in place to deter trespass offences

– with officers working alongside colleagues from Network Rail and train operating companies.

The museum's head of operations, Jim Lowe, said: "Safety is our number one concern with *Flying Scotsman*, and in response to recent incidents of trespass we are continuing to work closely with Network Rail and the BTP to monitor the situation. We have now fitted cameras to *Flying Scotsman* which will help the police to gather evidence and to act as a deterrent. I am pleased to say that we have not experienced any further trespassing incidents during *Flying Scotsman*'s recent journeys in Scotland.

"As tours around the UK continue over the summer, we would like to remind people wishing to see the famous locomotive to do so safely. Trespassing on the railways causes delays, endangers lives and is against the law – don't ruin things for the majority of people who want to enjoy *Flying Scotsman* and stay safe."

Echoing the NRM's view, a Network Rail spokesman said: "It's great that people want to come and see *Flying Scotsman*, but it's vital for them to stay safe. The railway is an extremely dangerous environment if people misuse it. It's full of both obvious and hidden dangers, which carry risks of catastrophic injuries or even death.

"It is never acceptable to go onto the track for any reason. *Flying Scotsman*'s is not the only train running on the railway – other trains will be travelling at speeds of up to 125mph. Come and enjoy the spectacle of this iconic train, but please do that from a safe place.

"We would also like to remind people that it is illegal for anyone else to fly a drone on, over or within 50 metres of the railway. It is not only incredibly dangerous but you could be taken to court and face a penalty of up to £2500."

→ BTP advises anyone witnessing a trespass incident to call the police immediately on 999.



Cleethorpes set for extra summer engine visitors

THE Cleethorpes Coast Light Railway has boosted its locomotive fleet with the arrival on loan from the Longleat Railway of No. 5 *Ceawlin*, a steam outline 0-8-2DH built by Severn Lamb/J Hayton in 1975.

The 15in gauge line will be welcoming two further visiting locomotives in the coming weeks –

Steam outline 0-8-2DH *Ceawlin* is on loan from the Longleat Railway for this season. RYAN MIDDLETON/CCLR

when it hosts its Summer Steam & Beer Extravaganza event.

The July 13-14 event will see two Exmoor-built locomotives visiting the railway for the first time – 0-4-OSTT *St Egwin* from the Evesham Vale Light Railway and 0-6-0 *Sandy* from the private Wootton Light Railway in Wotton Underwood, Bucks.

Other attractions will include an intensive timetable, a real ale bar and live entertainment.

P2 motion being manufactured after £170k raised

THREE-QUARTERS of the £210,000 needed to provide the motion for new £5 million Gresley P2 2-8-2 No. 2007 *Prince of Wales* has been raised, it was announced in late May.

The A1 Steam Locomotive Trust has recruited 135 members of its 175-person target for The Motion Club, which was launched last April with each donating £1000 (plus Gift Aid) in up to eight payments of £125, to manufacture the motion. Accordingly, the forging of the heavy motion blooms has begun.

Delivery to start imminently

The £181,000 order with Stephenson Engineering Ltd of Atherton, Manchester for the heavy motion was placed last year. The order included the forging, machining and heat treatment of the nine heavy motion rods and the combined piston and rod.

The motion is expected to be delivered in batches throughout this year, with the first items, the intermediate coupling rods, expected to be delivered in the second quarter. Orders to follow for the motion include rod bushes, oil box covers and other



The blooms for the P2 heavy motion await forging at Stephenson Engineering. A1SLT

miscellaneous components

The original P2 cast steel motion bracket design has been converted to a welded fabrication to suit modern manufacturing methods. The motion bracket's primary role is supporting the slide bars. In addition, it also carries gearboxes and components associated with the valve gear and reversing mechanism.

Meanwhile, progress building Britain's most powerful steam

locomotive continues at Darlington Locomotive Works.

Trustee and P2 project director Mark Allatt said: "Thanks to our supporters' continued generosity, well over £3 million has now been donated or pledged with half of the required £5 million already received.

£40k outstanding

"Given the level of support The Motion Club has received, we are confident we can raise the additional £40,000 needed to pay for the heavy motion from 40 supporters and remain on track for completion of No. 2007 *Prince of Wales* by the end of 2021.

"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 Motion Club or a monthly 'P2 for the price of a pint of beer a week' covenantor."

→ To become a member of The Motion Club, readers can call 01325 460163, email enquiries@p2steam.com or visit www.p2steam.com for more information.

Rare totems at Stafford sale

RAILWAYANA Auctions UK heads up its next Stafford auction on July 6 with a range of rare BR station totem signs.

Neil Booth of Railwayana Auctions UK said: "We have an excellent selection of totems, many of which have come in 'pairs', and therefore offer a special opportunity for collectors to display the two together.

"From Birmingham come the pair of Moor Street and Snow Hill; from Northampton come Bridge Street and Castle and from Scotland come Newport-on-Tay East and West – the latter making up a series of five classic in-line Scottish names that also include Dundee Tay Bridge, Tayport and Wormit."

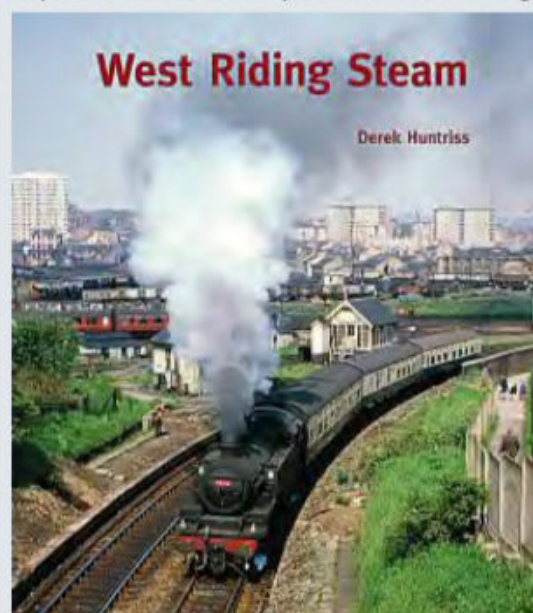
The auction takes place at The Blessed William Howard School, Rowley Avenue, Stafford ST17 9AB.

→ For more information, contact Neil Booth on 01242 620020 or 07836 225711 or email office@gwr1.com

WEST RIDING STEAM

By Derek Huntriss

West Riding Steam is the latest offering from the recently established and renowned publishing house *Never Again Publishing*. It is a lavishly illustrated full colour pictorial reminder of the days when steam reigned supreme on the railways of the West Riding of Yorkshire and will be on sale from 10th June 2019.



The Book concentrates on the last two decades of steam – the 1950s and 1960s.

Derek Huntriss has compiled a stunning collection of colour material from a wide range of steam photographers each with a very different approach to their subject. The result is a definitive portfolio of steam at work and railway history in the West Riding of Yorkshire. Each picture is accompanied by a comprehensive caption that provides the reader with considerable detail, not only about the locomotives and train workings but also a feast of other railway operational and historical information.

Of particular note is the selection of forty or so pictures taken by the late Gerald Dixon. Gerry was an architect and his ability to capture the uniqueness of the industrial West Riding landscape of hills, mills and row upon row of terraced houses complements the steam locomotive at work and the 'gritty' character of this northern county. This book is dedicated to Gerry, long time friend and MNA activist.

West Riding Steam – features gloss laminated, hard back covers, and totals 128 pages formatted 250mm x 219mm on 150 gsm gloss art paper

West Riding Steam - is priced at **£22.50 + £6** (Postage and Packing within Great Britain).

This book is published as a limited print run and prospective purchasers are strongly encouraged to place their orders now to avoid disappointment.

Full details of the contents of **West Riding Steam** and how to obtain a copy of this outstanding publication can be found on

www.mnabooks.com

Alternatively, send a cheque with your contact details to: Mr. K. Hale, 150 Farrington Road, Wolverhampton WV46QL made payable to 'Never Again Publishing'.

Never Again – The Complete Works is provisionally planned for a reprint later this year. However, potential purchasers must register their interest so we can confirm the viability of a reprint. Please contact us at sales@mnabooks.com to register your interest or write to Mr K. Hale at the address detailed above.



Rocks and overgrown track halt special in further shame for South African steam

EXCLUSIVE

By Geoff Courtney

IN A new blow described by one South African enthusiast as "another nail in the coffin" of main line steam in the country, a five-day railtour headed by North British Locomotive-built 4-8-2 No. 1535 with passengers on board from around the world, the UK and around the worldwide countries, was called off on its second day due to an overgrown and rock-strewn track.

The incident came just two months after the same operator, Reefsteamers, suspended indefinitely its flagship monthly steam train following signalling and infrastructure problems for which the company's chairman unequivocally blamed state-owned Transnet Freight Rail, which maintains the network.

In the latest incident of embarrassment to South African steam, No. 1535 was booked to start the Reefsteamers' high-profile sleeper railtour on April 12 from the town of Bethlehem in Free State province to Modderpoort via Ficksburg. However, due to an overgrown and slippery track, the train reached only Ficksburg, where it stayed overnight, 38 miles short of its planned destination.

Far worse was to come the following day for the 45 passengers and hard-working footplate crew of the 1919-built Class 12AR.

In the original schedule, the train was due to run on the second day from Modderpoort to Bloemfontein, the capital city of Free State, and Reefsteamers hoped to reach this destination as scheduled, albeit starting at Ficksburg.

Sadly for everyone involved, that hope was soon shattered, for after much slippage No. 1535 ground to a halt only a few miles out of Ficksburg, due to the track being heavily



No through road: Shortly after departing from Ficksburg in South Africa's Free State province on April 13, Class 12AR No. 1535 is only a few miles from being brought to a standstill due to an overgrown and rock-strewn track that was declared unsafe. The North British-built 4-8-2 was two days into a five-day sleeper railtour with 45 passengers from around the world, but the trip was terminated later that day due to the state of the track. JOHN TITLOW

overgrown with saplings growing out of it, while the ballast was eroded.

Transnet Freight Rail (TFR) dispatched rescue teams from two depots in opposite directions, Bloemfontein and Bethlehem. The Bethlehem team, which arrived on a road-rail vehicle, carried out hasty repairs, and after a delay of no fewer than 10 hours, the train reached the nearby hamlet of Gumtree, where it remained overnight. Instead of a journey of about 125 miles from Ficksburg to Bloemfontein, the train had travelled 12 miles.

The decision was then taken to terminate the tour after a signalman warned that the train could go no further as the track ahead was unsafe, and after the overnight stop at Gumtree, TFR sent two diesels to haul

the stricken train back to Ficksburg for another overnight stay.

Next day it was off to Bethlehem, a further overnight stay, and finally a 160 mile journey to Reefsteamers' steam loco depot in Germiston, near Johannesburg, where the train and its passengers arrived on April 16 – ironically the day the tour was originally scheduled to return.

Speaking from South Africa on May 13, Reefsteamers' chairman and engineering director Clive Holliday said he had submitted a full report to TFR about the tour's problems, and was reluctant to discuss the matter further prior to a meeting with TFR management in Johannesburg.

He did, however, express his deep disappointment at what had happened, and pointed out that at no

stage during the troubled tour was there any defect with either No. 1535 or the rolling stock. He added that passengers on the train were from the UK, mainland Europe, Australia, Canada and the USA.

TFR issued a statement to *Heritage Railway* from corporate affairs executive manager Mike Asefovitz, who described the problems as "challenges with rail slippery conditions". He said on arrival, the rescue team from Bethlehem met "high vegetation and the track littered with rocks, which raised concerns on allowing the steam train to proceed through to Bloemfontein.

"It was decided in consultation with Reefsteamers to haul the train back to Bethlehem using diesel locomotives, thus terminating the rest of the trip."

Blaming the problem on a "miscommunication" between central occupations office and the depot engineer's office over a YQ process, it said that in future such a process must be shared and formally signed off by "all critical role players".

The steam enthusiast who described the incident as another nail in the coffin of South African main line steam explained that a YQ was a track warrant, and that it appeared such a warrant had been wrongly issued, allowing the railtour to run over a section of track that was closed and had not been inspected.

Another enthusiast blogged: "A train full of disappointed international guests – what a way to go." Another posted: "Fantastic effort from the crew. To keep the momentum up when the line is so slippery is a real test of skill. The fireman also needs to keep the fire from being ripped apart when the driving wheels break away, holes in the fire cause the steam pressure to drop rapidly, so hats off gents, well handled."

Tribute to the Ffestiniog Railway's *Mountaineer* saviour John Ransom

LEADING preservationist John Ransom – who brought Alco 2-6-2T *Mountaineer* to the Ffestiniog Railway – has died at the age of 83.

As a boy, John regularly cycled through his native Northamptonshire to watch LMS expresses speeding past, and when his family moved to Wales, he took a deep interest in narrow gauge.

Educated at Eton, he was among the first volunteers to join the Ffestiniog Railway Society in 1951 and helped revive the line. He was secretary of the FR's London area group from 1958-74.

A journalist, he wrote more than 25 books and championed the cause of railway heritage and canal restoration.

In 1965 he set out to buy *Mountaineer* from the Tramway de Pithiviers à Toury in France and undertook lengthy negotiations to agreed a purchase deal. Built in 1916 for the War Department, the locomotive arrived on the FR in October 1967. John gifted it to the heritage line where it became part of its fleet, and later become vice-president of the FR Society.

Mountaineer took its heritage era

name from an earlier Ffestiniog engine built by George England & Co. Its nameplates are replicas of the originals and the bell from the original *Mountaineer* also survives and is fitted to the Alco on special occasions.

It was withdrawn from service in 2006 and is currently stored undercover awaiting an overhaul.

John served on the council of the Association of Railway Preservations Societies, now known as the Heritage Railway Association, from 1974. After he moved with his wife Libby to Locheearnhead in

Perthshire in 1977, he became the first secretary of the HRA's Scottish committee, serving until the eve of his 80th birthday, and still attended meetings until a few months ago.

His critically-acclaimed book *Iron Road, The Railway in Scotland*, was first published in 2007. It was shortlisted for the Saltire Society Scottish History Book of the Year. John also owned narrow boats and two steam-powered boats.

He died in Locheearnhead on March 27 and is survived by Libby, their sons Hugh and Robert and four grandchildren.

Butterley passenger debut for a Freightliner 66

FREIGHTLINER Class 66 No. 66623 is to star in the Midland Railway-Butterley's June 15-16 diesel gala.

Sporting the operator's new livery, the locomotive is set to haul its inaugural passenger trains at the event. Details of the home fleet performers remain to be confirmed.

An intensive timetable will be in operation over the weekend, providing the opportunity to travel behind as many of the operating locomotives as possible.

The 2ft gauge Golden Valley Light Railway will be operating a variety of diesel locomotives during the event – a separate fare for which is payable.

Progress as Nene Valley *Tinkerbelle* rewheeled

By Gareth Evans

THE Nene Valley Railway's Small Loco Group continues to advance the overhaul of Danish F Class 0-6-0T No. 656 *Tinkerbelle*.

Rewheeled in early April, the valve gear on both sides of the locomotive has been refitted to ensure the components are all in good order. The springs have also been re-fitted, along with the reverser quadrant and reach rod. The bunker has been fitted back on the locomotive too.

Work on the boiler is also well underway. The foundation ring has been removed for inspection to ascertain whether any repairs are required. Stays are also being removed and holes tapped ready for



No. 656 is seen inside Wansford works with the bunker and valve gear in place. NATHAN WILSON/NVR

new stays. The half side of the copper firebox which needs replacing has been cut out.

The group is also forging on with the cosmetic restoration of Hunslet 0-6-0ST No. 1953 of 1939 *Jacks Green*. Now in its final stages, a small amount of welding remains outstanding – and painting is progressing to return the locomotive

to its original Nassington Ironstone Quarries livery.

Having last run in 1987, there are no plans to return the locomotive to action in the immediate future. Sister Nassington veteran No. 1982 *Ring Haw* was preserved by the North Norfolk Railway, although it is on hire to the Spa Valley Railway until January 2020.

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During this time, 2 participants will take it in turns to drive the locomotive for a total distance of approximately 15 miles. Participants are also provided with drinks, a meal and souvenirs of their participation.



D9019 entered service on December 29th 1961, based at Haymarket depot in Edinburgh, and received her Royal Highland Fusilier nameplates at a ceremony in Glasgow in September 1965. Renumbered 55019 in November 1973, the loco was one of only five members of the class to undergo and extensive general overhaul at the Doncaster Works.

55019 was withdrawn on December 31st 1981, after hauling the 16.30 Aberdeen-York between Edinburgh and York – this was the final BR Deltic hauled service train.

Price for the package
£395



Charity No. 263617

Nene Valley Railway Wansford Station, (A1) Peterborough PE8 6LR
01780 784444

Tickets and up to date information on... www.nvr.org.uk



Class 47 No. 47727 *Caisteal Dhun Eideann* pilots resident Class 25/1 No. 25059 as they approach Keighley on May 4 while working the 10.05am Oxenhope-Keighley service.



Early morning at Keighley on May 4 sees Class 41 No. 41001, working in top-and-tail mode with Class 20 No. 20031, waiting to depart with the 10.50am Keighley-Oxenhope service while Class 37 No. 37075 and Class 101 DMU Nos. 51803+51189 await their next duties.

Prototype HST wows Keighley gala

Words and pictures by Fred Kerr

INTER-CITY Class 125 High Speed Trains are being withdrawn by main line operators after more than four decades of sterling service, but the surviving prototype power car proved a major draw at the Keighley & Worth Valley Railway May 3-6 Bank Holiday Weekend diesel and mixed traffic event.

The National Railway Museum's Class 41 No. 41001 with its five-car Mk.3 trainset, both based at the Great Central Railway (Nottingham) provided a Pullman dining service throughout the event.

The trainset comprised Restaurant First No. 10206 and Tourist Standard Open Nos. 12092 and 12134 in matching HST blue/grey livery, with First Open No. 11074 and Tourist Standard Open No. 12087 in Virgin Trains livery.

Top-and-tail

The train was operated in top-and-tail mode throughout the event, mainly by resident Class 20 No. 20031. However, some services saw No. 41001 being piloted by a variety of locomotives.

During the gala, problems were identified with the engine and although it completed its programme, custodian the 125 Group decide to withdraw it from further events while the faults were identified and rectified. That led to the trainset still visiting the Severn Valley Railway gala two weeks later as planned, but No. 41001 was detached to provide a static display



Class 41 No. 41001 powers out of Keighley on May 4 working the 10.50am Keighley-Oxenhope service in top-and-tail mode with resident Class 20 No. 20031.

at Kidderminster (see separate story, pages 28-29).

The Friday and Saturday services were provided by a mix of diesel traction comprising resident No. 20031, Class 25/1 No. 25059 and Class 37 No. 37075, supported by visiting Class 31 No. 31163 (bearing Research Department livery and fleet number 97205 from the Chinnor & Princes Risborough Railway); Class 47 No. 47727 *Caisteal Dhun Eideann* (sporting GB Railfreight-branded blue livery courtesy of GB Railfreight); Class 50s No. 50007

Hercules (carrying GB Railfreight livery) and No. 50031 *Hood* (in Inter City livery); and Class 88 No. 88009 *Diana* from Direct Rail Services).

Mixed traction

The Sunday and Monday services were operated with a mix of traction, including resident steam locomotives. BR 4MT 4-6-0 No. 75078 and USATC S160 2-8-0 No. 5820 appeared on Sunday and BR Standards 2MT 2-6-0 78022 and 4MT 4-6-0 No. 75078 worked on Monday.

Meanwhile, more than 12 organisations are uniting to stage

a two-day festival of water, road and rail transport in Keighley on the May 24-25 spring bank holiday next year, and one of the sites to be featured will be Ingrow station on the Keighley & Worth Valley Railway, plus of course the line itself.

The festival co-ordinator is Graham Mitchell, a former chairman of both the KWVR and Keighley Bus Museum Trust who for several years ran his own open-top double-decker bus local on history tours.

→ Farewell to Great Western's Class 125 – see Main Line News, page 60.

Runaway diesel down 1-in-40 at Beddgelert sparks RAIB investigation

AN investigation into a runaway locomotive at Beddgelert station on the Welsh Highland Railway is underway.

The Rail Accident Investigation Branch is preparing a report into the incident said to have occurred at 9.15am on Tuesday, April 16, when Funkey Bo-Bo *Vale of*

Ffestiniog was running light engine at around 10mph down the 1-in-40 gradient towards the station but was unable to slow down for 1¼ miles.

A RAIB statement said: "It passed over a number of open level crossings, through Beddgelert station, past a signal placed at

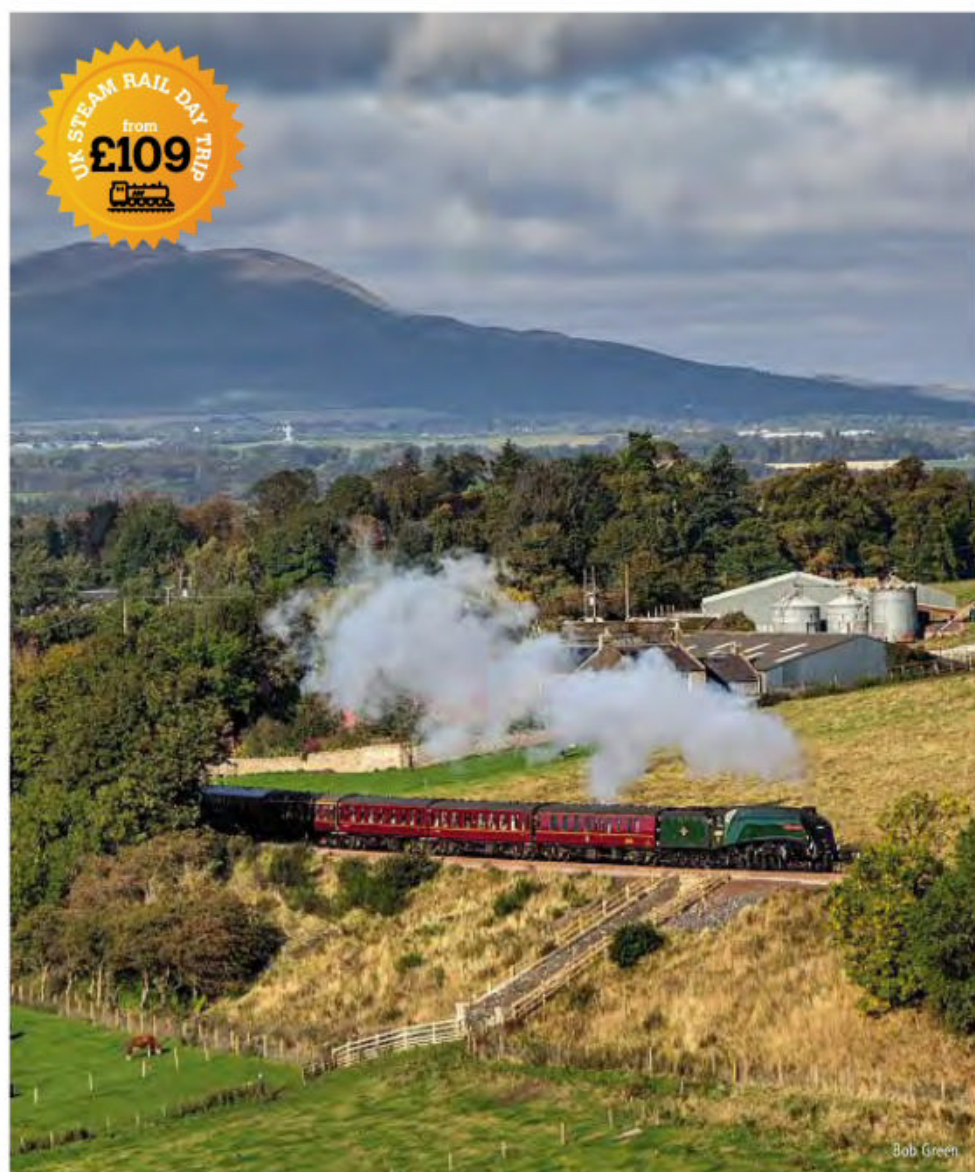
danger and into a single line section without authorisation.

"The locomotive stopped when the gradient levelled out 0.6 miles after the station. There were no injuries.

"Our investigation will establish the sequence of events and consider the factors that prevented

the driver from stopping the locomotive, the maintenance of the locomotive and any underlying management factors.

"Our investigation is independent of any investigation by the railway industry or by the industry's regulator, the Office of Rail and Road."



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Gap no more: the formation of the Llangollen Railway can now lead straight into Corwen Central station, with platform construction seen taking place. LR



The underpass at the new Corwen Central station. LR

Llangollen fills the Corwen gap

By Robin Jones

THE Llangollen Railway celebrated on May 21, after the infamous gap dividing the line from the site of the new Corwen Central station was finally filled.

The volunteer-led exercise took nine working days spread over four weeks, tackling the challenge in three stages, plus an extra day when the messroom and workshop were lifted and moved to a new location on the embankment.

The continual challenge was to maintain manoeuvrability on site and access for road delivery of other materials as infill was brought to the gap by local contractor Arwel Dolben, to be layered and rolled by the volunteer workforce. It was estimated that 3000 tonnes of material were brought in from the Ruthin branch to fill the gap.

The final phase saw the southern edge of the embankment restored and the gap disappear, as if it had never existed.

At the same time work was underway to infill the area between the platform walls once the gap was completed and no further vehicular access was needed.

Attention is now focused on the eastern end of the platform which needs finalisation of the Up side wall with blocks and overhang to achieve completion. Once this part of the project is finished, alignment of the track in the loop can follow and installation of the points for the siding and loop can begin.

Railway spokesman George Jones said: "Meeting this challenge has been possible because of the many donations received towards the 'Tanner for a Tonne' and the 'Infill the Gap' appeals which, combined, have raised £23k to date.

Island platform progress

"Thanks are due to all those who responded to the appeals for help from the project's fundraiser which has boosted the efforts of the volunteers engaged in the task and helped finance the assistance of a local contractor with his equipment and expertise."

Although the spotlight has been on the need to infill the gap in the railway embankment, work has still continued on the island platform, centred on the subway which provides access up and onto the elevated platform.

Arrangements are in hand to install the traditional metal railings around the open stairway. The railings were recovered from the Great Western station at Burnham in Buckinghamshire and have been the subject of extensive refurbishment by volunteers to suit the new location. The restored columns, from Blackfriars station, have now been cut to size and had bases attached by a local engineering company and await installation.

The area for the subway was originally excavated in 2015 and the concrete structure built in 2016, including the internal stairway. The external appearance has now been enhanced with brick pillars and coping stones recovered from the former bridge 31, now demolished.

In prospect is the installation within the stairway of a chairlift for use by the mobility impaired, a necessary feature for any opening of the station to the public.

Preparations are now in hand for the paving of the platform surface once infilling of the space between the two walls is levelled. This will involve the installation of surface drainage, electrical cabling, lampposts, the

station name board and columns for the intended platform awning, so completion remains a challenge and there is still plenty for the project workforce to tackle.

Meanwhile, the adjacent ticket office and waiting room has had ramp access installed and the fitting of a new plywood floor and floor covering as part of the internal fit in readiness to welcome passengers.

Support

Project leader Richard Dixon-Gough, said: "The work now underway illustrates the many different elements needed to be completed before an official inspection can take place and the station readied for train services. All the volunteers, aided by our contractors, are working hard to bring construction to a conclusion, but our resources are stretched and we welcome continued support to see the station project finished as a basic facility in 2019."

→ Continued support for the project is sought to ensure an opening during the summer months and the CCRD Fund welcomes donations, c/o Paul Bailey, 'Dolwen', Bryn Eglwys, Corwen LL21 9LY.

Braunton to get its own name back

BULLEID 4-6-2 No. 34046 *Braunton* is in line to return to its true identity.

Currently running as No. 34053 *Lord Dowding*, the Pacific will then revert to its original name and number. However, because the paint shop is busy dealing with carriages, the West Country has to take its place in a line of vehicles waiting repainting.

The locomotive, together with BR 7P 4-6-2 No. 70000 *Britannia* continues to work the Saphos Trains

tour programme. When the loading is considered appropriate however, 'Black Five' No. 45231 may also be booked for the trip. Once owned by the late Bert Hitchen, the 5MT 4-6-0 is now part of Locomotive Services fleet.

Finally, 4-6-0 No. 46100 *Royal Scot* remains out of traffic. The 1927-built locomotive is awaiting the return of its wheels from South Devon Railway Engineering's Buckfastleigh workshops.

Derek Crouch to be restored for centenary

THE Nene Valley Railway's Small Loco group is to restore Hudswell Clarke 0-6-0ST No. 1539 of 1924 *Derek Crouch* to running order in time for its 100th birthday.

It is estimated that it will cost up to £30,000 to overhaul the locomotive which has not steamed for 30 years. The restoration will include the first major boiler overhaul to be completed at Wansford.

In 2024, the railway will also be celebrating the 50th anniversary of the start of its passenger services.

The locomotive was built for Sir Robert McAlpine & Sons and cost

£1800. It first went to Bushey & Oxhey station near Watford and used there on McAlpine contracts to construct the Watford bypass.

It was later bought by the Ministry of Agriculture and used on the Wissington Light Railway in Norfolk, and later sold to Derek Crouch (Contractors) Ltd for use at an open cast coal working in Widderington, Northumberland, where it was renamed *Derek Crouch*.

In 1972 it was placed on permanent loan to the Nene Valley Railway and it hauled the first train on the railway two years later.

'Knotty Train' now running with a third coach

TV historian Lucy Worsley OBE has officially launched the latest restored carriage in the Foxfield Railway's 'Knotty Train' into traffic.

North Staffordshire Railway brake No. 23, a type thought to no longer exist, was rediscovered at Rudyard Lake in 1985.

On May 1, its first task following restoration was to transport Lucy and a host of Victorian dressed revellers along the tracks from Foxfield to Dilhorne.

Lucy's grandfather Leonard Worsley had, as a schoolboy, ridden in NSR coaches daily between 1917 and 1923 from Cheadle to Newcastle-under-Lyme.

Restoration

Heading the three-coach 'Knotty Train' was ex-Keighley Gas Works, Hawthorn Leslie 0-4-OST No.2 (2859 of 1911) visiting from the Tanfield Railway.



Above: The three-coach 'Knotty Train' hauled by Tanfield's Hawthorn Leslie No.2 on May 1. DAVE SCRAGG/FR

At first taken to the Churnet Valley Railway for restoration, the pressure of other commitments halted work, but NSR Rolling Stock Restoration Trust eventually stepped in and took the project to Foxfield, completing it with the help of the Heritage Lottery Fund, Garfield Weston Trust and the Foxfield Light Railway Society Ltd.

Many original parts were dug out of the ground five years ago, where the coach body had stood, having

fallen off half a century before. Much of the original framework has been used in the rebuild.

The trust now aims to complete the restoration of the surviving NSR first class carriage to complete a four-coach 'Knotty Train' set.

Right: Following in her grandfather's footsteps, TV historian Lucy Worsley rides in North Staffordshire Railway brake No. 23. DAVE SCRAGG/FR





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New carriage shed on way at Middleton Railway

CONSTRUCTION is now well under way on a new £100,000 carriage shed at the Middleton Railway in Leeds.

The Richard Holland Carriage Shed (above) will be 42 metres long, 5.4 metres wide and 5.7 metres high and will house the Middleton Railway Trust's three carriages, plus an LNER ballast brake van, converted for passenger use.

The building has been made possible through a generous bequest from a long standing member, Richard Holland, after whom it is being named.

Trust vice chairman Ian Smith said: "The new building will be of great benefit to the railway by keeping our valuable coaching stock under cover and thus protected from the elements, which will mean less time in the workshops for repairs over time."

"The Middleton Railway is grateful to Richard for his generous bequest, which will be of great use to the trust and a great memorial to him."

Mayor and MP open the new Havering station

AIDED by Romford MP Andrew Rosindell and the mayor of Havering, Coun Dilip Patel, the 7¼in gauge Havering Miniature Railway Club unveiled a second station, Havering Halt, in Farm Lodge Park, Romford on April 28.

Local residents were invited to become train drivers for the day.

Further to our report last issue regarding a derailment on Easter Monday, we have been asked by club secretary Paul Middleton to clarify that while ambulances attended, only one passenger, a 10-month-old baby, went to hospital but only briefly as a precautionary measure. The attraction was closed only for the rest of that day, and its services were not suspended for a fortnight as stated. *HR* regrets the error.

The Spa Valley Railway steam train now departing is driven by an enthusiast!

By Geoff Courtney

FOR many enthusiasts, driving a steam locomotive light engine is one of life's highlights, and it is an opportunity offered by many heritage lines. The Spa Valley Railway, however, is taking that experience one stage further by offering a course on the footplate of an 0-6-0ST... complete with a rake of carriages, passengers and station stops.

Over a full day, participants will be able to drive and take the role of fireman, as well as enjoying such other roles as watering the engine, coupling rolling stock, acting as train guard, operating a signalbox and savouring the atmosphere of the saddle tank's home shed at Tunbridge Wells West, the last former LBSCR depot still in use today.

Jonnie Pay, Spa Valley's commercial manager, said: "Our light engine driver experiences are very popular, and we have decided to go a stage further by giving participants a feeling of what it is like to be a steam locomotive driver and fireman pulling a rake of coaches. It will be as close to the 'real thing' as it would be possible for a novice to experience."

During the day participants will be able to alternate between driving and firing over the 3½ miles between Tunbridge Wells West and Groombridge with two return trips, stop at the intermediate station of High Rocks or run through at the line speed of 25mph, operate Groombridge signalbox, and perform other roles which are part of running a steam train.

Experience it for £500

The runs will take place when the line is not open to the public, and participants will be allowed to carry up to five guests on the train.

The cost is £500, which includes a presentation certificate to prove to any doubting friends that their fellow enthusiast has been a genuine steam train driver for a day.

The operational days are June 14 and August 9, although others may be added subject to demand.

Jonnie added: "Those taking part in our light engine days are invariably enthusiastic, and we greatly look forward to the reaction of those taking part in the full day driver and fireman experience, which will include some extras that we are confident will also give a lot of pleasure."

"In addition to sharing in the enjoyment of these 'drivers for a



Home banker: Robert Stephenson & Hawthorns 0-6-0ST *Ugly* climbs the 1-in-88 Ramslye Bank between the Spa Valley stations of High Rocks and Tunbridge Wells West in the summer of 2017. CHARLIE RALPH



Passengers disembark from their train at the Bo'ness & Kinneil Railway's Manuel station after their arrival behind diesel No. 27001, which will visit the Spa Valley Railway in August. HOWARD LEWSEY

day'; for us a welcome bonus would be if someone who gets behind the controls is enthused enough to become a volunteer."

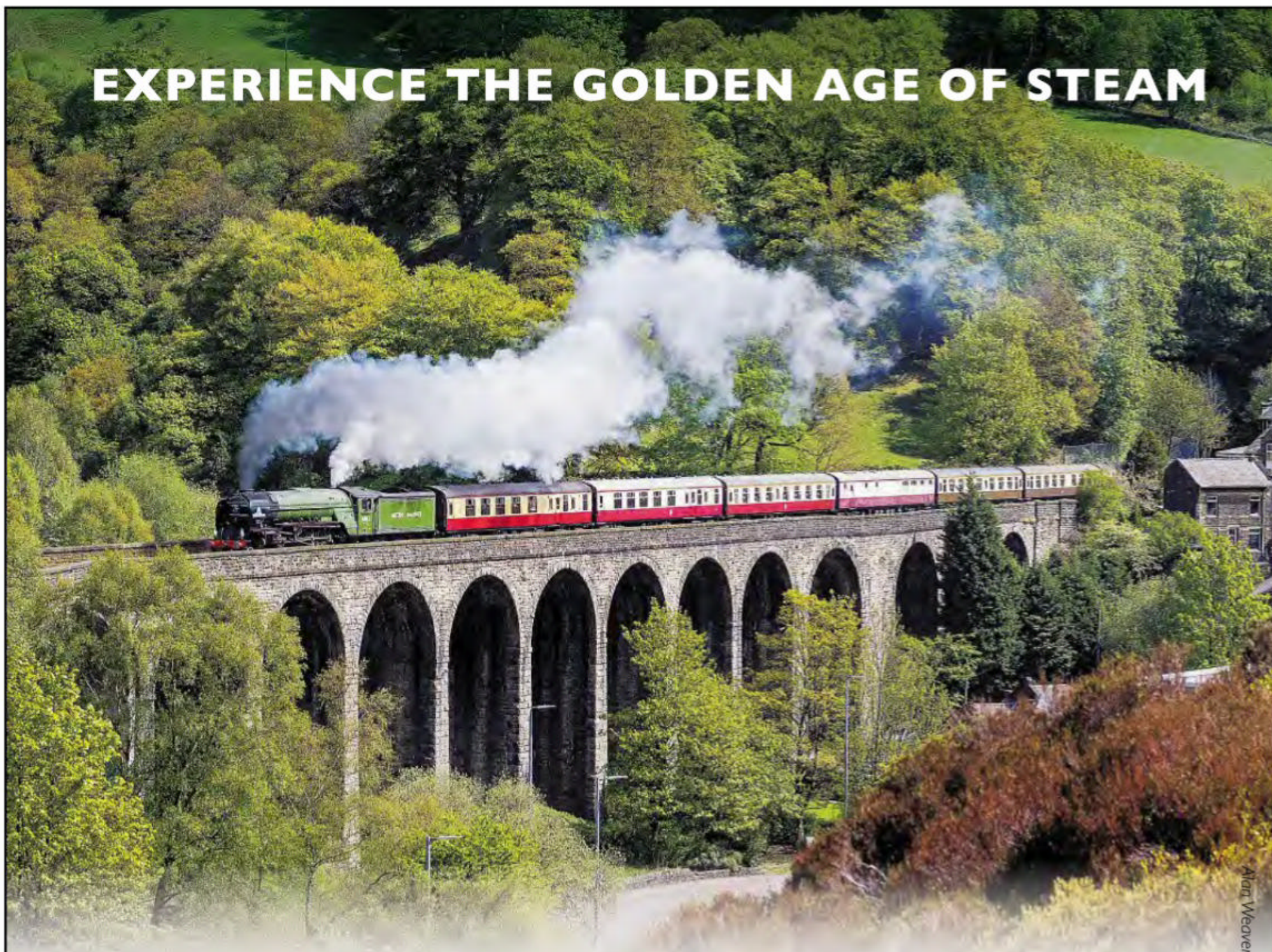
Rostered for the two days is former Stewarts & Lloyds of Corby 0-6-0ST *Ugly*, built by Robert Stephenson & Hawthorns of Newcastle in 1950.

The railway has also announced that Class 27 diesel No. 27001 will be making the long journey from its Bo'ness & Kinneil Railway home to Tunbridge Wells West to take part in the Spa Valley summer diesel gala on August 2-4, and will remain throughout the month.

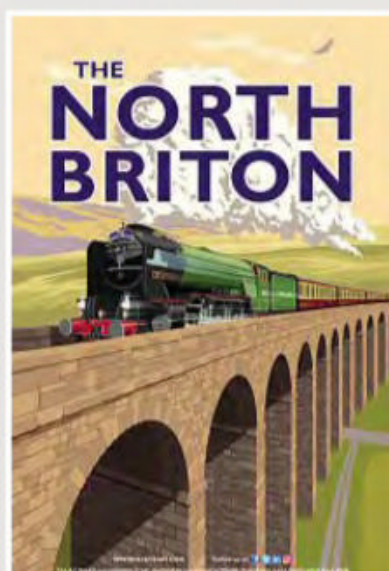
Built by the Birmingham Railway Carriage & Wagon Co in June 1961 as D5347 and initially allocated to Thornton Junction (62A), the Bo-Bo diesel spent its entire life north of the border, and was saved for preservation after withdrawal from Glasgow Eastfield in July 1987.

It will join previously-announced visiting Class 42 Warship D821 *Greyhound* at the gala, and among other diesels expected to take part are Spa Valley residents D3489, Nos. 31430 *Sister Dora*, 33063 *R.J. Mitchell*, and 33201, and electro-diesel No. 73140.

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Alan Weaver



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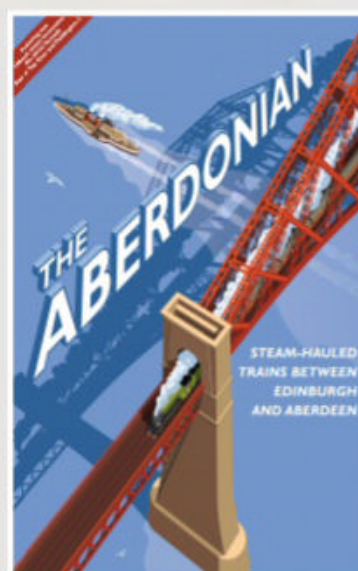
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Moors project secures \$6 million Lottery and government grants

By Gareth Evans

THE North Yorkshire Moors Railway's £9.7 million 'Yorkshire's Magnificent Journey' project has been boosted by the news it has been awarded in excess of £6 million in grant funding from two separate sources – with the lion's share of £4.4 million coming from the National Lottery Heritage Fund (NLHF).

In addition to contributions from local organisations and private donors, the project has also received £1.75 million from the Rural Payments Agency (RPA), an executive agency of the UK Department for Environment, Food and Rural Affairs (Defra).

Dedicated to preserving what is Britain's most popular railway in terms of passenger numbers for future generations – 300,000 passengers per annum – the project will take around five years to be completed, during which time the railway will remain open for its daily services as advertised.

As outlined in the 'Face to Face' feature with NYMR general manager Chris Price in *HR* issue 253, the two principal capital projects are the construction of a carriage shed and the renewal of bridges in the Goathland area. The latter comprises the replacement of the three separate iron bridge spans for the trio of roads in the station over the beck. The following year, two bridges on the Pickering side of Goathland station will require an overhaul.

Vital development

The carriage shed will be large enough to house 40 vehicles undercover. To place it into context, the Severn Valley Railway's Kidderminster carriage shed can house up to 62 carriages.

"It will be on a site adjacent to the railway about three-quarters-of-a-mile from Pickering," said Chris. "It's vital for the railway. It will cut down the maintenance liability. Our operational fleet will be undercover during the winter and our heritage fleet will be stored there as required."

Another element of the project is the conversion of four carriages to provide greater access, tailored seating, wheelchair facilities and accessible toilets on every train.

"What we call 'fuss-free access carriages' will enable wheelchair users to experience the railway like able-bodied persons," he said.

"There will be one of the adapted Mk.1 vehicles in each of the three identical main line sets and a similarly-modified Gresley carriage will feature in our LNER rake. A further carriage will be acquired and converted into



BR 4MT 2-6-0 No. 76079 is seen leaving Goathland on May 18. The carriage immediately behind the locomotive is next to one of the three separate iron bridge spans at the station which will be replaced as part of the 'Yorkshire's Magnificent Journey' project. CHRIS GEE

an education coach at Goathland. All the work on the carriages will be done by a third party – tenders will be issued shortly."

A key element of the project concerns the volunteer development programme. This will include the recruitment of two new members of staff to drive recruitment and awareness of volunteering within the local community and another to become the line's volunteer development officer.

One innovation is what has been termed 'a new volunteer centre', where families can be accommodated. Located in the heart of the National Park at Stape, approximately 1½ miles from Levisham, acquisition of the former Joseph Rowntree Foundation outdoor centre has already been completed.

"This is essential to the development of the current junior volunteer scheme and the long-term recruitment of volunteers," said Chris. "We must acknowledge we're too reliant on a generation that got good pensions. This is intended to be a way of attracting new volunteers."

"It's not a direct hostel replacement – and it's certainly not a holiday camp. We'll welcome corporate groups and organised school groups, including Duke of Edinburgh Award scheme participants, as well as volunteers from overseas. We'd ask them to give us a minimum of two days' volunteering. We're developing a caravan site for the same reason."

New training opportunities will

also include a lineside conservation programme and the recruitment of 12 apprentices.

"We look after our carriages and locomotives but we don't manage our lineside in the same way," said Chris. "The trackside is what people see as they travel. We want to manage trees so wild flowers can thrive, for example."

"Working with the National Park Authority, we plan to work with their apprentices to give them a personal track safety certificate. It's about looking after the railway responsibly and engaging with stakeholders for the future. It's all going to add to the railway's rich tapestry. We'll be producing skilled people for the wider sector – not just engineers. We're also looking at full-time employees to manage apprentices."

Business as usual

"This forms part of adapting the railway for future generations," added Chris. "The railway acknowledges that the project will present challenges but is committed for it not to interfere with rail operations. It shouldn't pull too much resource from the railway – it will be business as usual."

Asked about the timeframe, Chris replied: "The main project is work on the bridges, which will be done this coming winter – and we're also going to start quickly on the carriage shed, i.e. the two major elements. We're envisaging two-plus years to deliver those in parallel."

Reacting to the funding announcements, NYMR Trust chairman John Bailey, said: "This is just

incredible news – and I am so proud of everyone at the North Yorkshire Moors Railway who has worked so hard to achieve this amazing success. We'd like to thank the NLHF, RPA and the York, North York and East Riding Local Enterprise Partnership who have made this possible."

"The project is the result of two years of careful planning – with staff and volunteers shaping the seven projects. We couldn't do this without the help and support of local people – and are so grateful for the donations we have already received."

"These are exciting times for everyone who cares for the railway, our visitors, supporters, staff and volunteers. This is the most ambitious project we've ever undertaken and will build on our successful growth in recent years, so we can all achieve even more in the future."

RPA chief executive Paul Caldwell said: "I am delighted that we've been able to support this project. The funding will help to safeguard the cultural significance of the railway. With 27,500 new visitors to the area expected by 2024, it will also provide a boost to the local economy as a renewed appreciation for its landscape and heritage."

With a combination of donations and grants, the railway has raised 90% of the funds to deliver the project. However, NYMR still needs to raise an additional £1 million over the next five years to be able to complete the project. For further information and to donate visit www.nymr.co.uk/YMJ

Help recreate Welsh Highland single Fairlie

A CAMPAIGN for funds to replicate a long-gone Welsh Highland Railway locomotive has been launched.

Single Fairlie 0-6-4T *Gowrie*, built by Hunslet in 1908 for the North Wales Narrow Gauge Railway which predated the Welsh Highland, was scrapped around 1928.

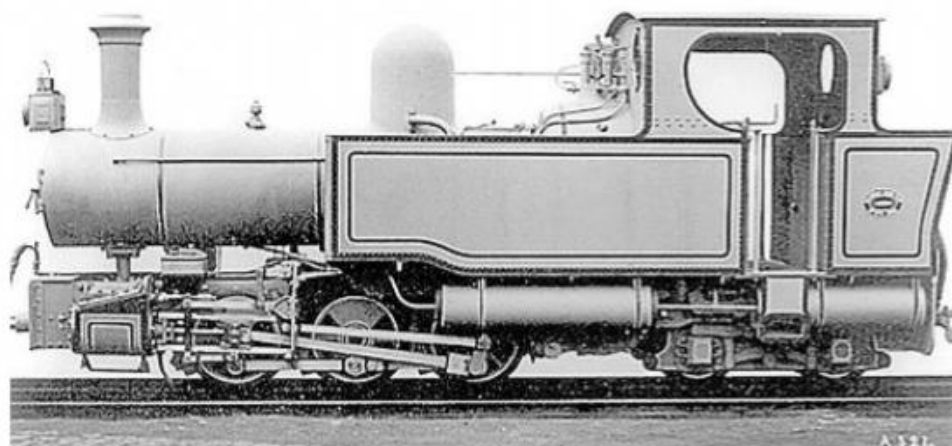
Now the *Gowrie* Locomotive Trust has opened an account to fund the project, with building work having already started.

Several small components have been fabricated in the workshop and project base in north Derbyshire, while a 3D CAD 'model' is being created from the original works drawings by trustee David Smith.

From it, individual components can be modified and updated as required as construction progresses. This includes the boiler redesign and any consequent alterations to the frames.

Unlike the original locomotive, it will be fitted with both air and vacuum brakes, so it can run on both heritage era Welsh Highland lines, as well as visiting others.

As highlighted in *HR* issue 239, the construction will be handled by the team of volunteers that restored Quarry Hunslet 0-4-0ST *Edward Sholto*, the Moseley Railway Trust's



The Hunslet maker's photograph of the original *Gowrie*.

Hudswell Clarke G class 0-6-0WT No. 1238 – which spent 43 years rotting in a river in Ghana, The team is currently completing the restoration of repatriated ROD Hunslet 4-6-0 No. 1215 of 1916.

The process to register the project as a Charitable Incorporated Organisation, which will allow it to qualify for Gift Aid, is already sufficiently advanced, paving the way for the fundraising campaign to be launched.

Supporters are being invited to become a 'Friend of *Gowrie*' for £20 per year, in return receiving four quarterly newsletters providing

updates on progress, invitations to workshop open days, and priority options on all components available for sponsorship before they are offered to the general public.

For £500, subscribers will get an exclusive fine art print of *Gowrie* and a ticket for the locomotive's first service train or launch event.

A list of individual components available for sponsorship will be produced soon.

→ Supporters of the project are invited to contact Marion Allen by e-mail: marion.allen@yahoo.co.uk or by post to: 6 Shipley Rise, Carlton, Nottingham, NG4 1BN.

Rumpus over a load of old cobbles

THE Severn Valley Railway wrongly sold off historic cobblestones that had been gifted to the line, it has been admitted.

The century-old cobblestones were given to the SVR after being lifted as part of a £4.3 million upgrade of Kidderminster station by Network Rail and Worcestershire County Council in January. The SVR reinstalled some of the cobbles around its stations, and after offering spare ones to other heritage attractions, sold others to a reclamation company which then offered them on eBay.

Money from the sale helped fund new wheelchair access ramps for use at SVR stations.

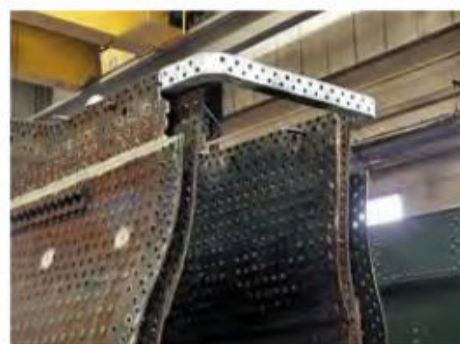
A statement said: "The SVR wishes to apologise if the sale of the cobbles has caused any offence and has offered to transfer the monies made from the sale back to the original owners."

SVR mogul to reappear like never before in preservation

WITH the much-celebrated return to steam of BR Standard 4MT 4-6-0 No. 75069, the race is on to see the completion of the overhaul of sole-surviving Stanier mogul No. 13268/2968/42968 in the Severn Valley Railway's Bridgnorth Works.

Recent work has seen extensive repairs to the frames, including replacement of a considerable section towards the rear on the fireman's side. The dragbox and much platework around the cab has also been renewed.

The cylinder bores have been overhauled with pistons refurbished, leaving only valve bores to have liners fitted. The pony truck overhaul has been completed and the brake gear has been refurbished, along with countless smaller components from damper and reverser controls to sand boxes and cylinder drain cocks, which continue to be refitted. Much of the mechanical overhaul is nearing completion, and it is anticipated that by the summer the locomotive should be back on its wheels, which



The firebox of Stanier mogul No. 13268 under repair at Bridgnorth Works. STANIER MOGUL FUND

were recently reprofiled at the South Devon Railway's Buckfastleigh Works.

In the boiler shop, the lower two-thirds of the firebox backplate have been delivered and work to fit is about to begin.

The mogul will return to steam next year in its original 1934 guise, never before seen in preservation, as LMS No. 13268. The Fowler tender, which saw a major overhaul in 2012 and so needs little attention, is already resplendent in LMS livery and awaiting its return.

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The 'Gronk' Bewdley–Kidderminster shuttle service returns to Kidderminster on May 17 powered by Class 09 No. D4100 *Dick Hardy* and Class 08 No. 13201. FRED KERR



Class 41 prototype High Speed Train power car No. 41001 stabled in Kidderminster as a display item following the discovery of engine problems during its earlier visit to the Keighley & Worth Valley Railway's diesel gala. These had yet to be rectified, hence the use of other traction on the supplied HST trainset. FRED KERR

Seventeen run in big Severn Valley Railway diesel bash

By Fred Kerr

THE Severn Valley Railway, supported by *Heritage Railway's* sister titles *Rail Express* and *The Railway Magazine*, celebrated yet another successful diesel gala on May 16–18, with three days of intensive service between Kidderminster and Bridgnorth, plus a final mixed traction day when diesels supported the two steam diagrams to provide services.

In action was the resident fleet of Class 08 No. 13201; Class 09 D4100 *Dick Hardy*; Class 33/1 No. 33108; Class 37 No. 37688 (resplendent in newly-applied Railfreight Construction livery and name *Great Rocks*); Class 40 No. 40106 *Atlantic Conveyor*; Class 42 D821 *Greyhound*; Class 50s No. 50007 *Hercules* (sporting recently-applied GB Railfreight livery) and No. 50035 *Ark Royal*; and Class 52 D1062 *Western Courier*. Class 14 D9551 failed a few days before the event and could not be repaired in time.

The home fleet was supported by a tranche of visiting locomotives, including Class 25 D7535/ 25185; Class 31 No. 31163 in the guise of Research Centre No. 97205; Class 41 prototype High Speed Train power car No. 41001 with its attendant Mk.3 set from the Great Central Railway (Nottingham); Class 46 No. 46010; and Class 55 55019 *Royal Highland Fusilier*. In addition, support was received from Direct Rail Services, which supplied Class 88 No. 88006 *Juno* and GB Railfreight, which supplied Class 47 No. 47749 *City of Truro*; Class 60 No. 60095 (substituting for the intended 60021); and, for the Saturday only, Class 66/7 No. 66789 *British Rail 1948–1997*.

Class 44 D4/44004 *Great Gable*, which also missed the Swanage diesel gala (page 44) the weekend before, sadly failed to arrive due to problems identified a few days prior the event, while No. 41001 was stabled in

Kidderminster station as a display item due to engine problems, which had been identified when it appeared at the Keighley & Worth Valley Railway diesel gala two weeks previously.

Its trainset was used, working the first round trip of the day from Kidderminster before taking up duty on the Kidderminster–Bewdley shuttles powered by Class 47 No. 47749 working in top-and-tail mode with a variety of locomotives.

The 17 working locomotives attracted large crowds to the event in which the timetable proved robust, with only minor delays and a few operating problems with substitutions to diagrammed locomotives.

These included No. 33108, which developed a fault on the Thursday, but this was rectified during the day and it regained its scheduled work on Friday morning; the Class 46 suffered loss of coolant throughout the event,

but returned to service once supplies had been 'topped up' and *Western Courier* had minor problems that were quickly rectified, allowing it to return to duty.

The success of this event has encouraged the SVR to prepare for a further diesel gala, is scheduled for Thursday, October 3 to Saturday, October 5 plus a mixed traction day on Sunday, October 6 for which arrangements are now being negotiated.

On May 20, No. 41001 – which is owned by the National Railway Museum but in the custody of the 125 Group, and despite not running had been open for cab and engine room visits at Kidderminster Town – left the SVR on a GB Railfreight transit move to Derby Etches Park hauled by Nos. 60095 and 66789. May 21 saw the group's coaches Nos. 10206, 11074, 12087, 12092 and 12134 returned to Ruddington.

An early-morning scene at Kidderminster on May 17 sees Class 37 No. 37688 *Great Rocks*, Class 25/2 D7535, Class 50 No. 50007 *Hercules* (carrying GB Railfreight livery) and Class 40 No. 40106 *Atlantic Conveyor* stabled around the station prior to taking up their respective duties. FRED KERR





Class 25 No. 25185 (D7535) passes Foley Park with the 11.18am Bridgnorth to Kidderminster service on Thursday, May 16. STEVE DONALD



Class 42 D821 *Greyhound* departs from Kidderminster on May 17 while working the 12.11pm Kidderminster-Bridgnorth service as Class 37 No. 37688 *Great Rocks* arrives from the diesel depot to take up its next working. FRED KERR



Class 52 D1062 *Western Courier* departs from Kidderminster on May 17 at the head of the line's Gresley teak coaches while working the 12.59pm service to Bridgnorth. FRED KERR



Class 50 No. 50035 *Ark Royal* awaits its next duty at Kidderminster on May 17 as Class 40 No. 40106 *Atlantic Conveyor* arrives with the 12.06pm Bridgnorth-Kidderminster service. FRED KERR



Class 47 No. 47749 *City of Truro* curves into Kidderminster, working in top-and-tail mode with Class 60 No. 60095, the train comprising coaches from the 125 Group's Mk3 set on May 17 while working the 9.35am Bridgnorth-Kidderminster service. FRED KERR

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Newly-restored Union Pacific Big Boy 4-8-8-4 No. 4014 arrives at Ogden Union station in Utah on May 9, 2019, for the first day of the company's year of celebrations to mark the 150th anniversary of the First Transcontinental Railroad which linked the east and west coasts of the USA for the first time. One of eight survivors of a class of 25, which last ran in revenue-earning service in 1959, No. 4014's return to steam in April has made it the biggest operational steam locomotive in the world. Feature – pages 74-77. UNION PACIFIC



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BR 2MT 2-6-0 No. 46521 arrives at Loughborough with the box vans on Sunday, May 12. ROBERT FALCONER

Right: On the final day of the Goods Galore gala, Sunday, May 12, the GCR ran a Loughborough-Rothley cavalcade of the seven steam locomotives working at the event. The cavalcade of Nos. 47406, 48624, 48305, 73156, 92214, 46521 and 78018 pass Kinchley Lane with the 5.08pm Quorn to Rothley Brook leg of the cavalcade. GRAHAM NUTTALL

Left: LMS Class 3F 'Jinty' 0-6-0T No. 47406 runs off the Mountsorrel branch with a rake of vintage private owner wagons on Saturday, May 11. JOHN STORER



Great Central rekindles memories by the wagon load!

By Gareth Evans

SCENES from the past were recreated at the Great Central Railway's May 11-12 Goods Galore gala, when an intensive timetable of freight and passenger trains provided a valuable reminder of the role Britain's railways once played in the nation's transport system.

Thanks to its double-track, the GCR could showcase its authentic collection of goods stock alongside its familiar passenger fleet to recreate a busy main line in the age of steam. Six different goods trains included Permanent Way vehicles, Windcutters, mixed freight, Mountsorrel goods, box van train and a parcels rake.

Among the highlights was the rare opportunity to see two Stanier 2-8-0s working together – with No. 48305, recently returned to traffic, performing alongside sister 8F No. 48624.

Another highlight was what is believed to be a 'first' for the GCR – a cavalcade – which took place at the end of the day on Sunday, when all steam engines were coupled together for a run from Loughborough to Rothley and back.

The turntable at Quorn & Woodhouse was demonstrated on both days and an express ran non-stop from Loughborough to Leicester North each afternoon. Other attractions included locomotive shed

tours and a vintage vehicle rally.

The GCR drew on its rich motive power stable for the event, with performances by 9F No. 92214 *Leicester City*, BR 5MT No. 73156, 'Jinty' No. 47406 and BR 2MT 2-6-0s Nos. 78018 and 46521. The latter replaced WR Modified Hall No. 6990 *Witherslack Hall*, which failed a steam test, so was put on display at Quorn yard with the line's 76 ton crane.

'Modern traction' was not forgotten either – with Class 45 'Peak' D123 *Leicestershire and Derbyshire Yeomanry* looking the part in its BR green livery and Class 25 'Rat' D5185 operating with the diesel brake tender, recreating more scenes from the past.

Asked how the event performed, Michael Stokes, GCR's events and marketing manager replied: "Numbers were slightly down on 2018 due to, we think, the Midland Main Line being shut for works and the threat of bad weather. Actual numbers, however, are still being crunched."

Rather like the GCR's June 14-16 Model Event, sponsored by *Heritage Railway* publisher Mortons Media Group, Goods Galore has become a 'must attend' event. Other forthcoming GCR enthusiast events include September 6-8's Diesel Gala; October 3-6's Autumn Steam Gala; and November 16-17's Last Hurrah of the season gala.

"What is believed to be a 'first' for the GCR – a cavalcade – took place at the end of the day on Sunday, when all steam engines were coupled together for a run from Loughborough to Rothley and back."



A rare sight: 8F pair Nos. 48624 and 48305 pass through Swithland on Sunday, May 12. ALAN WEAVER



County of Montgomery frame plates machined and bound for Tyseley

By Robin Jones

MACHINING of the main frame plates for new-build GWR County 4-4-0 No. 3840 *County of Montgomery* has been completed by Goodman Metals of Netherfield, Nottingham.

The work was carried out in early May and included drilling the 200 various holes in each plate, plus the milling of ¼in from the axlebox cut-outs.

Goodman Metals is no stranger to working on steam locomotives, having recently manufactured the smokebox saddle and smokebox for the Great Western Society's Hawksworth County 4-6-0 No. 1014 *County of Glamorgan*.

Meanwhile, Tata Steel at Wednesfield has completed the cutting of the various frame plates that make up the frame cross members/stretchers, front bufferbeam, rear wear plate and bogie racking plate. These are expected to be delivered to Tyseley Locomotive Works in the coming weeks, where they will be joined by the main frames after delivery from Nottingham.

Tyseley will provide the numerous angles required to fit the jigsaw of platework together, meaning it will have all of the components required to erect the main frames (excluding the extension frames) once they have been delivered.

Funding for the work has been provided by the Churchward County Trust's '100 Hundreds Appeal', which remains open to help finance the actual assembly work as Tyseley



GWR County 4-4-0 No 3828 County of Hereford at an unknown shed c1928. RAIL ARCHIVE STEPHENSON/CCT

prepares to create what will become the 41st County 4-4-0.

Trust chairman Gary Boyd-Hope said: "This is really great progress and puts the prospect of having No. 3840's frames assembled tantalisingly close. The last of the original Counties was withdrawn from Tyseley in November 1933, so it's entirely fitting that the 41st member of the class is 'born' at that same depot through Tyseley Loco Works."

The trust has marked its first anniversary by launching a new appeal to pay for the manufacture of the four 6ft 8½in driving wheels.

The CCT already has a head start in the manufacture of the coupled wheels thanks to the Great Western

Society at Didcot, which has released the wooden wheel pattern used to cast the wheels for Saint 4-6-0 No. 2999 *Lady of Legend*; these being identical to those of the Churchward Counties. The pattern will be refurbished by Premier Patterns in Oldbury, West Midlands.

Each wheel will be made of high quality cast steel and cost £10,000 each to manufacture. To meet these costs, the trust has invited supporters to join its new and exclusive 'Forty 4-4-0s Club', which has been set up to raise the £40,000 required. The club allows supporters to 'adopt' one (or more) of the original 40 County 4-4-0s, which were all named after British and Irish counties with which the GWR had connections, albeit

obscure connections in some cases.

Membership of the Forty 4-4-0s Club is set at £1000 (payable in one lump sum or in eight payments of £125 by standing order) and comes with a string of incentives, including an invitation to the launch of *County of Montgomery*, a seat on the locomotive's first train, a special certificate acknowledging the County being adopted and a framed and mounted photograph of it, a mounted print of No. 3840 by artist Jonathan Clay, your name on the roll of honour and life membership of the trust.

→ Full details can be found at www.churchwardcounty.org.uk or by writing to: Churchward County Trust, PO Box 10633, Leicester LE9 0DU.

Horse tram marks 125 years of Glasgow municipal transport

By Hugh Dougherty

GLASGOW Riverside Museum's Glasgow Corporation horse tram 543 is being specially polished in time for Sunday, June 30, to mark 125 years of municipal transport in the city.

No. 543 dates from 1894 and ran on July 1 that year, the same day on which Glasgow Corporation Tramways (GCT) took over 32 miles of tramways from the private Glasgow Tramways and Omnibus Company.

The horse tram was selected for preservation by GCT after electrification of the tramways in 1901. It took part in the tramway's jubilee procession of 1922, and it was then set aside for posterity in Newlands Depot.

Pulled by two horses, No. 543 headed the city's Last Tram Procession on September 4, 1962, and then retired to the original Glasgow Museum of Transport at Coplawhill.

In 1975, in recognition of its pioneering Glasgow Corporation role, and as the first piece of city tramway heritage to have been preserved, the tram was taken out of the museum and paraded around the city centre on a lowloader as part of the Glasgow 800 celebrations.

Riverside Museum transport and technology curator, John Messner, said: "We hope that as many Glaswegians and enthusiasts as possible will come along on June 30 to mark this important anniversary. We are putting the spotlight on our historic horse tram as a direct link with the first day of municipal transport in 1894.

"We'll also be highlighting the other trams in our collection and our Glasgow Subway items as important parts of the city's municipal transport story over the last 125 years and running trails and quizzes on the day."



The spotlight will be on Glasgow horse tram 543 to mark 125 years of municipal transport in Glasgow. HUGH DOUGHERTY

Restoration society pledges to rebuild dismantled Donegal brake coach No. 28

By Hugh Dougherty

COUNTY Donegal Railway Restoration Limited has promised to rebuild CDR brake coach No. 28, which has been dismantled and turned into a 'kit of parts', following the reorganisation of outdoor rolling stock exhibits at Donegal Railway Heritage Centre.

The coach, providing two third class compartments on either side of central guard's accommodation, was built in 1893 by Oldbury for use on the newly-opened Glenties and Killybegs lines. It gave good service, being used as a brake coach on steam-hauled freight trains and on passenger specials and excursions, until the railway closed at the end of 1959.

No. 28 tailed temporary goods trains that ran on the Finn Valley section between Strabane and Stranorlar from January 1 to February 6, 1960, before the body was auctioned in 1961 to a private owner for use as a holiday home at a caravan park in Dunfanaghy, deep in Lough Swilly Railway territory.

The coach was discovered in May 1991 by David Bell, a member of then-newly-formed South Donegal Railway Restoration Society, which took



Coach No. 28 on display outside Donegal Railway Heritage Centre in August 2012. The paintwork was masking body decay. HUGH DOUGHERTY

it to Donegal Town for restoration in 1994 as the first piece of CDR rolling stock to be rescued by the group.

The body was placed on an underframe that had survived from an Oldbury coach, whose body had been burnt out at Strabane after being bought for preservation by US dentist Dr Ralph Cox.

It was displayed on a section of track outside the railway heritage centre as a store and to display railway models and artefacts.

However, concerns were raised about the state of the bodywork and the bogies over the last few years, and the reluctant decision was taken to dismantle the coach to allow it to

be properly restored at a later date.

Donegal Railway Heritage Centre manager Niall McCaughan said: "We have reluctantly taken the decision to dismantle the coach and to store the parts.

"Nearly 25 years of being out in the Donegal weather has taken its toll. Much of the work done in the early 1990s, although then sound, needs to be replaced, so that the coach can be fully restored to a condition which reflects well on our centre.

"We are considering uses for the coach when it is fully restored, hopefully, ultimately, returning it to running order for use on the relaid Barnesmore Gap line."

Apedale Joffre to star at busy Bala Lake gala

KERR Stuart 0-6-0WT No. 3014 of 1916 *Joffre* is to visit the Bala Lake Railway's steam gala on June 15-16 from the Apedale Valley Light Railway, courtesy of the Moseley Railway Trust.

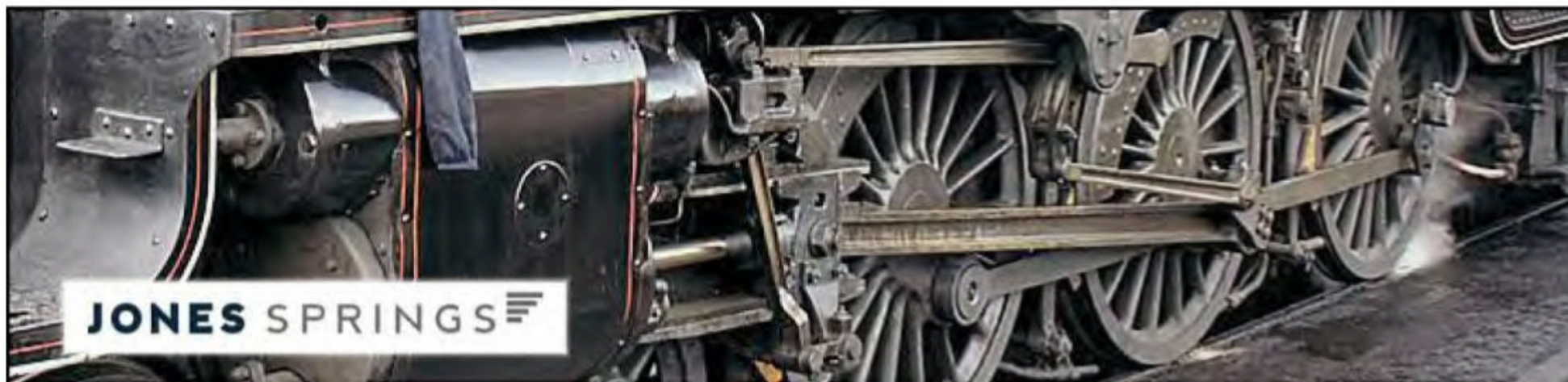
All members of the home steam fleet are expected to be in operation on an intensive passenger service – many of which will be double-headed and a few even triple-headed.

Demonstration freight trains comprising former slate quarry wagons from the line's extensive collection will also be running.

Most freight services will run between Llanuwchllyn and Llangower only. At the latter, visitors will be able to witness 'a special shunting manoeuvre' to allow passenger trains to pass.

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STANDALONE GODDESS

Described as 'the *Flying Scotsman* of the miniature railway world', Davey Paxman 4-6-2 No. 1 Green Goddess is set to return to Romney, Hythe & Dymchurch Railway service for a special dedicated day on Sunday, June 9, following a major overhaul. The 1925-built locomotive, which has had a refurbished boiler, extensively renovated mechanical parts and a new paint finish, will be paired with the line's heritage coaches for the day, and will also stage a non-stop run from Romney Sands to Romney Warren Halt, where a photographic runpast will take place. Also, it will stage a parallel run back from Hythe to New Romney at 4.10pm with No. 6 *Samson*, which will head a contrasting train of more modern coaches. RHDR

Three locomotives join Skegness fleet

By Robin Jones

THE Lincolnshire Coast Light Railway is celebrating the 10th anniversary of its reopening following its move to the Skegness Water Leisure Park by adding three more locomotives to its fleet.

The three are all Motor-Rail Simplexes and will need varying degrees of work before they can run again.

The most recent arrival is T3, believed to be Motor Rail No. 8738 of 1942, bought by an LCLR supporter from a private owner in Oswestry, who had, in turn, acquired it from a firm thought to have used it at a peat extraction works near Carlisle and also at Penicuik in Midlothian.

T3 is fitted with a 40hp Deutz F3 912 engine and an electric starter, which means it will prove useful for shunting and for maintenance trains,

once it has been checked over and any necessary repairs have been carried out.

Secondly, former Skegness Brickworks No. 9264 of 1947 is a 20hp machine owned by the line's Historic Vehicles Trust, and had been kept at a member's home north of Mablethorpe while restoration got underway after more than 50 years out of use. Further restoration work includes curing problems with the Dorman diesel power unit and repairing and refitting many other components.

The third new arrival is No. 8905 of 1944, which had been used by the firm of Carlisle Horticulture and which is privately owned by an LCLR volunteer, who will fit it with a very rare Dorman 20WD diesel engine and an electric starter.

Other parts are being acquired

for what will be a very long-term restoration project.

Railway spokesman John Chappell said: "Locomotives suitable for our railway seldom become available, so we consider ourselves fortunate to be able to give a home to three more, especially as two of those have been acquired through the generosity of individual supporters who already give generously of their time, skills and resources to develop the railway and keep the trains running."

The 2019 season will start with a free service for the annual Caravan Show at the Skegness Water Leisure Park on Saturday, June 15.

Furthermore, anyone who can show they were born on May 3, 2009, when the line reopened, or produce a ticket from the original line that opened in August 1960, is eligible for free travel during the 10th



Motor Rail Simplex T3, now part of the Lincolnshire Coast Light Railway fleet. MIKE NEWBOLD/LCLR

anniversary gala on Saturday, July 13. Otherwise, the fare remains pegged at £1 – and special anniversary tickets will be produced. The line's Peckett 0-6-0ST No. 1008 of 1903 *Jurassic*, will be in action on July 13, plus July 20 and 27. Another attraction during the anniversary gala will be a display of the line's trench railway stock.

NRM exhibition highlights 40 years of Chinese railways

A MAJOR touring exhibition of the work of internationally acclaimed photographer Wang Fuchun has opened at the National Railway Museum and is running until August 11.

One Billion Journeys: Wang Fuchun's Chinese on the Train, provides a snapshot into the diversity of life on China's railways, told through a collection of 43 candid black and white portraits of his fellow passengers.

A professional freelance photographer living in Beijing, Wang Fuchun has a lifelong passion for railways and began taking photographs as a railway employee. He was accepted into the Train Driver Training School of Suihua Railway in 1963, aged 20 and worked in several positions, before becoming a full-time photographer in 1984.

The exhibition also documents Chinese society during one of the most profound periods of change in the country's history. Earlier images in the exhibition show crowded, steam or diesel-hauled passenger trains that

were used by rural workers to commute long distances to work in China's emerging big cities. Later photographs demonstrate the growth and pace of technological and social change, as China 'opened up' to the outside world.

He has travelled on every railway line in China, clocking up more than 4000 railway journeys and taking an estimated 200,000 photographs.

His candid style has not always been warmly received by other passengers and he recalls being attacked as recently as 2015 on a train from Shanghai. He has also suffered broken ribs twice and a broken leg.

Wang Fuchun said: "It's the culmination of all the experiences of my life and my 40 years of photography, so I'm extremely pleased to be able to exhibit my work in Britain."

NRM head of interpretation and design Charlotte Kingston said: "Although made exclusively in China, Mr Wang has captured scenes of life to which we can all relate."



Steam locomotives on the Jining Railway, in Daban, Inner Mongolia in the late 1990s. WANG FUCHAN

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Bahamas and Rocket return for Tyseley open weekend

By Robin Jones

NOT only will Stephenson's *Rocket* be appearing at the Vintage Trains/Tyseley Locomotive Works open weekend on June 22-23 – but it will be accompanied by its designers.

Re-enactors will play the parts of George and Robert Stephenson, while GWR engineer Isambard Kingdom Brunel will also appear.

Visitors will have the opportunity to ride behind the National Railway Museum-based official 1979-built working replica of *Rocket* in a reproduction matching Liverpool & Manchester Railway third-class coach.

The replica *Rocket* visited the corresponding event in 2011. Also making a return appearance will be LMS Jubilee 4-6-0 No. 45596 *Bahamas*, which was overhauled at Tyseley.

Bahamas will be in steam on both days.

Subject to official confirmation, Vintage Trains plans to operate four return main line trains as a shuttle service to Tyseley station for both open days using either GWR 4-6-0s No. 4965 *Rood Ashton Hall* or No. 7029 *Clun Castle* with

Vintage Trains' Class 47 No. 47773 in top-and-tail mode. They will run between Birmingham Moor Street and Dorridge, calling at Solihull and Tyseley. Standard class tickets are priced at £5 each way for a journey from Dorridge or Moor Street to Tyseley. The full round trip will cost £20, and riding in Pullman class will cost £7.50 and £30 respectively. Tickets for the event are available at www.VintageTrains.co.uk

Attractions

On the Saturday, the project to build a reproduction LNWR Bloomer complete with train (see Headline News, and feature 'High speed train reborn' pages 68-71) will be officially launched.

Also in steam will be GWR 0-6-0PT No. 7752, which was hired to the Dartmouth Steam Railway for the last two summers earning money to buy a new set of tyres, which have now been ordered and are due to be fitted over the coming winter so that it can return to the main line during 2020.

This year, No. 7752 is on loan to the West Somerset Railway, assisting that line's services operations while also having its condition improved with the fitting of a new chimney

and minor motion work. It has also been repainted in original GWR livery from the maroon London Transport (LT) colours in has recently carried as L94, reprising its role as the last steam locomotive in London Underground service in 1971. It will return to Tyseley for both the June and September 28-29 open weekends, in the new livery, to operate the site shuttle trains, also being available for WSR services in between times.

Classic buses and cars will be on display at the June event and a ride-on miniature railway will be in operation.

For families, there will be a 'Draw the *Rocket*' competition. Using paint, coloured pencils or crayons, *Rocket* drawings should be brought along to the open day and will be judged at 3pm each day, the winner receiving free family entry to Tyseley's September 28-29 open weekend.

Over the open weekend, Thinktank (Birmingham Science Museum) next to Curzon Street station, will be steaming the Smethwick Engine, the oldest working steam engine in the world. Separate admission applies with discount for open weekend/

shuttle train customers.

As previously reported, *Bahamas* has been booked to head a series of Vintage Trains' main line tours on Saturday, June 29 – the 'Welsh Marches' from Dorridge to Hereford; Thursday, July 4 – a dining train from Birmingham Moor Street to Worcester; and Saturdays July 6 – the 'Cotswold Explorer' from Dorridge to Oxford; July 13 – the 'Welsh Marches' from Dorridge to Hereford; July 20 – the 'Chester Venturer' from Dorridge to Chester; and July 27 – the 'White Rose' from Dorridge to York.

Panniers plans afoot

Meanwhile, Tyseley's two other panniers, No. 7760 and No. 9600, await their turn in the boiler overhaul queue. Both are in good condition and neither are believed to require extensive work to also return them to main line service.

Vintage Trains intends to market Nos. 7752 and 7760 in identical liveries as twins to promote their origin at the North British Locomotive Works and their LT operations, so they will be available to run both double-headed and singly. Their future careers will be focused on running steam trains around the West Midlands network.



Right: Bagnall 0-4-2T *Isaac*, back in Lynton & Barnstaple service for the first time after many months' extensive work, double-headed the first and last trains on both days with *Lyn*. Built in 1952 for the South African platinum-mining industry, *Isaac* is privately-owned but permanently based on the L&B.

TONY NICHOLSON/LBR

Left: The Lynton & Barnstaple Railway's May 11-12 spring gala saw a quartet of green engines in steam at Woody Bay: New-build Baldwin 2-4-2T No. 762 *Lyn* heads a demonstration goods train between Bagnall 0-4-2T *Isaac* waiting to leave with the passenger service and *Faith* (far left), a diminutive 0-4-2T built by the railway's engineer John Uphill, and the LBR Trust's First World War Kerr Stuart 0-6-0T *Axe* which is about to be withdrawn for its 10-year overhaul, pictured on May 12.

TONY NICHOLSON/LBR



‘New-build’ Victorian veterans in the limelight on the model stage

By Geoff Courtney

TWO preserved Victorian steam locomotives that jointly total 287 years of age – including a 4-4-2T which famously survived against the odds and saw service with BR until the 1960s – are to take centre stage in this year’s build programme of leading British large scale model-maker Accucraft UK.

They are LSWR radial tank No. 30583, a Lyme Regis branch veteran that enjoyed an Indian summer on the south coast after laying derelict for several years, and Talyllyn Railway 0-4-0WT No. 2 *Dolgoch*, one of the world’s oldest operational locomotives whose overhaul costs in 2021 will be boosted by sales of the upcoming model.

No. 30583 was built by Neilson & Co of Glasgow in March 1885 to the design of LSWR locomotive superintendent William Adams, entering suburban traffic as 415 class No. 488. In September 1917 it was sold to the Ministry of Munitions for use at Ridham Dock near Sittingbourne, and in 1923 was sold again, to Colonel Holman Stephens’ East Kent Light Railway for £375.

Survivor

Known as a radial tank, due to its trailing radial axle supporting the bunker, the 4-4-2 proved unsuitable for the light railway and was rarely used, its last train there being in May 1943. It was discarded by the EKLR and lay derelict at Shepherdswell near Dover, where the railway joined the SECR main line, but in March 1946 it was bought by the Southern Railway for £120.

Following overhaul at Eastleigh it was numbered 3488, and in December 1946 joined two class stablemates at Exmouth Junction shed for working the Axminster to Lyme Regis branch. This trio, renumbered 30582-84 by BR, was particularly suited to the steeply-graded and sharply-curved 6½-mile line, and they remained there until 1961.

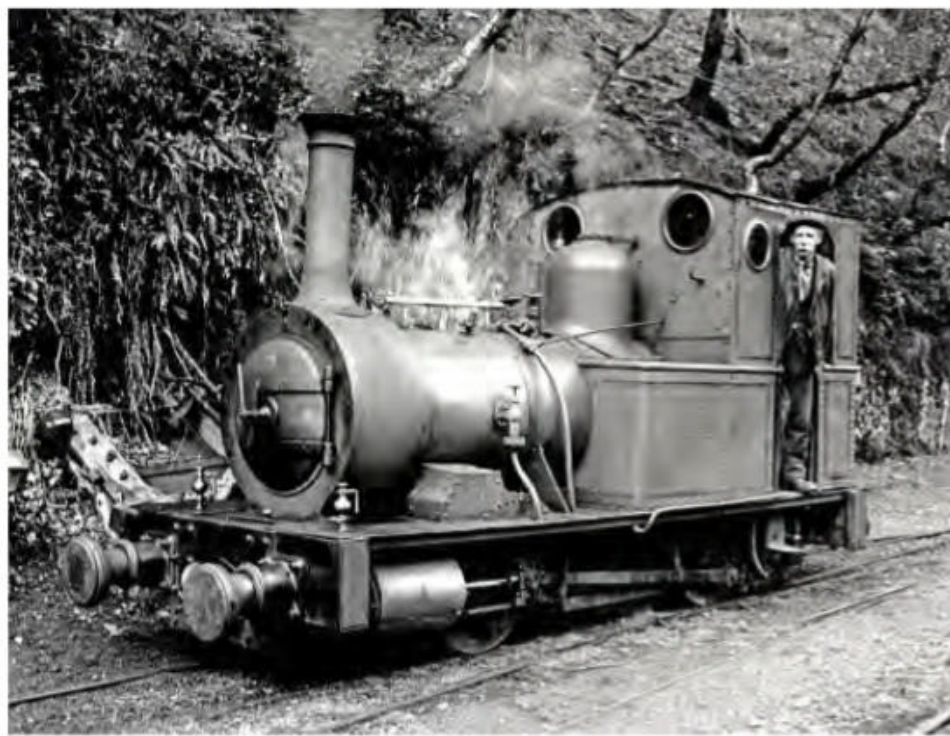
They were replaced by Ivatt 2MT 2-6-2Ts and Nos. 30582 and 30584 were scrapped, but No. 30583 was bought by the Bluebell Railway, where it arrived under its own steam in July 1961 within weeks of being taken out of service. It is still there today, and as previously reported, is now displayed in BR black.

Dolgoch was built by Fletcher Jennings & Co of Whitehaven in 1866 for the Talyllyn.

One of the world’s oldest locomotives still in active service, it almost single-handedly operated traffic during the heritage era TR’s



No. 30583, which saw service on the Lyme Regis branch line before withdrawal by BR in 1961, is seen here at Tipton St Johns station on the Sidmouth Junction to Sidmouth line on April 12, 1953, at the head of an Ian Allan railtour. It is to be produced by Accucraft UK in 1:32 scale. BEN BROOKSBANK/CREATIVE COMMONS



Driver Peter Williams on the footplate of Talyllyn Railway No. 2 *Dolgoch* at Nant Gwernol in 1941. At that time, it had no passenger facilities but was the end of the line, 430ft below Bryn Eglwys slate quarry, to which it was connected by a tramway and two inclines. The location is still the terminus of the Talyllyn Railway, but now it has a station. A 1:19 scale model of the veteran locomotive is being launched by Accucraft UK in July. WA CAMWELL/TR COLLECTION

landmark first season in 1951. It has spent its entire 153 years in the ownership of one railway.

Both models are to be built in gas-fired live steam by Herefordshire-based Accucraft UK, No. 30583 in 1:32 scale and *Dolgoch* in 1:19 scale, making them 1ft 2½in and 11in long respectively. The radial tank will be available towards the end of this year in a range of seven liveries with appropriate numbers, and will be the company’s first model sold in kit form as well as ready to run. Prices will be £1795 or £1840 for kits depending on livery, and ready to run £1950 or £1995. *Dolgoch* will be launched in July in six liveries and retail at £1550.

Accucraft UK managing director Graham Langer said that production

of the *Dolgoch* model followed an approach to produce all the Talyllyn locomotives as a commission.

“Although this did not come to fruition we had worked up the concepts and designs, and have decided to bring the first, *Dolgoch*, to market.” It will be followed next year by No.1 *Talyllyn*.

Donation

Graham, a director of The A1 Steam Locomotive Trust, revealed a percentage of the proceeds from each sale of *Dolgoch* will be donated to the railway for the locomotive’s future overhaul.

Talyllyn general manager Stuart Williams said: “We look forward to seeing a running model on our own garden railway here in Tywyn.”

Shops dropped from revised Midsomer Norton plan

PLANS to include shopping units and a micro-brewery in a proposed upgrade of the Somerset and Dorset Railway Heritage Trust’s Midsomer Norton station have been axed.

As highlighted in *HR* issue 250, the trust commissioned Company Contextlogic to draw up plans to develop the Silver Street site, and its first blueprint contained space for retail opportunities and a micro-brewery, commercial units, tourism accommodation units and new toilets.

However, after submitting the first application to Bath and North East Somerset Council, which pointed out it had a policy of protecting existing town centres, the retail units have been scrubbed from the scheme.

A revised approach now majors in on the site’s heritage, with a new maintenance shed; an extension to an existing building for tourism events; refreshment facilities; a viewing space for activities around the station yard; an education and training room with relocated museum above this building; and a heritage centre dedicated to ironwork, stonework and timber repairs – plus a pair of one-bedroom tourist units.

Talyllyn reaches for the sun

THE Talyllyn Railway has turned green – with a £15,000 array of 40 solar panels installed by Denbigh-based Hafod Renewables on the roof of Wharf station to provide 12,000 kw hours of electricity a year – enough to supply three family homes.

Stuart Williams, general manager of the railway, the longest in continuous operation, said: “While everyone will associate us with coal, we do use a lot of electricity here and this will offset some of our carbon. As well as being great for the environment, it’s also good for our budget.

“In future, anything we build will have solar panels on it and as we’re hoping to build a new workshop that could be quite soon.”

Peppercorn A1 Pacific No. 60163 *Tornado* made its second visit to the Wensleydale Railway between May 18-June 4. The visit included a scheduled nonstop express run from Northallerton West to Redmire on May 31, as well as attending the line's beer festival, with several trains again sold out. It is seen calling at Scruton station.
WR



Ironbridge plan to revive rail includes heritage trains

By Robin Jones

THE revival of regular main line passenger trains on the mothballed freight-only link to Ironbridge – also a long-term target for the Telford Steam Railway – has been placed at the heart of a proposed multi-purpose redevelopment plan for the site of the town's power station.

Harworth Group, which bought the former power station site last year after it ceased operation in 2015 after 52 years, aims to bring back rail services as a core part of the scheme for the 350-acre site.

It is proposed to demolish the Ironbridge B power station and its cooling towers, and use the site for a mixture of hundreds of

new homes, plus commercial and leisure purposes.

Following an earlier public consultation attended by 550 people in October, a similar event was held on May 22.

Company spokesman Iain Thomson said that the railway line would be a major part of the plans and could potentially be used for heritage services, freight transport and a commuter service.

He said that discussions needed to take place with Network Rail but the rail revival was feasible.

"We have done it at our other sites," he said.

The line is the surviving section of the Wellington and Severn Junction Railway. It opened in 1861 and closed

to passengers in 1963, but continued to serve the B power station until its closure in November 2015.

Passenger services to Coalbrookdale were briefly resumed between May and September 1979 to mark the Iron Bridge bicentenary. The older Ironbridge A power station, to the north of the railway, was shut down in 1981 and demolished.

The Telford Steam Railway has previously voiced its aspirations to extend over the line, running over the Albert Edward Bridge across the River Severn to a new terminus on or close to the site of the demolished Buildwas station.

Newport Conservative Coun Eric Carter, chairman of the Marches Strategic Rail Group, said he

welcomed the proposals and had held talks not only with the Harworth Group, but also the Telford Steam Railway and the Ironbridge Steam Trust, both of which wanted to see steam trains return to Coalbrookdale and Ironbridge.

As previously reported in issue 253, Vintage Trains is to run two shuttles over the line from Wellington and Telford stations and over the curving Coalbrookdale Viaduct behind WR 4-6-0 No. 7029 *Clun Castle*.

The shuttles will stop short of the Albert Edward Bridge because all rail traffic over it has stopped.

Both trips – which could be the final steam trains over the branch if the other plans do not go ahead – quickly sold out.

Help Wolds' southern push to Louth

ON August Bank Holiday Monday, the Lincolnshire Wolds Railway will be celebrating the 10th anniversary of the first public train to run on its restored line between Ludborough and North Thoresby.

To mark the occasion, the LWR is offering free travel on that day to anyone whose birthday is on August 26.

The LWR is planning on bringing another five miles of the GNR East Lincolnshire Line, which ran from Grimsby to Boston, back to life by rebuilding the route southwards

from Ludborough to Louth. A fundraising appeal has been launched to purchase rail, sleepers and ballast for the new extension.

"Our first target is the three-quarters of a mile to Pear Tree Lane crossing, which will cost around £180,000," said spokesman Phil Eldridge.

"The appeal has started to build up a real momentum and has now topped the £50,000 mark." To donate to the 'Making Tracks for Louth' appeal, visit www.lincolnshirewoldsrailway.co.uk



Peckett 0-4-0ST No. 1749 of 1928 *Fulstow* departs from Ludborough station with a train for North Thoresby. LWR

Railway mystery as cowboy's coffin lies unclaimed for 20 years, then vanishes

By Geoff Courtney

THE railways of yesteryear were a frequent feature of novels by leading authors, not least in the works of Agatha Christie, the doyenne of 'who-done-it?' mysteries. Occasionally, however, fact can be stranger than fiction, and surely one example is a bewildering episode that must have chilled the blood of LMS employees in 1926.

As revealed in the book *Railways' Strangest Tales* by Tom Quinn, at its heart was a crate that arrived at Liverpool on an express from the south of France, destined for the US city of Chicago. Employees in the nearby former Midland Railway goods depot were despatched to check on the consignment, as the train's guard had raised the alarm due to a strange smell.

An increasing number of officials gathered around the large package, and a debate ensued on whether it should be opened. As Tom Quinn explains: "Under normal circumstances, any package entrusted to the railway was treated with the utmost discretion, and opening a package without permission was something contemplated only in extreme circumstances."

How long the debate continued is not recorded, but the longer it went on, the more worried the railway employees became, and eventually it was decided to open the suspicious crate, and what was discovered only increased the railway workers' concerns.

For inside was nothing less than a beautifully ornamented coffin containing the embalmed body of an American who was fully dressed and complete with cowboy hat, guns, belt and boots.

The discovery led to further furrowed brows among the railway employees, as under the parcel-carrying rules of the time, bodies were not permitted to be posted around the world, which seems a reasonable restriction. So what to do with the coffin and its cowboy? The answer was to impound and reseal the coffin, place it in the depot's lost property office, and contact the Chicago station that was its destination.

Over in the States, officials did their bit by taking out



Cowboy mystery: The Midland Railway goods depot and offices in Liverpool, in which a coffin containing the embalmed body of a cowboy en route from the south of France to Chicago was placed in the lost property department, where it remained unclaimed for more than 20 years before disappearing. The Grade II-listed building, seen here in 1982, was constructed by the MR in 1872 and is now a conservation centre. On part of its frontage are shields and the names of MR stations. JOHN H LUXTON

advertisements in an effort to trace the owner of the crate, but two years later nobody had come forward and the unidentified cowboy's embalmed body remained in its coffin in downtown Liverpool, doubtless among rather more conventional lost property such as spectacles, gloves and children's teddy bears.

At this point railway staff called off the hunt, and the crate remained in the depot's lost property office for more than 20 years, by which time

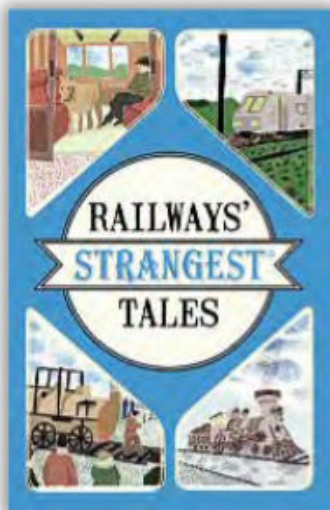
most of those who had examined the crate back in 1926 were either retired from railway service or had passed away.

The story didn't end there however, for an official checking old ledgers in the post-Second World War years spotted an entry for the coffin and noted that it had never been collected. He wrote down the reference

number which indicated where the crate containing the coffin had been stored, and decided to check that it was still there. It wasn't. "No trace could be found – and it has not been seen since," writes Tom Quinn.

Tom told *Heritage Railway* that he was a trainspotter during the final years of steam. "I used to go every Saturday morning with my older brother to Paddington from my home in Ladbroke Grove, spending about four to five hours on the platforms. I lasted about three years, but lost interest gradually after 1966/67, when I was 10, because there was no more steam," he said.

"After that I became interested in stations, which I used to photograph if they were threatened with modernisation, which I hated. By the time I left university it was the social history of railways that interested me, such as what the drivers were like, when did oil lamps finally disappear, remote branch lines, station architecture, catering staff, details about what exactly wheel tappers did, and so on."



Assurance given that new build will not block Foyle Valley line reopening

By Hugh Dougherty

Destined, the Derry-based charity providing services for people with learning disabilities, has refuted claims that a new building, sited alongside the existing Foyle Valley Railway Museum, has blocked rolling stock access to and from the museum building, effectively making the planned reopening of the Foyle Valley Railway (FVR) impossible.

Fears were raised by railway enthusiast George Sweeney, a founding member of the North West of Ireland Railway Society, who said that the new building under construction, plans for which were approved by Derry & Strabane District Council which is leasing the museum to the charity, was blocking the exit formerly

used by operational trains housed in the museum when the line was operated in the past.

George said: "It looked to me that there would now be no access to the FVR running line, while the platform, formerly used by railcars, also seemed to have been cut off. I couldn't see how this sat with the stated aim of Destined to reopen the FVR in due course."

However, Destined says that the plans for reopening the line, which include sourcing costings for restoring County Donegal Railways No. 6 *Columbkille* – currently housed in the museum – to steaming condition, remain on track. A Destined spokesman said: "The entrance in question was already out of use when we took over the building. There are three



The former entrance/exit for rolling stock in use in July 1999, with railcar No. 18 about to go out on service. The new building now covers this part of the museum site and the doorway being used by railcar No. 19 and coach No. 30 in the picture is blocked up.

large roller shutter doorways at the north end of the museum building, closer to the Foyle Bridge, which are track connected and through which stock can and will pass. We plan to install a new connection from them on to the running line, so there is no access issue at all.

"There are also plans to open a rolling stock maintenance building, out along the line at Coshown, where a railway yard already exists, when the line becomes operational again. It is not correct to say that rolling stock is trapped in the

museum because of the new build."

A spokesman for Derry & Strabane District Council said: "The council has been working closely with Destined on all aspects of the development of the site. The council is supportive of the plans and, while it is not aware of any issues relating to access for the movement of rolling stock, is happy to discuss it with the charity."

Destined plans to reopen the FVR as part of its development package and establish the museum and railway as a must-see attraction.

New group formed to save 'oldest' railway institute

A CAMPAIGN has been launched to stop the world's oldest railway institute closing down within the next 12 months.

Shildon Railway Institute, known locally as 'The Stute', has its origins in a meeting called by Stockton & Darlington Railway locomotive superintendent Timothy Hackworth, in the cellar of the Globe pub in 1833.

Concerned about the levels of poor education and illiteracy amongst men who were coming to work at New Shildon, the world's first railway town, he sought to establish a mechanics' institute to "improve the moral and intellectual condition of the inhabitants".

At first meeting that year in the Wesleyan Methodist church schoolroom next door to the Globe, in 1834 the New Shildon Railway Institute was opened in a room above the railway's new station serving the town.

A purpose-built venue was built in Station Street in 1860, but with the growth of Shildon wagon works, it became too small. The NER built the institute's current headquarters in Redworth Road in 1911.

However, its committee has been told that the institute could close next year because of mounting losses. SOS: Save Our Stute, a new campaign group, held its first public meeting on May 22. Town councillor Dave Reynolds said it would be tragic to lose the institute so near to the bicentenary of the Stockton & Darlington Railway in 2025.

New plaque recalls Rainhill trials location

A PLAQUE commemorating the historical significance of the Liverpool & Manchester Railway as the world's first inter-city line has been unveiled outside Rainhill station. Sponsored by the British Institution of Civil Engineers and the Institution of Mechanical Engineers and their companion organisations from the USA, the American Society of Civil Engineers and the American Society of Mechanical Engineers, it marks the location of the Rainhills Trials of 1829, won by Stephenson's *Rocket*.



Signwriter Jon Leeson spent two weeks lettering and lining new Saint 4-6-0 No. 2999 *Lady of Legend*, pictured is one tender side with garter crest. The lettering might appear off centre, but that is deliberate as the practice of the period to which No. 2999 has been restored was to line up the crest with the centre axlebox. The locomotive is scheduled to be unveiled in all its glory over Didcot Railway Centre's June 7-9 weekend when No. 7903 *Foremarke Hall* is visiting and will be running all three days with the Saint. No. 7903, as one of the Modified Halls built after the Second World War, is the final development of 4-6-0s carrying the Swindon No. 1 boiler which was first fitted to Churchward's Saints. FRANK DUMBLETON

Armoured Simplex makes its debut fully restored

By Robin Jones

THE Greensand Railway Museum Trust launched 40hp Armoured Simplex No. LR2182 into public service on the Leighton Buzzard Railway on May 6, completing the restoration of this unique eight-ton 8ft high, 10ft long locomotive which began in 2016.

No. LR2182 was built by the Motor Rail & Tramcar Company of Bedford for the First World War trench supply railways, as one of only 34 such armoured locomotives ordered by the War Department Light Railways and arrived in France in time to serve in 1918.

Resembling a tank, it was fitted with full armoured plating to protect it from enemy fire. The plating would have offered some protection against bullets and shell fragments, but could not have withstood an exploding shell.

After the war, like sister vehicles, it entered industrial service. It was bought by Furness Brick & Tile Co Ltd of Askham Brickworks, Cumbria, in 1921 and during the decades that followed it lost its trademark upper bodywork.

LR2182 ended up at a scrapyard in Barrow-in-Furness and was set to meet the same fate as its sister. However, it was bought for £150 by enthusiast Michael Jacob in 1971 and displayed at the former Glodfffa Ganol railway museum near Blaenau Ffestiniog, before moving to the now closed Museum of Army Transport at Beverley.

Michael donated LR2182 to the Army in 2001. In turn, it was loaned to Leighton Buzzard Railway in 2005. Four years later, the trust took on the restoration project.

Only two examples of the



First World War Armoured Simplex No. LR2182 now complete at Leighton Buzzard. GRMT

armoured form of the 40hp Simplex survive in the world. Leighton Buzzard and Greensand Trust volunteers spent the past decade returning LR2182 back to full working order as part of a £20,000 project.

The restoration included the stripping down and rebuilding of the original Dorman petrol engine, which had not been fired up for over 50 years. That itself was a major project-within-a-project as two of the four pistons broke apart on removal from the cylinder bores, among other setbacks.

The volunteers also undertook the replacement of rusted chassis members and the fabrication in steel of the distinctive cupola roof and doors, replacing wooden replicas.

In addition, the gearbox has been overhauled, the radiator repaired

and many other parts renovated or replaced. As well as financial support from the Association of Industrial Archaeology, the work was aided by the provision of a PRISM grant, which covered the cost of the work on the engine.

Trust chairman Cliff Thomas said the other surviving example was used in the sugar industry in Antigua. "That one had an extensive makeover and importantly, its engine was removed," he said. "Ours is the only surviving one with its original Dorman petrol engine, making it unique."

No. LR2182 ran for the first time in preservation during Moseley Railway Trust's 2018 Tracks to the Trenches event, but without the distinctive upper bodywork and much work outstanding.

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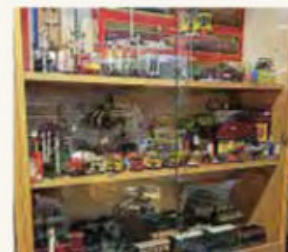
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Rescued bus stars in Swanage diesel gala

By Robin Jones

A bus which was twice saved by a future railwayman played a prominent role in the Swanage Railway's successful May 10-12 diesel gala and beer festival.

When he was just 18, Trevor Shore from Poole, who was working as a conductor at the time, ran into Bournemouth bus station when a fire raged through it at 2am during the heatwave summer of 1976 and saved the 1967-built Bristol FLF Lodekka double-decker No.1254.

Trevor drove it and two others out of the blazing building in Exeter Road off Bournemouth Square to save them from certain destruction.

The bus was withdrawn by Hants & Dorset in 1981 after a career working mainly in the Bournemouth and Poole area.

It was then bought by a pair of enthusiasts who returned it to its original green livery. Meanwhile, Trevor, who later became a BR signalman, became managing director of a coach company and received an MBE for 28 years of road safety work.

When he saw the owners were offering the bus for sale, he stepped in and bought it for £13,000, fearing

that it could end up being exported to the USA.

No.1254 ran special daytime services for diesel gala ticket holders between Wareham and Norden on all three days. Blessed with superb spring sunshine, the gala, which featured eight diesels, brought bumper crowds flocking to the line. For the first time in the gala's history, daytime services operated over the full nine miles of the line to Bridge 4 over the River Frome, within sight of Wareham and a half a mile short of the London to Weymouth main line, in top-and-tail mode.

Amongst the guests were No. 59003 *Yeoman Highlander* courtesy of GB Railfreight – the first Class 59 to ever visit the heritage line. Also visiting were Class 25 D7535 (25185) courtesy of South Devon Diesel Traction Limited; Class 26 No. 26007, courtesy of Victor Korzeniewicz – which will be staying on the Swanage Railway until early September; Class 31 No. 97205 (31163) from the Chinnor & Princes Risborough Railway; the Class 50 Alliance Ltd's No. 50007 *Hercules*; and GB Railfreight's dual-braked Class 73/1 electro-diesel No. 73119 *Borough of Eastleigh*.

The Swanage-based Class 33/1



Bristol FLF Lodekka double-decker No. 1254 is seen passing over the A351 Catseye bridge between Norden and Furzebrook as Class 31 No. 97205 (31163) in semi-matching livery – that of the BR Railway Technical Centre – visiting from the Chinnor & Princes Risborough Railway, is seen on a Swanage to River Frome shuttle. ANDREW PM WRIGHT



The two home-based Class 33s and visiting 'Hoover' No. 50007 *Hercules* at Corfe Castle, with the 4TC carriage (left). ANDREW PM WRIGHT

Preservation Group Limited's BR blue-liveried No. 33111 was the last of its class to haul a 4TC push-pull carriage set from Wareham to Corfe Castle and Swanage in September, 1971, on a special train staged by railway enthusiasts from Poole Grammar School. At Corfe Castle station, visitors were able to view 4TC carriage No. 76275, which ran on trains between Bournemouth and Weymouth from the end of steam trains in 1967 to the electrification between Poole and Weymouth in 1988.

Also rostered was the 71A Locomotive Group's green-liveried Class 33 D6515 (No. 33012) *Lt Jenny Lewis RN*.



Class 25 D7535 at Swanage with an evening service. ANDREW PM WRIGHT



Class 59 No. 59003 *Yeoman Highlander*, the first of its class to visit the Swanage Railway, is seen heading eastwards from Corfe Castle on May 10. ANDREW PM WRIGHT

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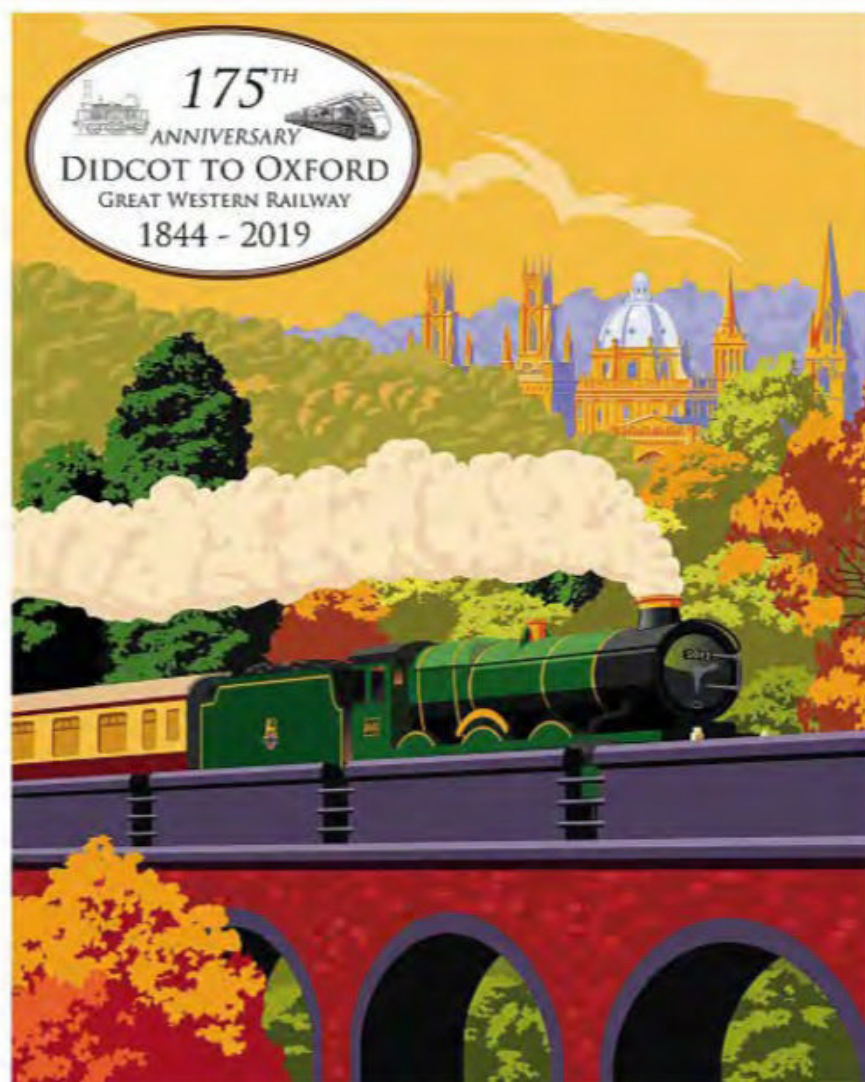
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Other Attractions to Include:

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.

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Mystery name from Col Stephens' loco donated to railway museum

By Geoff Courtney

AN enigmatic nameplate from a mid-Victorian steam locomotive that during a long career helped to both construct and dismantle lines within the Colonel Stephens' light railway empire, has been put on public display after being donated to a museum.

The nameplate is *Morous*, from an 0-6-0ST built by Manning Wardle in 1866 (works No. 178) that saw service on several lines until being cut up in 1936. Amazingly, one of its nameplates avoided being scrapped with the locomotive, and now, 83 years later, it has been presented to the Colonel Stephens Museum at the Kent & East Sussex Railway base in Tenterden.

The saddle tank emerged from the Manning Wardle works in Leeds carrying the name *Crampton*, and started its career with contractors TR Crampton on the construction of the East & West Junction Railway (EWJR) between Fenny Compton and Kineton in Warwickshire.

It subsequently operated on the line and in 1908 it became part of the Stratford-upon-Avon & Midland Junction Railway (SMJR) fleet when the company absorbed the EWJR, and three years later moved to the Shropshire & Montgomeryshire Railway, which was in the stages of being reopened by Col Stephens after years of lying derelict.

Records are hazy whether Col Stephens – who was always notoriously short of cashflow for his railways – bought the locomotive or rented it. According to SMJR accounts, he paid a hire fee of £22 10s on June 30, 1911, but the following month's issue of *The Locomotive Magazine* reported that it had been "acquired by purchase" by the Col Stephens line, and an entry of £300 in the line's



Mystery name: Colonel Stephens Railway Museum curator Brian Janes (left) receives the *Morous* nameplate from Paul Stileman, a friend of the plate's donor, Les Burberry.
COLONEL STEPHENS MUSEUM

locomotive renewal account at the time supported that report.

Whether rented or bought, the then-unnamed saddle tank was numbered four and the mysterious name *Morous* was painted on both sides – a temporary measure, as subsequently brass nameplates were applied. The locomotive earned its keep in the reconstruction of the five-mile branch to Criggion, which came off the railway's Shrewsbury to Llanymynech 'main line' at Kinnerley, the location of the line's engine shed.

This branch reopened in January 1912, nine months after the Shrewsbury-Llanymynech route, but sadly *Morous* wasn't up to the task of handling passenger or freight traffic, and after its engineering work on the Criggion branch, it became unpopular with footplate crews and was withdrawn from service in 1921, overhauled, and in 1924 transferred to the Selsey Tramway, another of the Colonel's lines.

There it operated for a number of years, still owned by the Shropshire & Montgomeryshire Railway and indeed still carrying that railway's ownership



Victorian veteran: Manning Wardle 0-6-0ST *Morous* at Selsey on the Selsey Tramway in the late-1920s, its Shropshire & Montgomeryshire Railway ownership plate (inset) clearly visible on the side of the cab. A nameplate and ownership plate from the 1866-built locomotive have been donated to the Colonel Stephens Museum in Tenterden by long-time Col Stephens enthusiast Les Burberry.
COLONEL STEPHENS MUSEUM COLLECTION

plates, but seemingly forgotten by them. However, Col Stephens' death in October 1931 apparently stirred memories, for at an SMR board meeting the following month the directors decided to sell *Morous* for a minimum price of £50 and ideally £60.

After a certain amount of haggling, the Selsey Tramway – by then technically the West Sussex Railway (Tramway Section) – agreed to pay £50, payable in six monthly instalments of £8 6s 8d, and so the saddle tank remained in West Sussex.

Unlike its days in Shropshire, the locomotive was popular with the tramway's crews, and regularly worked the railway's mixed trains until the line's closure in January 1935. After nearly 70 years its end was in sight, but it had one more task to perform before the scrapman called – working on the tramway's demolition trains, a role it carried out until the autumn of

1936, when it was broken up at Selsey.

Brian Janes, curator of the Colonel Stephens Museum, said: "Nobody knows why the loco was called *Morous*. Guesses have linked it to a Greek mythological Morys or Morus – though not *Morous* – which, with Colonel Stephens' apparent interest in Greek mythology, may be so. Then again, it may have been to commemorate the bicentenary of the death of the Welsh poet Huw Morus, who lived at Glyn Ceiriog near the SMR."

The nameplate, and the engine's SMR ownership plate, have been donated to the museum by road locomotive enthusiast and Colonel Stephens fan Les Burberry. He has owned both plates for many years, and they were presented on his behalf to Brian by Les' friends Paul and Rosemary Stileman at a recent ceremony.

LNER paddle steamer *Waverley* moored up until 2020 in need of new boilers

By Hugh Dougherty

WAVERLEY Excursions has announced that LNER-built PS *Waverley*, the world's last sea-going paddle steamer, will not sail at all this year and will remain tied up until at least 2020.

Work on retubing and repairing the ship's boilers was suspended on May 10 after it became clear that new boilers were needed. Management reluctantly took the decision to cancel all sailings for

2019 and to launch an appeal to meet the cost of new boilers to allow the ship to take to the waters again in 2020.

Recently-appointed general manager Paul Semple said: "We have taken this decision after extensive consultation and seeking advice on the best way forward and we apologise to all who looked forward to sailing with us this season. Full refunds will be given on all booked tickets."

"The ship needs new boilers

but in every other respect, it's in excellent order. As soon as we have firm prices and explored potential funding sources, we will launch a public appeal to help meet the costs so we can sail again in 2020." Mooring the boat at its Glasgow base for the entire season will have revenue implications for the charity, while early estimates for new boilers point to a figure in excess of £2 million.

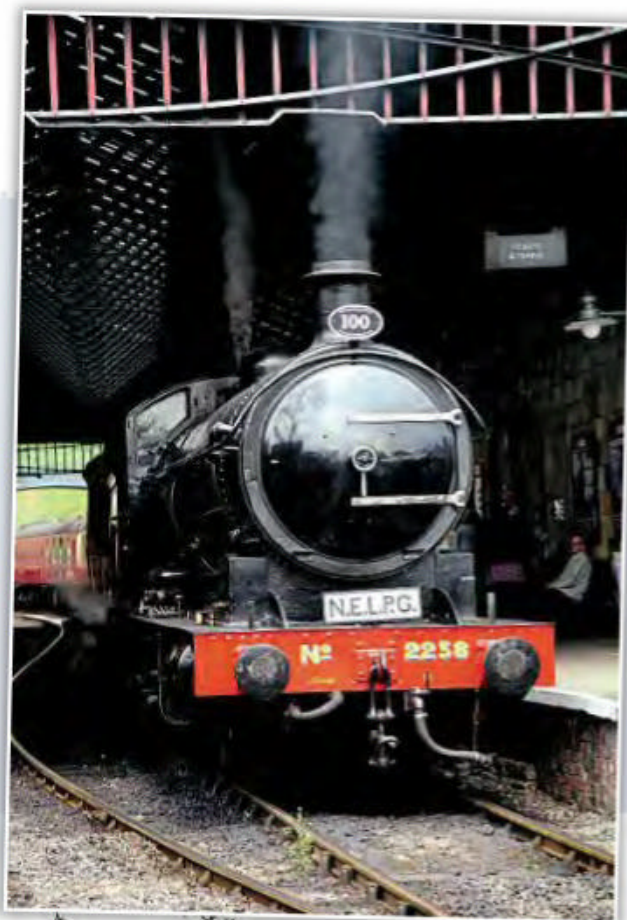
Not only will part of the ship's superstructure have to be

removed to allow the old boilers to be removed and replacements fitted, but there are issues to be addressed when specifying the new boilers, including the ability to burn acceptable fuel types in future and meeting tightening emission regulations to future-proof *Waverley* in a fast-changing environmental culture. These issues are increasingly affecting all steam-powered vessels, locomotives and vehicles in the heritage sector as action on climate change ramps up.

NELPG 0-8-0 relaunched in NER condition as No. 2238

Right: In addition to the front end number 2238 on the buffer beam, the smokebox dart has been replaced by a genuine NER wheel, as it was in 1918. MAURICE BURNS

Below: The North Eastern Locomotive Preservation Group's Q6 0-8-0 No. 63395 has been repainted and relaunched as North Eastern Railway T2 No. 2238 to commemorate its centenary year. On May 1, it hauled a special return train between Grosmont and Pickering on the North Yorkshire Moors Railway. Here the fireman is stoking up the fire at the start of the 1-in-49 incline near Esk Valley cottages shortly after leaving Grosmont. MAURICE BURNS



NG15 restoration makes progress in Snowdonia

By Roger Melton

FORMER South African Railways NG15 2-8-2 No. 134, one of two tender engines purchased for the Welsh Highland Railway from the promoter of a failed scheme to build a 2ft gauge railway at Robin Hood's Bay in North Yorkshire, has been gradually restored by a team of volunteers on the line, but its restoration is now being speeded up by greater involvement of the full-time staff at both Dinas and Boston Lodge.

The main frames for No. 134 have been moved back into the locomotive shed at Dinas and work is progressing on these and on other components.

The two pony trucks are at Boston Lodge, where they are having their

wheels fitted after being regauged there by moving the wheels in slightly on their axle to get the correct back-to-back measurement for the Ffestiniog & Welsh Highland Railways of 21in, as compared to that for the South African 2ft gauge of 21¼in. Smaller components, such as new axlebox thrust plates, have also been made.

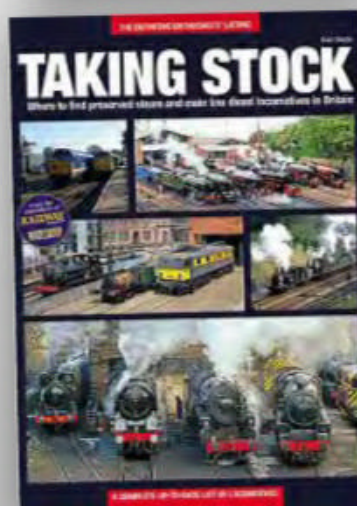
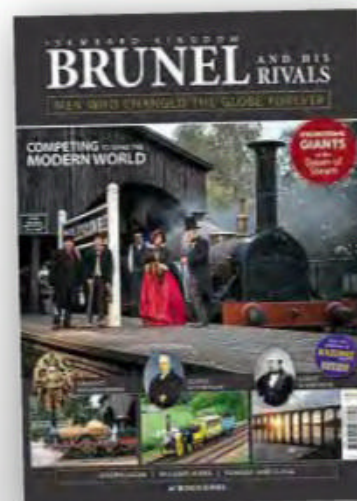
At Dinas, the main driving wheels have been removed and the wheelsets are due to be sent away for similar regauging by outside contractors. This will also involve the thinning of the flanges on the third axle. This is being done as a result of the experience gained from the NGG16s, where thinning the flange on the centre axle has led to much

freer running and less noise on the tighter curves on the railway.

While the NG16 is a six-coupled locomotive, whereas the NG15 is eight-coupled, the leading axle already has some sideways movement due to the Krauss Helmholtz pony truck arrangement. Therefore, it is only the rear three driving axles that need the relief provided by thinning the tyres on the centre axle of these drivers.

Also at Dinas, privately-owned NGG16 Garratt No. 130 is also nearing the end of its restoration by its own team, with the overhauled and certificated boiler mounted on its cradle and work progressing well on the installation of the lubrication system on its power bogies.

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A TASTE OF THE VALLEY ON THE FOOTPLATE!

Gareth Evans recalls his half-day footplate experience course on the Severn Valley Railway, which involved firing and driving GWR 0-6-0ST No. 813 with a Mk.1 BSK carriage between Bewdley and Bridgnorth – and his fiancée also gives her view on the day.

It's 8.15am on Saturday, February 23 and I've arrived at the Severn Valley Railway's Bewdley station with my better half Sarah. My parents are waiting in their car, having arrived moments before from their Montgomeryshire home. The mist appears to be eating the overnight frost for breakfast – there's certainly a nip in the air.

I'm dressed in old blue jeans, a black cotton T-shirt and an old blue hoody. They're clothes I normally wear to do the garden or work on a railway. With the car boot open, I sit on the edge and I hastily pull up my boilersuit, swap my trainers for toe capped boots and pick up my gloves and grease top cap, complete

with its Cambrian Railway company badge.

The seeds for the day were sown earlier in the year during a routine catch-up with Lesley Carr, who manages communications and PR for the Severn Valley Railway Charitable Trust Ltd. Discussing ideas for potential features, she asked whether I would be interested in a footplate experience course. I replied that I'm always up for anything hands-on. While the very nature of my line of work means much of it clearly has to be done in an office of some description, I'm naturally not a 'desk jockey' – I enjoy getting out and about, experiencing new things and meeting people.

Ahead of the day, I received a comprehensive

paper pack of information with a professional feel. It included two parking passes for Bewdley station car park and a complimentary train ticket which can be used on the day or at a later date if desired. Each participant also gets a year's complimentary SVR membership.

Referring to the confirmation that the engine would be one-time Port Talbot Railway 0-6-0ST No. 813 with driver Dai Price in charge, Lewis Maddox, another SVR member of staff I've got to know since joining *Heritage Railway* in May 2018, joked the night before on Facebook: "So that's a Welsh engine, with a Welsh driver and a Welsh participant!"

The author is seen prior to taking his place on the footplate at Bewdley. ANN EVANS





Introduction

My family and I headed over to the meeting room where we talked to the families of my fellow participants, who were waiting outside and wondering whether or not to enter.

However, everyone was invited to go inside and we were welcomed by two gentlemen – the sort who make excellent customer-facing personnel, who get the day off to an upbeat start. The latter is essential of course, particularly when at least some participants will almost certainly have the combination of nervousness and excitement of the day ahead – even if they don't readily admit to it.

The meeting room's interior walls were adorned with atmospheric period railway posters and SVR-related information and complimentary tea, coffee and hot chocolate were on offer. As a self-confessed caffeine addict, I tend not to turn down an opportunity for a 'fix'. For me at least, a welcome drink always helps to get a day off to a good start.

Explaining what the day would entail, the safety briefing was delivered in a friendly, informal engaging manner rather than a 'dictatorial' lecture. It included watching a DVD with SVR content rather than a 'generic' off-the-shelf production.

My fellow participants had come from

a wide geographical area – ranging from nearby Bromsgrove to deepest Cornwall – the latter's son and daughter-in-law living in the north Shropshire town of Wem and being regular SVR passengers. Then there was me from Peterborough, who'd journeyed over to a hotel in Kidderminster the night before.

We walked across the footbridge to platform 3, where No. 813 was simmering with its single BSK (Brake Standard Corridor) carriage and adorned with the appropriate 'S.V.R. Footplate Experience' headboard.

After being welcomed by driver Dai and fireman Tom Mills, we were invited on board the engine for a further briefing – this time about the controls specifically on the 0-6-0ST, but also reinforcing the safety messages.

"In short, I absolutely loved it. I shall treasure the memories of the day. I've enjoyed coming to the SVR since childhood – normally once or twice a year. It may be stating the obvious, but there is certainly a different perspective from the footplate – one can appreciate the curves, the ups and downs and the gradients."

It's best not to leave your mobile phone in your pocket while on the footplate.

This is a screenshot of the warning message which appeared on the author's personal iPhone after he got off the engine at Bridgnorth.



Above left: Participants and their guests received a warm welcome in the cabin at Bewdley by two jovial gentlemen, footplate experience hosts Pete Allen and Laurie Hickman. GARETH EVANS

Left: Driver Dai Price welcomes participants and their guests on platform 3 at Bewdley ahead of departure. GARETH EVANS

The SVR footplate courses at a glance

The SVR offers a number of different courses throughout the year, principally with steam but also with diesel traction. *Heritage Railway* sampled the 'Introductory' course. To help whet your appetite, here's a brief overview of what you can enjoy:

■ Taster

Cost: £175 per person. **Engine:** Nos. 813, 1450, 1501 or 7714. **Route:** Bewdley-Kidderminster and return. **Duration:** 90 mins

■ Introductory

Cost: £365 or £395 per person (dependent on locomotive). **Engine:** Nos. 813, 1450, 1501 or 7714. **Consist:** One-coach train. **Route:** Bewdley-Bridgnorth and return. **Duration:** half-day.

■ Intermediate

Cost: £495 per person. **Engine:** Nos. 2857, 7802 *Bradley Manor* or 43106. **Consist:** six-coach train. **Route:** full line. **Duration:** Full day.

■ Autotrain

Cost: £750 per person. **Engine:** No. 1450. **Consist:** one auto-trailer. **Route:** full line. **Duration:** full-day.

■ Supreme

Cost: £895 per person. **Engine:** Nos. 2857, 7802 *Bradley Manor* or 43106. **Consist:** six-coach train. **Duration:** Full-day. **Route:** full line.

■ Private Footplate Experience

Cost: from £2600. **Engine:** steam or diesel. **Consist:** negotiable. **Route:** full line. **Duration:** full day.

■ Diesel Experience

Cost: £365. **Engine:** choice of diesel hydraulic and diesel electric. **Route:** full line. **Duration:** full day.

For more details, visit www.svr.co.uk/FootplateExperience.aspx or call 01562 757900.



Driver Dai Price explains the workings and characteristics of No. 813 as a fellow course participant listens intently prior to departure from Bewdley. GARETH EVANS

“The day brought back happy memories of learning to fire on the Welshpool & Llanfair as a 16-year-old and has certainly whetted my appetite for the footplate again. I was still coming down from the high in the days that followed my SVR experience. I thoroughly enjoyed myself – I cannot recommend it enough.”



The other half's view

An easily overlooked but arguably important perspective on a footplate experience course can be the verdict of a participant's guest, especially one's 'nearest and dearest' – if applicable.

Therefore, Gareth's fiancée Sarah writes: “In short, it was very good. Gareth had suggested beforehand that while he was having the safety briefing, we might want to ‘grab a brew’ (as he put it) from Bewdley station buffet, but we were welcomed into the cabin by two jovial gentlemen.

“I was impressed by the way they immediately welcomed the families – such as making sure there were enough chairs for everyone and that everyone who wanted a drink had one. They delivered their safety briefing in an interesting, upbeat way.

“That feeling of being part of something special continued throughout the morning, including during the driver's introduction on the platform; while we were riding in the carriage; and at the end of the morning when we said our goodbyes after the presentation. The two gentlemen talked to us all during the trip, sharing laughs, telling us about the railway and pointing out things of interest, which added to the experience.

“All SVR personnel we met were very friendly. I felt they wanted to ensure everyone had a great day – which in my opinion, they certainly succeeded at. Seeing Gareth's smile even wider than normal was an indication it itself! I could tell he was enjoying it!

“Overall, the SVR course was well organised – it was professional but friendly and down to earth. If you want to treat your loved one, I would certainly recommend the SVR – although I probably wouldn't be brave enough to have a go on the engine myself!”

Firing

I was ‘on the shovel’ for the first part. I fired from Bewdley to Highley. Before we set off, fireman Tom explained: “The main thing to remember is that the back of the firebox is where we are and the front is where the chimney is. A lot of people get that mixed up.

“We need coal to fill the ‘dead spots’ in the fire at the sides, the middle, front and back. It's not a huge box on this engine, so you don't have to swing the shovel.”

Turning to the water gauge, Tom said: “We need between half and three-quarters of a glass – we don't want to fill the boiler too much though. We put water in the boiler using injectors.”

He then demonstrated the water valve and explained the pressure gauge and the importance of not ‘blowing off’.

The firebox doors were left open – with the flap used instead. It was a continual balancing act – to feed the fire and manage the water, while also keeping an eye out on the line ahead.

At one point, the engine made a diesel generator-like sound. “You've got a hole in the fire,” observed Tom.

It was time to pull the flap down and feed the fire – I soon learned to keep an eye out for those ‘dead spots’.

Upon arrival at Highley, I swapped sides of the cab with my fellow participant – there being two of us on the footplate at a time.

With only three participants in place of the normal six on this particular day, we all enjoyed an extra turn. I chose to fire from Bridgnorth to Hampton Loade on the return leg – I felt I was getting into the swing of it by then.

Driving

I drove from Highley to Bridgnorth. I found the reverser on No. 813 was not easy to pull backwards – it seemed particularly stiff. The regulator was also rather stiff. I'm naturally gentle – I tapped it as I would a Quarry Hunslet for example. I found I needed to give No. 813 more ‘umph’ then, suddenly it would respond and I had to shut it off.

Dai explained: “The regulator is like the throttle on a car – it controls the volume of steam into the cylinders. It's quite stiff on this engine, but it's not too bad.”

The whistle was sounded by pressing in a little lever – rather than the GWR traditional two-tone chains.

A key part of driving of course, is keeping an eye on the road ahead. Spotting permanent way staff in their high-visibility orange attire, I sounded the whistle.

The engine rode well – it was a pleasure to be in the cab.

Upon arrival at Bridgnorth, participants were invited to visit the signalbox. After I got off the engine, I looked at my personal mobile phone – having owned smartphones for several years, I was somewhat bemused to find the warning message on the screen: ‘Temperature. iPhone needs to cool down before you can use it’. The device had been in the pocket of my jeans. My Samsung work phone however, was unaffected, as was my dictaphone, which had been running in the top pocket of my boiler suit, recording the experience for a podcast (see separate panel).

While the locomotive was being topped up with coal and water, I joined my loved ones



No. 813 and the BSK are prepared for the day's second group of footplate course participants at Bewdley at lunchtime on February 23. GARETH EVANS

for a 'refuel' in Bridgnorth's delightful period tea room. By then the weather had warmed up sufficiently for us to enjoy our coffee and a scone at a table outside.

Conclusion

In short, I absolutely loved it. I shall treasure the memories of the day. I've enjoyed coming to the SVR since childhood – normally once or twice a year. It may be stating the obvious, but there is certainly a different perspective from the footplate – one can appreciate the curves, the ups and downs and the gradients.

Something which struck me right at the start of the day was that everyone was made to feel 'part of it' – not just the participant. For example, it would have been all too easy for participants' guests to 'kick their heels' while the safety briefing was underway between 8.30 and 9am, in fact they could grab a cuppa from the station buffet. Perhaps indicative of the professional, friendly, yet family-like atmosphere at the SVR, was that they were made welcome and received plenty of welcome 'fuss' from the team. They were encouraged to visit the footplate if they wished at the termini – another nice touch.

A further welcome touch was the presentation at the end. Again, it would be have been all-too easy to disembark from the train, say our 'thank yous' and be on our way – as would be the case as a passenger on a scheduled service train. However, we were all asked to gather round in front of the locomotive on the platform, at



No. 813 was coaled and watered at Bridgnorth, before returning to Bewdley. This side-on view was taken from the platform near the recently-opened tea room, which comes highly recommended by the author. GARETH EVANS

which point there was a group clap, cheer and the presentation of a commemorative mug and certificate, ending the day firmly on a high.

The day brought back happy memories of learning to fire on the Welshpool & Llanfair as a 16-year old and has certainly whetted my appetite for the footplate again. I was still coming down from the high in the days that followed my SVR experience. I thoroughly enjoyed myself – I cannot recommend it enough! That view was echoed by both my parents and 'nearest and dearest' Sarah (see panel).

Many thanks to all at the SVR, including Lewis Maddox and Lesley Carr for arranging it. **HR**

Listen to our podcast

Would you like to hear the sounds from this footplate course, including the 'bark' of the exhaust, the whistling and the chatter between the author and locomotive crew and footplate experience hosts? If so, listen to our 90-minute podcast at www.therailwayhub.co.uk

The Railway Hub is Morton's Media Group's recently-launched all-encompassing rail website, offering news, photographs, video clips and podcasts from across the rail spectrum – including models, preservation and main line, covering the British Isles and overseas. The site includes content from *Heritage Railway's* sister titles – *The Railway Magazine*, *Rail Express* and *The Railway Magazine Guide to Modelling*.

SR and GWR set to pursue LNER in battle of the giants

ALTHOUGH nameplate *Kingfisher* from LNER A4 No. 60024 will fancy its chances of being top dog at GW Railwayana's July 13 auction (*Heritage Railway* issue 253), it might not have everything its own way due to the Southern Railway and GWR hovering in the wings.

The former will provide strong opposition with *Lampport & Holt Line* and *Lord Collingwood*, and the latter with *Stokesay Castle*, whose cabside and smokebox numberplates will also be going as separate lots under Simon Turner's hammer.

The first of these three is from Merchant Navy Pacific No. 35026, built by BR at Eastleigh in December 1948 and withdrawn in March 1967. The second is from No. 30862, a member of the Lord Nelson class built at Eastleigh in October 1929 and withdrawn in October 1962 – its 33 years of service contrasting with the 18 years and a few months of No. 35026.

The Castle, No. 5040, was outshopped by Swindon in June 1935 and pensioned off from Bristol St Philip's Marsh (82B) in October 1963. It will be supported by three other GWR contenders – *Cogan Hall* (No. 5952, built December 1935 and

withdrawn from Cardiff East Dock (88L) in June 1964); *Mostyn Hall* (No. 5985, built October 1938 and withdrawn from Oxford (81F) in September 1963) and *Hazeley Grange*, from No. 6840, built in September 1937 and taken out of service in February 1965 when a Llanelli (87F) resident.

The SR Merchant Navy and Lord Nelson nameplates will also have family support in the form of *Trevithick* and *Blandford*, both coincidentally from locomotives that were renamed. The first is from LBSCR Class L 4-6-4T No. 327 that emerged from Brighton in March 1914 named *Charles C. Macrae*, one of the company's directors. In April 1935 it was rebuilt as a 4-6-0, reclassified Remembrance class N15X, and renamed *Trevithick* after the pioneering steam locomotive engineer. It was withdrawn from Basingstoke (70D) in January 1956 after being involved in an accident at Woking.

Blandford and its West Country Class scroll come from No. 34107, which carried the name from new in April 1950 until October 1952, when it was renamed *Blandford Forum*. Its career ended in September 1964 when

shedded at Exmouth Junction (72A), giving it a career of 14½ years – even shorter than its Merchant Navy fellow Pacific.

Still on the nameplate theme, but from a different era, is *Illustrious* from Class 50 D437, a 1968 English Electric-built Co-Co that became No. 50037 and was withdrawn in 1991. The name was much used by the Royal Navy, with perhaps the most famous ship to carry it being a 23,000-ton Second World War aircraft carrier that was scrapped in 1956.

Other items for diesel enthusiasts are a flamecut cabside from Class 55 Deltic No. 55018 *Ballymoss* (formerly D9018) and two windows from the same class, while steam locomotive cabside numberplates include No. 5030 from *Shirburn Castle*, No. 6013 from *King Henry VIII* and smokeboxes from No. 6028 *King George VI* and No. 70022 from Britannia Pacific *Tornado*.

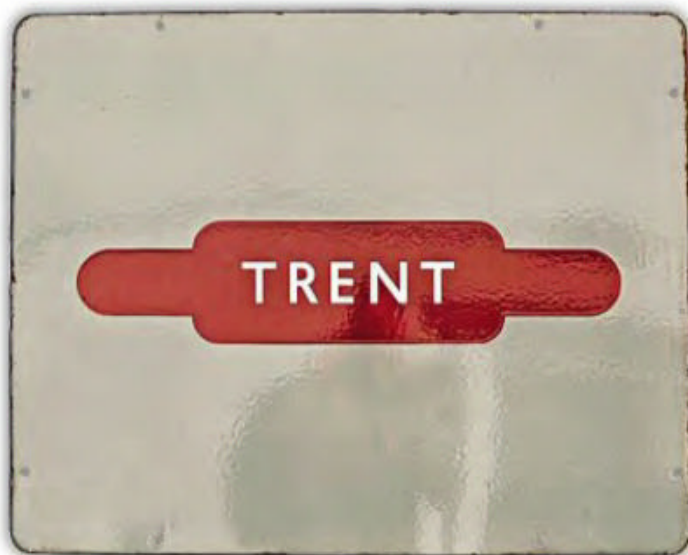
There's a tartan headboard with lion crest from the 'Royal Scot' express, a 1928 LNER 9x5 Darlington worksplate from Class D49 No. 62723 *Nottinghamshire*, a whistle believed to be from Britannia No. 70026 *Polar Star*



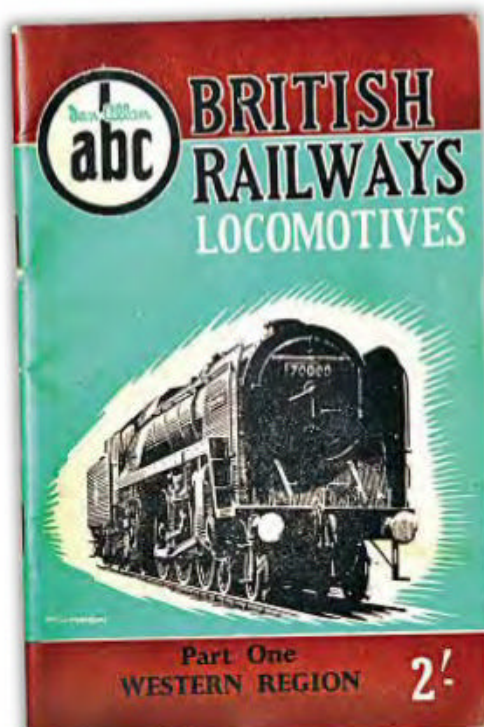
and a nameboard from Wadebridge signalbox. Among the SR targets is St Leonards Warrior Square.

Trent is among the enamel signs, Simon speculates might have been an experimental sign for this large former Midland Railway station in Derbyshire, which was something of an oddity in that it didn't serve any community. One newspaper described it as the hub of a busy rail network that was in the middle of nowhere.

SR target signs include St Leonards Warrior Square and an overseas item is a cast aluminium royal crown carried by Canadian Pacific Railway Class H1 4-6-4s that became known officially, and with royal approval, as 'Royal Hudsons' after one of their number pulled the royal train during a visit to the country in 1939 by King George VI and Queen Elizabeth. The auction, at Pershore High School, starts at 10am.



Big Four or Standard? Did British Railways or Ian Allan decide?



I have occasionally wondered how close the liaison was between Ian Allan, publisher of the ABC books, and British Railways, especially once the publishing house had established itself as the spotters' indispensable companion, and the latest catalogue of Brian Moakes' quarterly Paperchase postal auction got me pondering on the subject once again.

As usual, the catalogue contained a wide selection of ABCs from the 1940s and Fifties, and one was the May 1955 Western Region edition, which featured on its cover not a GWR locomotive, but the eponymous Standard Britannia, No. 70000, an oddity compounded by the fact this

engine wasn't even one of the 15 members of the class allocated to the region.

Then I noticed in the same catalogue the cover of the Midland Region ABC of October 1954 carried another Standard Pacific, No. 71000 *Duke of Gloucester*. This is just about permissible perhaps, as this locomotive was at least allocated to the region, but why not feature a former LMS express locomotive such as a Princess Coronation or a Royal Scot?

It goes on. The cover of the October 1955 Midland Region issue was adorned by Standard Class 4MT No. 76023, and the joint Midland and Scottish regions' April 1956 issue by Standard Crosti-boilered 9F

No. 92021. It has often been reported that BR wasn't too enamoured of some of the locomotives it inherited from the Big Four, so perhaps Ian Allan Publishing was under pressure to promote the more modern Standard classes?

Another explanation might be that the same locomotive was used on all the regions' covers for a particular month. If so, Ian Allan sometimes digressed, for in the same Paperchase catalogue was an April 1957 Southern Region issue featuring on its cover No. 30850 *Lord Nelson*, and on the Eastern, North Eastern and Scottish regions' issue of the same month, A3 No. 60068 *Sir Visto*.

Pre-Grouping era in London auction spotlight

A selection of pre-Grouping pocket timetables, a Great Central Railway route map and a smokebox numberplate and worksplate from two WD 8F 2-8-0s, will be at the heart of the main line selection in the Transport Auctions of London sale on June 29.

The oldest of the timetables was published by the LSWR in 1909, and the other two in 1910 by the GER and LBSCR, while the GCR map carries the name of Sam Fay, the company's general manager from 1902-22, who was knighted in 1912. The smokebox plate is from No. 90492 and the worksplate – North British Loco works No. 25329 dated 1944 – is from No. 90374.

Other main line items will include



enamel and cast-iron signs, lamps, badges, shed and wagon plates, single line tokens and block instruments, and, from far away, a target sign from Westgarth, a suburban station in Melbourne, Australia.

Among the London Underground selection are pre-1938 'Standard' Tube stock cab destination plates, station roundels and friezes, and early Harry Beck maps. The auction is at Croydon Park Hotel and starts at 11 am.

Great Scot! No. 6109 Royal Engineer is a £6000 winner

LMS Royal Scot No. 6109 *Royal Engineer* was the clear winner at a Vectis model train sale at Thornaby on April 26 when it went under the hammer for £6000.

The 5in gauge live steam model, part of a single collection and painted in wartime black livery, was way ahead of the auction's runner-up, a part-built Standard Britannia Pacific, also in 5in gauge live steam, that went for £1800.

A model of a member of the distinctively-styled Pennsylvania Railroad GG1 class took third slot with a realisation of £1100. Designed by General Electric, these 100mph electric locomotives were articulated with two central cabs and were in effect 4-6-0 + 0-6-4s. Of the 139 in the class, 15 were built by GE and the remaining 124 by the railroad itself at its Altoona works, a vast site that at its peak in the 1920s had a workforce of more than 16,000.

The G-Gauge model was built by LGB in conjunction with Aster as No. 4877, which entered traffic in January 1939, earned the nickname 'Big Red' due to its red livery, and was withdrawn in October 1983 to become one of 16 in the class saved for preservation.

Another model of an electric locomotive was next at £950, a 2½in gauge version of a Class 70 Co-Co locomotive introduced by the Southern Railway in 1941 as a joint project between SR chief mechanical engineer Oliver Bulleid and his chief electrical engineer Alfred Raworth. Two were built by SR and a third by BR, who numbered them 20001-3 and operated them until the late-1960s.

At £800 each came the SR-liveried A1X 'Terrier' 0-6-0T No. 8 *Freshwater* in 5in gauge live steam, and an O-gauge model of LMS Princess Royal Pacific No. 6201 *Princess Elizabeth* made by Hornby in 1939/40. Prices exclude buyer's premium of 25% (inc VAT).

Talisman record as loW train staff outsells nameplate

A 'one engine in steam' train staff with Annett's key sold for £8100 at Talisman's May 11 auction at Templecombe, a category record that drew a round of applause from collectors in the room.

It was for the former Isle of Wight Central Railway Merstone-Whitwell

section, two stations that closed in 1956 and 1952 respectively.

The realisation topped the £7200 achieved by a nameplate and cabside numberplate from GWR No. 6857 *Tudor Grange*, while third went to another named locomotive, SR West Country class Pacific No. 34019 *Bideford*, whose smokebox numberplate fetched £3000. Not far behind, at £2800, was a Lynton & Barnstaple Railway locomotive headlamp that carried a Jones & Foster maker's brass plate. Prices exclude buyer's premium of 10% (+ VAT).

■ A full report of the auction will be in next month's railwayana column.



From Europe to Oz via Africa, railway tickets hit the jackpot

EARLY 20th century railway tickets from five continents had collectors reaching for their chequebooks at Paddington Ticket Auctions' sale in central London on April 27.

The tickets, from a single collection and mounted in albums, were mainly from the 1920s/30s, although some were from even earlier.

The winner at £4300 was a selection of 342 tickets from South American countries, including Bolivia, Colombia, Ecuador, Paraguay, Peru, Uruguay and Venezuela, followed by 240 Australian examples from a variety of states, including Victoria and Tasmania (£2600). Next up was the top European selection, from Germany (£2200) and, at £1900 each, came three albums

containing tickets from India, central Africa and north Africa.

Then it was southern Africa's chance to shine, with 475 tickets from Mozambique, Rhodesia and South Africa (£1700), another Australian selection comprising 300 tickets (£1600), and 310 French examples (£1500). Final four-figure realisations were further German, Indian and South American albums (each at £1300), and a West Indies album at £1000. The prices exclude buyer's premium of 10% (+ VAT). Auctioneer Martin Quartermain said: "The sale went very well with a good atmosphere throughout, a good attendance and brisk bidding. The railway ticket marketplace is proving very buoyant at the moment."

'A good base to work from' says GWR's Simon after debut auction

A pre-Grouping cast iron sign warning unauthorised people not to move engines in steam was the star lot in GW Railwayana's launch 'Buy & Go' sale at Pershore on April 27.

The sign, which was untitled but possibly GWR, sold for £490. A pair of Southern Railway train headlamps went for £320, a price also achieved by another SR item, a target sign from Broadstairs station, while a BR(M) totem sign from Edge Hill went for £300. This Liverpool station, which was opened in 1836 and is now Grade II-listed, was the location for LNWR/LMS/BR locomotive depot 8A.

Another totem, a BR(NE) example from Bolton on Dearne station, went for £260,

as did an early London Underground 'Platform No. 3' sign. Prices exclude the buyer's premium of 15% (+ VAT).

The auction was the first held by GW Railwayana as a joint venture with collector Julian Hanwell, and follows the style of Great Central's Bloxham sales of general railwayana in being a 'no-frills' event with no commission or telephone bids and quick-fire bidding.

GWRA director Simon Turner, who shared the auctioneering with Julian, said: "It's provided us with a good base. We were pleased with the turnout and believe we have a working formula."

The sales will be held bi-annually, with the second planned for October 12.

Get in touch

editor@heritagerailway.co.uk.





HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

A main line steam locomotive performing in its natural habitat: BR Pacific No. 70000 *Britannia* is seen hauling Saphos Trains' 'The Lakelander' at Shap Wells on Saturday, May 18. The 68-year-old 7P does not look out of place on the modern railway amid the beautiful Cumbrian landscape and naturally draws one's eye into this scene. The green of the grassed embankment contrasts with the rushes, the stone wall, the saplings and the moorland in the background – not forgetting the scraps left over from the felled pine trees. 'The Lakelander' is booked to run again on Wednesday, August 14. KEVIN WHITEHURST

Did *Mayflower* set new mileage record in 'first trip' to Scotland?

By Cedric Johns

DESPITE some prior anxiety about the engine's reliability following problems after its much-delayed return to traffic, B1 4-6-0 No. 61306 *Mayflower* came good in Scotland, much to the relief of the Steam Dreams team.

The occasion was the nine-day 'Highlands & Islands Explorer' holiday tour from May 9-17, of which *Mayflower* had worked nearly 1800 miles.

Delighted with the success of his locomotive, owner David Buck said: "It passed its test. Unless somebody can tell me otherwise, *Mayflower's* mileage is possibly a record for one engine in continuous steam on a tour.

"We also believe that this was the locomotive's first crossing of the border into Scotland since it was built 71 years ago. It was allocated to Hull when new and we cannot find a record of it moving to a Scottish shed."

Mayflower and A3 Pacific No. 60103 *Flying Scotsman* ran together from Southall to York on Tuesday, May 7. The train departed London Victoria two days later (May 9) for York behind Class 47 No. 47802, where the A3 and B1 coupled on for the remainder of the journey to Edinburgh and an overnight stop.

On the Friday, the two locomotives and train ran to Inverness via Perth. While No. 61306 carried on heading the

'Explorer' to such places as Dunrobin, Kyle of Lochalsh and Fort William, *Scotsman* departed light engine for Bo'ness in readiness for the Scottish Preservation Society's 'Firth of Forth' trips on Sunday, May 19.

Having enjoyed the sights of Fort William – some tourists booked a ride on West Coast Railway's 'Jacobite' – the 'Explorer' turned south on Wednesday, May 15, with *Mayflower* heading the train to Penrith for a further break, before returning to London on Friday, May 17.

Bookings

The next big challenge for Steam Dreams was scheduled to be underway by the time this went on sale because Tuesday, June 4 marked the first of 58 extra Windsor-bound trains that have been added to the promoter's summer schedule, as reported last issue.

Scheduled to depart Waterloo every Tuesday until September 3, the first 'Royal Windsor Express' was due to leave platform 19 at 8am. The second departure is set for 11.10am and the third at 2.10pm.

Steam Dreams' operations manager, Steve Newell said that immediate bookings had gone well. As anticipated, the 8am departure has yet to catch the eye of the tourist market.

In the early evening a fourth train, the 'Sunset Steam Express', a diner routed over the Surrey Hills well-worn path,

No. 61306 *Mayflower* climbs towards Luib summit on route to Kyle on Sunday, May 12. TREVOR GREGG



'Lizzie' is coming good and she's looking for work

NOW that Carnforth-based Stanier 4-6-2 No. 6201 *Princess Elizabeth* has been back in traffic on the main line, Princess Elizabeth Society chairman Clive Mojonnier wants to see more passenger hauling action.

Following testing, the 8P made its inaugural appearance on Tuesday, April 30 working West Coast's 'Dalesman' by running over the Settle and Carlisle line.

Pleased with the engine's performance, Clive said he was looking forward to the next outing on Saturday, May 25, when the big red engine joined the Railway Touring Company's 'Pennine



No. 6201 *Princess Elizabeth* at Shotlock Tunnel hauling the 'The Pennine Limited' on Saturday, May 25. Starting in Norwich, the Pacific hauled the train between Hellifield and Carlisle and return. C. DAVID WILSON

Limited' at Hellifield, again over the Settle and Carlisle route.

Clive added that he was currently in talks for other tours.



A railtour leapfrog on May 11: With both trains following each other via Maidstone East and Canterbury West, Class 47 Nos. 47810 and 47853 are pictured hauling the 6.36am Shrewsbury-Canterbury West 'The Statesman' as they overtake 'Black Five' No. 44871 recessed in Lenham Loop with the 12.50pm Maidstone East-Folkestone West 'Heart of Kent Hospice Circular'. The 'Black Five' then immediately followed the Class 47s as far as Ashford International, where the opposite happened and No. 44871 then overtook Nos. 47810 and 47853, while they waited in the station. The two trains then followed each other on to Canterbury where the steam tour went forward via Folkestone and 'The Statesman' terminated. DAVID STAINES

A striking combination: A3 No. 60103 *Flying Scotsman* leads B1 No. 61306 *Mayflower* as their train crests Slochd Summit at the end of an awful day of weather. Fortunately, Friday, May 10 was the only day it rained!
MICHAEL ANDERSON

leaves Waterloo at 6pm. As we closed for press the bookings were reported as 'good'.

Motive power for these trains will be shared between the B1 and 'Black Five' No. 44871 – the latter staying with Steam Dreams until the autumn.

In the meantime, the summer programme includes morning and evening 'White Cliffs' trips around Kent to Canterbury or taking in glimpses of the Channel when leaving Dover for Folkestone, on Thursday, June 13. This trip offers the opportunity to alight at Folkestone for a road transfer to the Romney Hythe & Dymchurch Railway. Alternatively, a trip from Canterbury to London will operate in between the main tour.



On Thursday, June 20, there is a Paddington departure for Bath and Bristol, picking up at Slough and Reading.

Eastbourne and Hastings are destinations on Saturday, June 22, with

the train also calling at East Croydon and Redhill.

Finally, the postponed excursion from the Chinnor & Princess Risborough Railway to Bournemouth, Wareham and Weymouth takes place on Thursday,

June 27. Starting from Chinnor, the train calls at Princes Risborough, Bicester, Oxford Parkway, Goring & Streatley and Basingstoke. Motive power for these trips will be shared by No. 61306 and No. 44871.



No. 61306 *Mayflower* is seen working away from the Horseshoe Curve near Tyndrum en route to Fort William on Monday, May 13 during the 'Highlands & Islands Explorer' tour. MICHAEL ANDERSON



B1 4-6-0 No. 61306 *Mayflower* pounds across Invershinn Viaduct heading for Dunrobin on Saturday, May 11. TREVOR GREGG

West Country summer for RTC

FOLLOWING the success of its 'Great Britain XII' marathon, the Railway Touring Company has turned its eyes to the south west.

Plans to have Swanage-based U 2-6-0 No. 31806 running between Weymouth and Southampton at the head of RTC's 'Dorset Coast Express' trains are still under financial negotiation.

As a one-off, RTC's 'Dartmouth Express' on Saturday, June 8 runs from Woking, stopping at Guildford, Reading, Newbury and Westbury, before heading via Taunton to Torbay, setting down at Paignton and Kingswear.

Motive power will likely be either A4 No. 60009 *Union of South Africa* or Princess Coronation No. 6233 *Duchess of Sutherland* – the footplate crew facing hard work tackling a mile at one-in-73 to Torre, a one-in-57 climb out of Torquay before a one-in-71/93/60 up from Goodrington to Churston.

On the Sundays of July 21, August 4 and September 15, 'The Royal Duchy' to Par departs Bristol Temple Meads at 8.45am, calling at Yatton, Taunton and Exeter St David's. Motive power is expected to be provided by Gresley Pacific No. 60009 *Union of South Africa*.

From Par, a free bus service runs to either Fowey or the historic fishing port of Charlestown, home to the Shipwreck, Rescue & Heritage Centre.

Finally, the 'West Somerset Steam Express' leaves Paddington on the Saturdays of July 27 and August 17 for the heritage line. Calling at Slough, Reading and Newbury, the train heads straight to Taunton and the West Somerset link. On arrival at Bishops Lydeard, the train engine is replaced by a West Somerset locomotive for the run to Minehead and return. The 'Express' might be headed by *Duchess of Sutherland* or *Union of South Africa*.

'Three in one' options for West Coast's Burton-Stratford trips

BURTON-on-Trent will be the starting point for West Coast Railways' new 'Merchant of Avon' tours this summer – which will offer the choice of three itineraries in one.

Running on the Sundays of July 28, August 11 and 25 and September 8, and departing Burton at 9.33am, the train picks up at Tamworth, Coleshill Parkway and Tyseley, before arriving at Stratford-upon-Avon. Passengers will be able to enjoy a break of more than five hours in the Bard's home town.

Within the tour will be an optional add-on trip, 'The Stratford and Snow Hill Steam Extravaganza'. This will allow passengers the chance to stay on board for a two-hour return trip

to Birmingham Snow Hill, via Hatton and Dorridge, for a 20-minute break, before returning via the North Warwickshire Line through Shirley and Henley-in-Arden for a two-hour break in Stratford.

Tickets are also available, marketed 'A Taste of Steam', for an affordable stand-alone return trip, for local passengers from Stratford to Snow Hill and back using the same train.

The motive power for the steam-hauled trains remained to be confirmed as this issue went to press.

For further details of these three options or to book, visit www.westcoastrailways.co.uk or telephone 0844 850 4685 or email enquiries@westcoastrailways.net



Above: B1 No. 1264 and 'Black Five' No. 44871 seen near Maybole on Thursday, May 2. BARRY MARTIN



Right: Watched by a large crowd on the station platform, No. 60103 *Flying Scotsman* slows to walking pace at Dore & Totley after the discovery of a broken rail near Bradway tunnel on the Midland Main Line south of Sheffield on Sunday, May 6. BRIAN SHARPE

Left: A4 Pacific No. 60009 *Union of South Africa* passes through Aberdour on Wednesday, May 1. BARRY MARTIN



'Great Britain XII' falls at last hurdle

By Brian Sharpe & Gareth Evans

THE 12th in the series of Railway Touring Company 'Great Britain' steam tours ran very much according to plan for the first four days from Paddington to Plymouth and on through the Welsh borders and over Shap and Beattock to Edinburgh.

A highlight of the tour for many was the return of No. 60009 *Union of South Africa* to its old stamping ground on the Aberdeen line. The A4 had suffered a broken spring at Carlisle a few days earlier, but this had been replaced with one borrowed from sister engine No. 60007 *Sir Nigel Gresley* and 'Number Nine' was all set to go on Wednesday, May 1 after double-heading with LMS 'Black Five' No. 44871 on the leg from Preston the previous day.

With a West Coast Railways Class 37 diesel on the rear to help with shunting at Aberdeen, 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.

However, a signalling problem led to a loss of paths for empty stock and light engine movements. The A4's move to turn on the newly reinstated turntable at Ferryhill was heavily delayed and once a platform finally became available, departure for the return via Stirling was 98min late.

Rare track

On Thursday, May 2, there was the rare experience of a steam-hauled train on the Glasgow & South Western route to Stranraer, the first steam on the route for five years. Motive power for this section from Edinburgh via Ayr was LNER B1 4-6-0 No. 1264 and 'Black Five' No. 44871. The train was routed through Glasgow via Whifflet and Sunnyside Junction, again a rare

section for steam.

The train was double-headed as far as Dunragit, the last passing place before Stranraer. Here, the B1 was detached and followed the train light engine to Stranraer, where large crowds turned out to witness its arrival. The train returned to Ayr topped and tailed.

Nos. 1264 and 45407 were again in charge on the 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* took over and gave an impressive performance over the Settle and Carlisle line and on to York and Scarborough. On arrival at York, the Pacific turned on the turntable and headed light engine back home to Carnforth.

The passengers had a free day to

take in the air in Scarborough on the Saturday. Meanwhile, LNER A3 Pacific No. 60103 *Flying Scotsman* ran 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.

All went well as far as Sheffield, but a broken rail between Dore & Totley and Bradway tunnel led to a reduction in speed to walking pace at the top of the climb. South of Derby, there were chaotic scenes as the *Scotsman* phenomenon of mass trespass raised its ugly head again and caused major delays to the tour and to scheduled services.

Eventually, with the A3 suffering from injector problems, a diesel was sent from Southall to assist on the last leg to Paddington. The tour terminated at Reading, with passengers travelling on by service train.

This was an unfortunate end to what had been a highly successful tour, reflecting great credit on the Railway Touring Company, West Coast Railways,

"We're delighted with the crowds who lined the trackside on the correct side of the boundary fence and at public locations..."



Network Rail and the locomotive owners and support crews.

Asked how she felt the tour performed, Kelly Osborne, RTC managing director, replied: "Absolutely fabulous. Many said it was one of the best we'd run. With its slick operation, overall the tour ran well."

Turning to the activities of trespassers (see News, page 16 for separate story), Kelly said: "We're disappointed by the actions of a few who disrupted the last day of an otherwise perfect tour."

Irresponsible individuals

"While we're delighted with the crowds who lined the trackside on the correct side of the boundary fence and at public locations, our thoughts go to the crew of *Flying Scotsman* and all other rail staff who had to deal with those irresponsible individuals, who were clearly located in very dangerous positions."

As for next year, Kelly said: "Plans are already afoot for 2020. We hope to launch it in the coming weeks."

"We've already had a lot of interest – many people have put their names forward for next year."

Concluding, Kelly said: "I would like to express my gratitude to all those involved in the success of the tour."



Gresley A4 Pacific No. 60009 *Union of South Africa* leads Stanier 'Black Five' 4-6-0 No. 44871 on a rapid ascent of Beattock on Tuesday, April 30. DAVE COLLIER

Clun Castle set to head two trips for Oxford 175

By Robin Jones

WR 4-6-0 No. 7029 *Clun Castle* has joined in major celebrations to mark the 175th anniversary of the GWR branch to Oxford.

As outlined in Main Line News last issue, a special steaming day will be held at Didcot Railway Centre on Saturday, June 15 to commemorate the opening of the Didcot to Oxford line in June 1844, while other festivities will be held at or near all five stations along the line – Didcot, Appleford, Culham, Radley and Oxford, where events will take place at the Grandpont recreation ground, close to the site of the city's first station.

Vintage Trains is now joining the party by running a trip, the 'Oxford 175 Express' from Solihull to Oxford and separately offering the 'Oxford 175 Luncheon Circular' tour from Oxford Parkway & Oxford.

Clun Castle will be tailed by a diesel on the 'Oxford 175 Express' for operational reasons, but will take the train alone on the '175 Circular'.

The 'Oxford 175 Express' will depart Solihull for Oxford via Banbury, picking up along the way at Dorridge, Warwick Parkway and Banbury.

The train offers standard class accommodation with the option to purchase in advance, bacon rolls for the morning journey to Oxford and an afternoon tea hamper on the return. Tickets are £60 return with a provisional 7am start from Solihull and 6pm return from Oxford. Travellers will have more than eight hours either in the city of Oxford or, with the help of Great Western trains, join in the celebrations along the line or visit Didcot Railway Centre. Special Great Western all-day tickets to travel from one station to the next will be on sale at £19.50, including entry to the centre.

The '175 Circular' will depart from Oxford Parkway and pick up at Oxford, then travel to Didcot before heading over the Great Western main line through Reading, Slough and Southall and, taking the Greenford loop, will link up with the Chiltern and ex-Great Western main lines north. In the steam era, this was the route taken by the Paddington to Wolverhampton expresses, routinely hauled by GWR Kings – and *Clun Castle*.

The train passes through the Chiltern Hills and High Wycombe, before taking the challenging climb up Saunderton bank and then on through Princess



On May 4, No. 7029 *Clun Castle* hauled 'The Llandudno Victorian Extravaganza' between Dorridge and Llandudno. The Tyseley-based 4-6-0 is seen heading from Chester on the slow signal check approaching the single line section up Gresford Bank. ANDREW DENNISON

Risborough towards Bicester. Just short of Bicester North, the train takes the newly-installed curve, through Bicester Town and Islip, completing the circular railtour back to Oxford Parkway and Oxford.

For this trip, Premier dining is available at £200 per person including a four-course lunch, silver-served at the table. First class travel costs £165 per person and includes a gourmet picnic hamper, while standard class tickets are £85 per person with the option to pre-purchase a gourmet picnic hamper for £25 per

person. A buffet car will be available throughout the journey.

Provisional timings are: depart Oxford Parkway noon, return Oxford 4pm. Full details with booking information are available at www.VintageTrains.co.uk

Also on June 15, as reported last issue, A3 Pacific No. 60103 *Flying Scotsman* will head the Railway Touring Company's 'Cotswold Venturer' from Paddington to Evesham and Worcester, leaving Didcot at about 8.40am and passing along the line to Oxford. That tour will return via Kemble.

HSTs: the end of an era

By Don Benn

THE end of an era came on Saturday, May 18 on the Great Western lines out of Paddington as it saw the final operation in normal service of the HSTs, formerly named InterCity 125s, on Great Western long distance services.

Introduced on Western lines in 1976, their 43 years' service exceeds that of the Castles and Kings, formerly the prime motive power on trains to such places as Penzance, Plymouth, Bristol, Cardiff, Swansea, Cheltenham and Hereford.

Originally numbered in the 253 and 254 series, the units normally comprised seven (253) or eight (254) Mk.3 coaches, later increased to eight or nine, topped and tailed by power cars. These became Class 43 numbered 43002 to 43198, of which 96 worked on Western lines. 24 power cars are being retained by Great Western to work local services in Devon

and Cornwall and 54 power cars are being transferred to ScotRail for further service. Their Paxman Valenta power driving Brush traction motors gave each power car 2250hp. Cleaner and more fuel efficient MTU power units replaced the Paxman Valenta units from 2006.

The power of the HSTs enabled their 125mph capability and acceleration to rival or better the Hitachi IET replacements when working on diesel power. My first run in an HST was on the 5.05pm Swansea to Paddington on December 1, 1976 with unit 253.011, which had power car Nos. 43022 and 43023. A seven minute late departure was turned into a five minute early arrival in London with a time of 25 minutes, 28 seconds up from Reading – 35.83 miles, with a maximum of 128mph. This included a signal check at Hanwell, so 23 minutes net, a personal record which stood until November



The line-up of four HSTs at Paddington on May 18. Nearest to the camera is No. 43198 on the 6.30pm to Taunton; then No. 43009 on the 6.22pm to Hereford; followed by No. 43162 on the 7.15pm to Cheltenham; and the furthest unit, No. 43188 on the 6.03pm to Plymouth. COLIN PRICE

2018 when I timed an IET in 22 minutes, 9 seconds.

The last day saw Great Western putting on a special show and many people turning out to say farewell to these iconic trains – which it is

no exaggeration to say saved long distance rail travel in the UK. I saw the 11.22am Paddington to Great Malvern at Oxford with No. 43162 leading a later at Paddington, there was a line-up of four HSTs.

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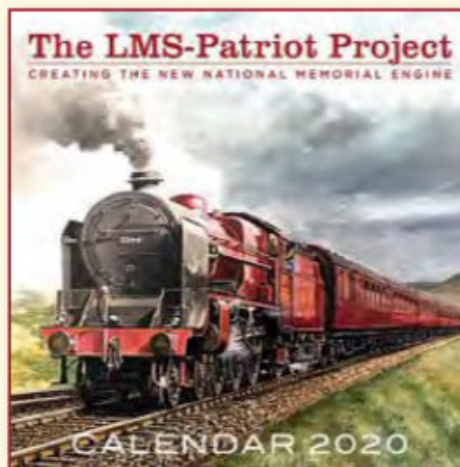
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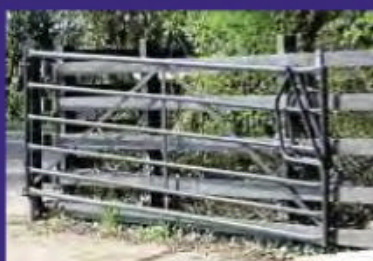
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MAIN LINE ITINERARY



Stanier 8F 2-8-0 No. 48151 is seen at the head of West Coast Railways' 'The Dalesman' on Tuesday, May 14 at Greengates near Birkett Common, south of Kirkby Stephen, Cumbria. SIMON KERRY

June

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

THU 13: 'Northern Belle'

London Victoria, Shalford & return.

Steam-hauled throughout.

Loco: No. 60163 *Tornado*. NB

THU 13: 'Steam Dreams Excursion'

London Victoria, Folkestone & return.

Steam-hauled throughout.

Loco: TBA. SD

SAT 15: 'Oxford 175 Express'

Solihull, Oxford & return.

Steam-hauled throughout.

Loco: No. 7029 *Clun Castle*. VT

SAT 15: 'The Yorkshire Pullman'

London King's Cross, Scarborough & return.

Steam-hauled throughout.

Loco: No. 60163 *Tornado*. UKRT

SAT 15: 'The Scarborough Flyer'

Scarborough, London Ealing Broadway & return.

Steam-hauled throughout.

Locos: No. 35018 *British India Line*. RTC

SAT 15: 'The Cotswold Venturer'

London Paddington, Worcester & return.

Steam-hauled throughout.

Locos: No. 60103 *Flying Scotsman*. RTC

SUN 16: 'The English Riviera Express'

Bristol Temple Meads, Kingswear & return.

Steam-hauled throughout.

Loco: No. 34046 *Braunton*, No. 46100

Royal Scot or No. 70000 *Britannia*. ST

THU 20: 'The Scarborough Spa Express'

Carnforth, Scarborough & return.

Steam-hauled: York, Scarborough & return.

Loco: TBA. WCR

THU 20: 'Steam Dreams Excursion'

London Paddington, Bristol Temple Meads & return.

Steam-hauled throughout.

Loco: TBA. SD

SAT 22: 'Steam Dreams Excursion'

London Victoria, Hastings & return.

Steam-hauled throughout.

Loco: TBA. SD

SUN 23: 'The Summer Cornishman'

Bristol Temple Meads, Par & return.

Steam-hauled throughout.

Loco: No. 60163 *Tornado*. PT

TUES 25: 'The Dalesman'

Chester, Carlisle & return.

Steam-hauled: Hellifield, Settle, Carlisle

& return.

Loco: TBA. WCR

WED 26: 'The Dorset Coast Express'

Bristol Temple Meads, Weymouth & return.

Steam-hauled: Bristol, Yeovil. Weymouth,

Bristol.

Loco: No. 34046 *Braunton*, No. 46100

Royal Scot or No. 70000 *Britannia*. ST

THU 27: 'The Scarborough Spa Express'

Carnforth, Scarborough & return.

Steam-hauled: York, Scarborough & return.

Loco: TBA. WCR

FRI 28: 'The Belmond British Pullman'

London Victoria, Shalford.

Steam-hauled throughout.

Loco: No. 35028 *Clan Line*. BEL

SAT 29: 'The Welsh Marches Express'

Dorridge, Hereford & return.

Steam-hauled throughout.

Loco: No. 45596 *Bahamas*. VT

SUN 30: 'The English Riviera Express'

Bristol Temple Meads, Kingswear & return.

Steam-hauled throughout.

Loco: No. 34046 *Braunton*, No. 46100

Royal Scot or No. 70000 *Britannia*. ST

WED 3: 'The Dorset Coast Express'

Bristol Temple Meads, Weymouth & return.

Steam-hauled: Bristol, Yeovil. Weymouth,

Bristol.

Loco: No. 34046 *Braunton*, No. 46100

Royal Scot or No. 70000 *Britannia*. ST

THU 4: 'Evening Dining with No. 45596'

Birmingham Moor Street, Worcester & return.

Steam-hauled throughout.

Loco: No. 45596 *Bahamas*. VT

THU 4: 'Steam Dreams Excursion'

London Liverpool St, Dereham & return.

Steam-hauled: London, Dereham.

Norwich, London.

Loco: 61306 *Mayflower*. SD

SAT 6: 'The Bournemouth Belle'

London Victoria, Weymouth & return.

Steam-hauled: London, Weymouth.

Southampton, London.

Locos: No. 35018 *British India Line*. RTC

SAT 6: 'Cotswold Explorer'

Dorridge, Oxford & return.

Steam-hauled throughout.

Loco: No. 45596 *Bahamas*. VT

SAT 6: 'The Dart & Torbay Express'

Tame Bridge Parkway, Kingswear & return.

Steam-hauled: Bristol, Kingswear & return.

Loco: No. 60163 *Tornado*. PT

SUN 7: 'The English Riviera Express'

Bristol Temple Meads, Kingswear & return.

Steam-hauled throughout.

Loco: No. 34046 *Braunton*, No. 46100

Royal Scot or No. 70000 *Britannia*. ST

SUN 7: 'The Waverley'

York, Carlisle & return.

Steam-hauled throughout.

Locos: No. 60103 *Flying Scotsman*. RTC

Regular steam

DAILY: 'The Jacobite'

Fort William, Mallaig & return.

Steam-hauled throughout.

Locos: Nos. 45407, 45212 or 62005. WCR

TUESDAYS: 'The Royal Windsor Steam Express'

London Waterloo, Windsor & return.

Steam-hauled throughout.

Loco: TBA. SD

Tour promoters

BEL	Belmond Pullman 0845 077 2222
NB	Northern Belle 01270 899675
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

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SR Merchant Navy Pacific No. 35018 *British India Line* is seen approaching Ais Gill summit on May 3 with the Ayr to Scarborough leg of 'The Great Britain XII' charter. The 4-6-2 had taken over the train at Carlisle. BARRY MARTIN

WITH FULL REGULATOR

LOCOMOTIVE PERFORMANCE THEN AND NOW

TABLE ONE: WOKING TO WATERLOO						
Date	Saturday, May 9, 1964					
Train	2.15pm Plymouth to Waterloo					
Loco	Rebuilt Merchant Navy class 4-6-2 No. 35018 <i>British India Line</i>					
Load	11 coaches and 1 van, 396 tons tare 420 tons gross					
Crew	Nine Elms MPD					
Timer	Don Benn					
	miles	sched	mins	secs	speed	
Woking	0.00	0.00	00	00		3 mins early
West Byfleet	2.61		04	12	60	
Byfleet & New Haw	3.89		05	24	72	
Weybridge	5.14		06	34	67	
Oatlands Box	6.17		07	29	68	
Walton	7.21		08	22	72½	
Hersham	8.38		09	19	75	
Esher	9.90		10	37	73	
Hampton Court Jct	10.95	13.00	11	30	72	
Surbiton	12.25		12	36	71½	
Berrylands	13.31		13	34	68	
New Malden	14.51		14	34	71	
Raynes Park	15.65		15	36	67	even time
Wimbledon	17.10		16	55	64	
Earlsfield	18.71		18	30	63	
Clapham Junction	20.36	22.00	20	18	43*	
Queens Road	21.48		22	05	52	
Vauxhall	22.98		23	39	45*	
Waterloo	24.29	29.00	26	36		6¼ mins early

* brakes or speed restriction

In his latest column, Don Benn describes the exploits of Bulleid Pacific No. 35018 *British India Line* from the 1960s, on the recent Cumbrian Mountain Express and on the Great Britain XII and includes a run with No. 47826 and Carnforth's superb Jubilee *Galatea*.

IN ISSUE 252 I reported on the performance of rebuilt Merchant Navy Class Pacific No. 35018 *British India Line* double-heading with B1 class 4-6-0 No. 61306 *Mayflower* on the northbound 'Cumbrian Mountain Express' (CME) when the two locomotives turned in an even time run from Carnforth to Carlisle.

Being a Southern devotee at heart, I was determined to enjoy a run behind this recently-restored-to-traffic Bulleid and so I booked on the 'CME' on Saturday, February 23, for which No. 35018 was the booked engine, but as has been reported, it failed at Carnforth on the day of the trip with injector problems.

I have had to rely on good correspondents Alan Rawlings and Sandy Smeaton for details of its performance on the 'CME' on March 2 and on Railway Touring Company's 'Great Britain XII' (GBXII) tour (see separate story on Main Line News page 56). First however, some recollections from the 1960s.

British India Line in the 1960s

No. 35018 entered traffic at Nine Elms on May 7, 1945 as 21C18 and was renumbered in May 1948. It was the first of the Bulleid Pacifics to be rebuilt in February 1956 and moved to Bournemouth on November 24, 1960, then back to Nine Elms on January 17, 1961, from where it was withdrawn in August 1964. I travelled 509¾ miles behind it in the 1962 to 1964 period, the last of which is shown in Table 1.

On Saturday, May 9, after photographing No. 4079 on the famous Z48 at Iver, I returned to my home ground on the Southern and had a few runs between Woking and Waterloo, culminating with the one behind No. 35018 working the 2.15pm Plymouth to Waterloo. With a relatively heavy load of 11 coaches and bogie van totalling 420 tons, the Nine Elms crew ran early throughout and produced an above par time of 26min, 36sec for the 24.29 miles, arriving at Waterloo more than

On a very cold April 5, 1964, No. 35018 *British India Line* passes Clapham Junction with the down 'Bournemouth Belle'. DON BENN



TABLE TWO: CARNFORTH TO CARLISLE

Date	Saturday, March 2, 2019					Saturday, February 23, 2019			
Train	0710 Euston to Carlisle					0710 Euston to Carlisle			
Loco	Rblt MN class 4-6-2 No. 35018 <i>British India Line</i>					Brush Type 4 2580hp DL No. 47826			
Load	11 coaches, 407 tons tare 445 tons gross					10 coaches, 373 tons tare 400 tons gross			
Driver	Steve Chipperfield					Steve Chipperfield			
Firemen	Chris Holmes					Don Benn			
Recorder	A Smeaton					Second coach			
Position	Third coach					Sunny and cold			
Weather	Dry and overcast								
	miles	sched	mins	secs	speed	sched	mins	secs	speed
Carnforth DGL	0.00	0.00	00	00		0.00	00	00	
Carnforth	0.30	3.00	02	21	14	3.00	01	30	10½
Yealand MP 9½	3.55		08	07	41½		06	15	53
Burton and Holme	4.80		09	37	58/67½		07	29	69/78½
Milnthorpe	7.59		12	15	66		09	35	77
Hincaster Junction	9.55		14	07	62½/60½		11	17	73/72
MP 17	11.05		15	36	61½/62		12	31	73½
MP 18	12.05		16	36	58½/55½				
Oxenholme	13.16	18.00	17	46	56	18.00	15	30	extra stop
							16	17	
Hay Fell	16.55		21	37	50½		21	43	49½
Lambrigg	18.30		23	43	49		23	46	52½
Grayrigg Summit	20.05		25	58	45		25	48	51
Low Gill	22.05		28	10	62		27	47	67½
Dillicar	24.05		30	00	70½		29	26	79
MP 31	25.05		30	50	74/76		30	10	84
Tebay	26.26	35.00	31	48	73½	35.00	31	02	82
MP 33	27.05		32	28	70		31	39	78½
MP 34	28.05		33	23	61		32	26	70½
Scout Green	29.20		34	37	50		33	28	60
MP 36	30.05		35	44	43		34	22	54½
MP 37	31.05		37	14	37		35	31	50
MP 37¼	31.30		37	39	36		35	50	48
Shap Summit	31.55		38	05	34½		36	09	47
Shap Old Station	33.78		40	42	69½		38	20	78½/82½
Harrisons Sidings	35.71		42	16	79		39	48	78/72*
Thrimby Grange	37.05		43	24	60½*		40	52	75/68*
Clifton	41.05		46	51	76½/63½		44	06	84
Penrith	45.30	57.00	50	32	65	57.00	47	25	67½*
MP 55	49.05		53	45	77		49	00	76/81½
Plumpton	50.05		54	32	76½/74		51	12	80
Calthwaite	52.44		56	27	75½/73		53	01	79
Southwaite	55.80		59	11	74/75		55	28	83
Wreay	58.24		61	11	70½		57	08	74*
Brisco	59.89		62	32	77		58	44	78½
Upperby	62.05		64	38	48½*		60	36	47*
Carlisle	63.13	77.00	67	38		77.00	63	50	
	* brakes or speed restriction					time and speed at Long Ashes not MP 55 * brakes or speed restriction			

six minutes early. The fast finish in from Clapham Junction suggested that somebody like Bill Kiff may have been in charge. Two other runs worth mentioning were on the down 'Atlantic Coast Express' on consecutive days in July 1962 in the course of a Southern Rail Rover. Percy Young, of Salisbury shed, was in charge of No. 35018 on both days, with 11 coaches for about 400 tons full. The running was consistent with net times of 80min for the 83.7 miles without much exceeding 80mph.

35018 master of Grayrigg and Shap

Back to 2019, and Saturday, March 2 saw No. 35018 standing in for the booked Jubilee No. 45690 *Leander* on the 'CME' and Table 2 shows its competent performance on the Carnforth to Carlisle section, booked in 77min for the 63.13 miles but completed in nearly 10min less time. By the time I knew it was going to be the Bulleid, I was committed elsewhere, which made the disappointment of the previous week even worse! Sandy Smeaton was on the train though, and his comments follow. The details are in Table 2.

Sandy writes: "No. 45690 *Leander* had been the booked locomotive for this 'CME', but failed its fitness-to-run exam, so No. 35018 made a very welcome appearance after its own failure the previous Saturday with a stuck clack valve. This was only the Pacific's second run on a 'CME', the first being on May 12 last year. In between, it worked three diverted Santa Specials at the end of 2018 both ways over Shap with 13 on, but with a Class 47 on the rear.

"No. 86259 *Les Ross* arrived in Carnforth loop a few minutes late after a check at Lancaster taking 24min 20sec from

MAIN LINE PERFORMANCE

Battling the cold wind and heavy rain, No. 35018 *British India Line* puts on an impressive show as it powers through Smardale cutting near Kirkby Stephen on the Settle and Carlisle line while leading the return leg of the 'Winter Cumbrian Mountain Express' tour from London Euston to Carlisle on Saturday, March 2. BRADLEY LANGTON



Preston, compared to the booked 22min. At No. 35018's regulator was Steve Chipperfield, with Chris Holmes firing. The load was 11 coaches, 407 tons tare and about 445 gross, the train being almost full.

"Both preceding services were slightly late, but our departure from the loop was only one minute down. A slow start was made as Steve shut the regulator after getting on the move, letting the train roll to check for any dragging brakes. Nevertheless, No. 35018 then accelerated steadily to pass MP9½ at 41½mph, going on to reach 67½mph at MP13 at the start of the climb to Grayrigg.

"On the climb, speed fell to 56mph at Oxenholme, 50½mph at Hay Fell and then a minimum of 45mph at MP26 just before Grayrigg. Steady acceleration through the Lune Gorge produced a maximum of 76mph at MP31½. Tebay relay room was passed at 73½mph, Greenholme (MP34) at 61mph and Scout Green at 50mph. The Summit post, MP37½, was then passed at a minimum of 34½mph, with no slipping, in 38min 5sec from the start. We then ran downhill to stop at Carlisle in 67min 38sec from Carnforth, 8½min early. It was a very competent run that seemed to be achieved well within the locomotive's capability.

"The first run on May 12 with the same crew was achieved in the excellent start to stop time of 65min 10sec, passing Shap Summit post in 36min 30sec at 39½mph and Grayrigg at a minimum of 51½mph. On the second run, the engine was clearly not worked as hard up to Grayrigg or Shap and the start, for the reasons already given, was slower. On the other hand,

the minimum at MP9½ and the maximum before Tebay were both slightly higher on the March 2 run. By not extending the engine on the final section to Shap Summit, the common slip near the loop entry points was avoided."

Brush Type 4 on the 'CME'

While I have a high regard for the Brush Type 4 (Class 47) diesel locomotives, I am not so keen to sing the virtues of this long-lived class when they appear where they shouldn't be. However, I have included alongside the run with No. 35018 details of the running of No. 47826 standing in for the Bulleid on the February 23 'CME'. It needs little comment except to say that maybe slightly higher speeds could have been expected over both Grayrigg and Shap with 2580hp available for the 10 coaches of about 400 tons full.

Moving on to the work of No. 35018 on the 'GBXII', Table 3 shows the Carlisle to Appleby section on Friday, May 3. Alan Rawlings was on the train and he tells the story of another very competent performance with a moderate load of 10 coaches for 385 tons full.

Alan writes: "The opportunity for a Merchant Navy to be put through its paces over the Cumbrian Fells has been a long time coming but now it is a more regular event, *British India Line* never seems to disappoint. With a relatively light load, driver Mick Rawling had already announced that there would be no need to push the locomotive, but nevertheless he was planning a good run and so it transpired. It was a steady start to slowly warm up the engine and speed built

TABLE THREE: CARLISLE TO APPLEBY

Date	Friday, May 3, 2018				
Train	The Great Britain X11				
Loco	Rblt MN class No. 35018 <i>British India Line</i>				
Load	10 coaches, 365 tons tare 385 tons gross				
Driver	Mick Rawling				
Fireman	Bob Bullock				
Recorder	Alan Rawlings				
Position	Ninth coach				
Weather	Cloudy, dry				
	miles	sched	mins	secs	speed
Carlisle	0.00	0.00	00	00	
Petteril Bridge Jct.	0.90	4.00	05	01	17
Durran Hill	1.44	5.00	06	43	22
Scotby	2.70		09	35	30
Cumwhinton	3.90		11	50	34
Howe & Co Sidings	5.09	11.00	13	39	44
Cotehill	6.96		16	14	42
MP 300¼	7.80		17	27	41
Low House Crossing	8.36	15.00	18	11	52
Drybeck Viaduct	8.94		18	51	60
Armathwaite	9.94		19	51	55/60
Armathwaite Tunnel	11.23		21	12	56
Baron Wood No.2 Tnl	12.23		22	18	50
Lazonby	15.45	23.00	25	57	57
Long Meg	17.25		27	47	63
Little Salkeld	18.35		28	49	61
Langwathby	19.78		30	15	59/63
Culgaith	23.34	32.00	33	52	55
New Biggin	24.70		35	25	52
Kirby Thore	26.03	35.00	37	30	60
Long Marton	27.85		38	42	65/66
MP 279	29.05		39	52	59
Appleby	30.78	44.00	43	05	

* brakes or speed restriction

up gradually towards Low House where, for a change, the road was set, there being no trains ahead. The pace quickened on the down grade towards Lazonby and No. 35018 took the rising grades in its stride on the approach to Appleby that was reached a minute early by the clock and also the schedule."

Comparisons to Ais Gill

Table 4 shows the continuation of the 'GBXII' tour from Appleby to Ais Gill compared with the 'CMEs' on March 2, 2019 and February 17, 2018.

Alan continues the story of 'GBXII': "No water was needed at Appleby, although sales of the local ice cream were brisk! The restart was more purposeful with a feisty acceleration down to Ormside Viaduct. What followed was an effortless climb of the ruling 1-in-100 grade, including a rapid pick up of speed on the slightly easier stretches. From the rear you



A friendly West Coast Railways driver: Steve Chipperfield, on Class 47 No. 47826, talks to an enthusiast at Carlisle on the 'Cumbrian Mountain Express' on February 23, 2019. DON BENN

could hear the 4-6-2 chattering away as only 'Merchants' do and the summit was crested in well under 25min at 42mph."

This was a very fast time indeed and stands well when set against the remaining two runs in the table, though these had heavier loads. In the case of the run on March 2, the weather was very poor and for the 2018 run the motive power was only a 5XP (6) compared to a class 8.

I thought that the Jubilee run in the last column was quite exceptional with its 435 tons and though conditions were better than on March 2, there was the odd shower of rain, one being in just about the worst possible place, in the cutting near Mallerstang. However, the weather for the run with *British India Line* was truly awful.

Sandy: "After watering at Appleby, we re-started only 15min late, but with the rain persisting and a howling westerly on the exposed sections of the line, the engine could not be opened out to its full potential to avoid slipping. The speed profile to Ais Gill was 54mph at Ormside; 34½mph at Crosby Garrett; 44mph at MP269; 31½mph at Kirkby Stephen; and 40mph at Mallerstang, with a minimum of 32½mph before the Summit. Four-and-a-half minutes were lost on the 29 allowed to pass Garsdale, but this was reduced to one-and-three-quarters on arrival at Hellifield."

Therefore, we have a Jubilee almost equalling the time of a Merchant from Appleby to Ais Gill with almost the same load with the same driver though the conditions were different and the class 6 engine was worked very hard against the class 8, which wasn't. I always find this section fascinating and just wish I could get there more often.

Next time I hope to report on No. 7029 and more from 'GBXII'. **HR**



No. 35018 is seen after arrival in Carlisle with the March 2 'Cumbrian Mountain Express'. SANDY SMEATON

TABLE FOUR: APPLEBY TO AIS GILL														
Date	Friday, May 3, 2019						Saturday, March 2, 2019				Saturday, February 17, 2018			
Train	The Great Britain X11						1411 Carlisle to Euston				1425 Carlisle to Euston			
Loco	Rb1t MN class 4-6-2 No. 35018 <i>British India Line</i>						Rb1t MN class 4-6-2 No. 35018 <i>British India Line</i>				LM Class 5XP 4-6-0 No. 45699 <i>Galatea</i>			
Load	10 coaches, 365 tons tare 385 tons gross						11 coaches, 407 tons tare 445 tons gross				11 coaches 405 tons tare 435 tons gross			
Driver	Mick Rawling						Mick Kelly				Mick Kelly			
Fireman	Bob Bullock						Craig Potter				Bob Bullock			
Recorder	Alan Rawlings						A. Smeaton				Don Benn			
Position	Ninth coach						Eighth coach				Ninth coach			
Weather	Cloudy, dry						Heavy rain and strong west wind				Sunny spells with light showers			
	gradient	miles	sched	mins	secs	speed	sched	mins	secs	speed	sched	mins	secs	speed
Appleby	440R/176F	0.00	0.00	00	00		0.00	00	00		0.00	00	00	
Ormside Viaduct	level	1.97		04	50	56		04	42	54		05	02	52½
MP 275	176F	2.27						04	59	54		05	25	53½
Ormside	100R	2.47	6.00	05	25	54		05	16	52		05	47	51
Helm Tunnel	100R	3.79		06	55	48		07	17	42		07	19	43½
MP 273	100R	4.27						07	30	42		08	01	40½
MP 272	100R	5.27		08	54	44		09	00	37½		09	35	37
MP 271	166R	6.27		10	14	46		10	42	34½		11	13	38½
Crosby Garrett	200R	7.52	12.00	11	44	51		12	49	37		13	04	42
Tunnel In	level	8.17		12	33	54		13	58	43½		13	56	44½
Smardale	100R	9.02		13	33	52				41		15	06	42½
MP 267	100R	10.27		15	02	46		17	07	32½		17	00	34½
Kirkby Stephen	100R	10.71	15.00	15	35	45	15.00	17	55	31½		17	42	33
MP 266	165R	11.27						18	56	34½		18	46	34
MP 265	100R	12.27		17	42	45		20	45	31½		20	40	30½
Birkett Tunnel	100R	12.75		18	18	43		21	40			21	33	30
MP 264	100R	13.27						22	43	30		22	37	28½
Mallerstang	330R	14.02	21.00	20	05	49						24	02	37½
MP 263	100R	14.27		20	24	49		24	31	39½/40		24	25	38½
MP 262	100R	15.27		21	36	47		26	03	38½		26	02	35
MP 261	100R	16.27		22	56	44		27	39	36½		27	51	31½
MP 260	100R	17.27		24	20	42		29	23	32½		29	51	28½
Ais Gill	level	17.52	27.00	24	41	45	27.00	29	49	35½	29.00	30	21	32

THE ORIGINAL PIONEER HIGH SPEED TRAIN REBORN!

The planned arrival of the High Speed 2 rail link in Birmingham in 2026 has given an exciting fresh impetus to a project to build a new example of a mid-Victorian transport engineering marvel – an LNWR Bloomer 2-2-2, complete with its own passenger train – for display outside the new city centre terminus and elsewhere, writes **Robin Jones**.

When the first train on the proposed £55.7 billion High Speed 2 rail link from London reaches its Birmingham terminus in 2026, if all goes to plan, it will find its Victorian predecessor waiting for it there.

For HS2 will not offer the first pioneer high-speed train to access Britain's second city from the capital.

That honour might well be claimed by the revolutionary 'Bloomer' 2-2-2 single wheeler introduced by LNWR locomotive engineer James McConnell as far back as 1851.

The aim of McConnell and the proponents of today's HS2 were very much the same: his railway's directors wanted to see London linked to Birmingham in two hours, a speed hardly bettered until electrification in 1967.

The story began on September 17, 1838 when the London & Birmingham Railway opened throughout from Euston to Birmingham Curzon Street.

It was described by Thomas Roscoe as "unquestionably the greatest public work ever executed either in ancient or modern times" – much like the claims expounded by those who seek to make HS2 a reality.

The railway became the Southern Division of the LNWR and still exists today as a key part of the West Coast Main Line. The main northbound artery, styled as the 'Premier Line', represents one of the most historic routes of the world's railways, being the first genuine arterial main line link from any capital city to its regions.

With McConnell's locomotives, frequent trains took only two hours to complete the journey, far eclipsing road and waterborne competition. The Bloomers were the Concorde of their day, capable of running at 70mph.

They helped the railways consolidate themselves as a vigorous economic and social force, introducing a new civilisation and heightening national pride. The Victorian era



Large Bloomer No. 895 Torch at Birmingham's Monument Lane shed in 1877.

was endowed with an ability to achieve great civil and technical triumphs and the express steam locomotives of the LNWR Southern Division became one of those achievements.

Much of the design work of the Bloomers was undertaken by the great German engineer, Charles Beyer, who went on to be a founder of the famous firm of

Beyer, Peacock & Co, and the firm stamped an imprint of blending beauty with function in its steam locomotives which became famous worldwide.

These locomotives were at the forefront of engineering technology, with high boiler pressure, a superior valve chest design, patented fireboxes to burn coal (instead of coke) and

The 41st LNWR Bloomer and its tender inside Tyseley Locomotive Works on May 21: It is estimated that £300,000 is needed to complete and steam the 2-2-2. ROBIN COOMBES





Amelia Bloomer

Amelia Bloomer, whose name was taken by both women's underwear and LNWR express locomotives. Remembered mostly for women's fashion, she was also an important contributor to the women's rights movement. Her efforts have been remembered in an annual book list: The Amelia Bloomer Project honours the top feminist books for young readers.

even included hopper grates for removing ash and clinker.

These innovations allowed the locomotives, of which 40 were built, to run successfully for nearly 35 years hauling up to a dozen daily trains between the two cities.

During the 1860s and 1870s, most of the class were rebuilt with new (Crewe) boilers. The tenders, which originally contained 2000 gallons, were reduced to hold 1700 gallons because of the introduction of water troughs on the main line.

Underwear connection

So why were they called Bloomers?

American Amelia Jenks married a lawyer, Dexter C Bloomer, and by the age of 33 in 1851 she had been editing and publishing a pioneering fortnightly magazine for over two years.

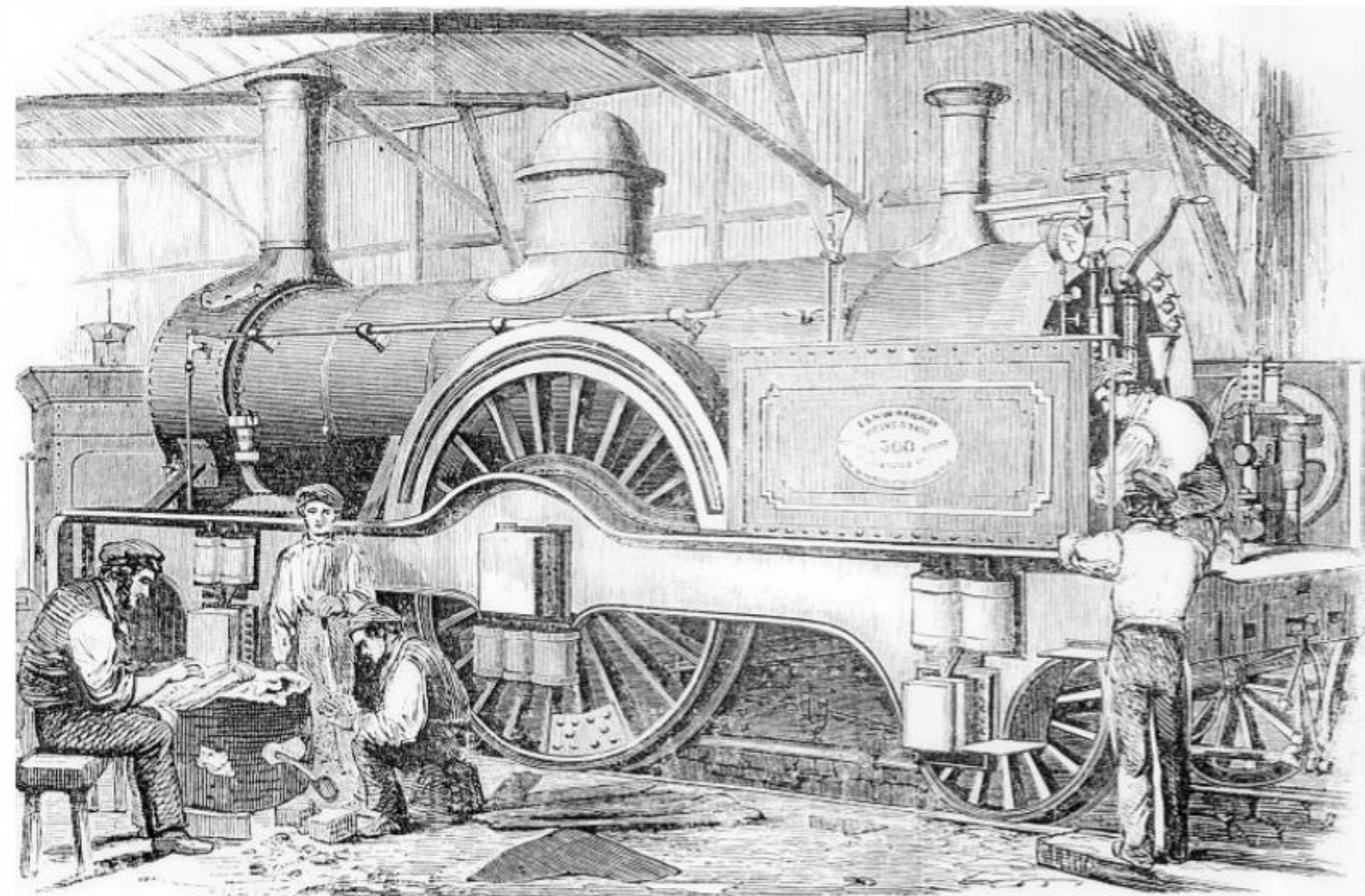
She shocked Victorian society by wanting to reform contemporary female clothing so that underwear could be glimpsed.

When a handful of young women appeared on the streets of London in loose knee-length frocks and lightweight pants down to the ankles, as she recommended, as opposed to tight-laced corsets with yards of flannel petticoats and crinolines, it caused a sensation.

At first, the girls who were wearing 'Bloomers' ran the gauntlet of ridicule, but the fashion quickly caught on in 1851, the year of the Great Exhibition at the Crystal Palace, and the word quickly passed into common usage.

London theatres staged Bloomer farces, while a brewery clad all its barmaids in Bloomer costume.

Anything novel and striking was likely to be labelled Bloomer, and when an example of McConnell's new 2-2-2 – also highly unusual



One of the first new Bloomers to appear in 1851. ILLUSTRATED LONDON NEWS

in appearance as it unashamedly showed all 'naked' driving wheels and the lower parts of the locomotive's anatomy – arrived at Camden shed, the choice of nickname was a no-brainer as far as the footplate crews were concerned.

The nickname caught on so fast that it was soon used in LNWR official correspondence.

Their design was reflected in the evolution of other LNWR classes.

Sadly, despite their success, not one example was preserved. The Bloomers were withdrawn between June 1876 and November 1888.

Birmingham's Tyseley locomotive depot was built by the GWR in 1908. The GWR was the LNWR's main rival on London-Birmingham services, its Snow Hill station rivalling the latter's New Street.

Tyseley shed was part of a scheme to expand GWR operations in the West Midlands, including the North Warwickshire Line to Stratford-upon-Avon, part of a new main line through Cheltenham Spa to Bristol and the west.

Today, the shed is Tyseley Locomotive Works, renowned as having taken over from Swindon as the centre of excellence for running GWR locomotives on the main line.

However, in the late Eighties, Tyseley sought to revive one of the lost glories of its one-time LNWR rival – by starting a project to build a fully-working Bloomer! It was decided that such a magnificent type should not be permanently consigned to the pages of history.

The project to create the 41st member of the class kicked off when two McConnell tender underframes completely authentic

to the 'Bloomers' were discovered at the closed BR motive power depot at Northwich.

When one of the tender frames from Northwich was stripped down for renovation following acquisition of the pair, it was found to have the number 603 stamped on the steps, pairing it with 'Small Bloomer' No. 3, which was built at Wolverton in 1859 and scrapped in 1884 after being based locally at Nuneaton.

Grant in place

A third, which despite the passage of time still had the brake gear complete with wooden blocks, was found at Machynlleth.

With the 150th anniversary of the opening of the London & Birmingham Railway approaching in 1988, a £40,000 grant to begin work was obtained from Birmingham City Council.

Plans for the new Bloomer were drawn up by Tyseley chief engineer Bob Meanley, incorporating these rediscovered original parts.

An all-welded steel boiler was

completed by Babcock to an insurance company-approved design for around £25,000, while the six steel wheels (including the single driving wheel set with crank axle) were cast by Goodwin Foundries of Stoke-on-Trent. The driving wheels were 7ft 4in in diameter and weighed around 1.6 tons.

The cylinders were manufactured by Precision Machinery Ltd of Lye in the Black Country, while a neighbouring firm built the smokebox, and a new tender tank was constructed at Tyseley.

The highly ornate brass dome was also manufactured, together with most of the motion parts and connecting rods and several other components, all with funds kindly provided by well wishers.

Sadly, the early impetus was lost with the development of Tyseley's core business, that of rebuilding, overhauling and maintaining locomotives to run on the national network.

There were more pressing claims of Tyseley's income stream, so



A LNWR postcard of Bloomer No. 1007 President, built in 1861.

progress on the Bloomer has taken a back seat for the past two decades, but still makes progress when time and funds permit.

Such an occasion came in 2008/9, when donations and a legacy from Ffestiniog Railway architect Michael Seymour totalling £20,000, were used to manufacture components for the motion of the Bloomer, which by then was 90% complete.

The project team has been working steadily in the background to both produce more components and to raise funds, the key and hardest part of any new-build scheme.

When complete, the new Bloomer will be numbered 670, the Tyseley works' postal address in Warwick Road, following the LNWR practice of not having a numbering sequence for locomotives but often taking them from works numbers.

Doctor's slip-up

Elsewhere, a non-working replica Bloomer numbered 1009 and named 'The Wolvertonian' was commissioned by Milton Keynes Development Corporation for display in the new town's Station Square. It was constructed in 1991 by engineering students with assistance from craftsmen in nearby Wolverton Works and also designed by Bob Meanley.

Its official unveiling was performed by actor Jon Pertwee, the third Dr Who, who performed a classic 'bloomer' by referring to "Wolverhampton's" illustrious railway history!

The locomotive is largely complete. It still requires a chimney, boiler casing, safety valve covers, all pipework and the boiler mountings, although an original LNWR pressure gauge of the right period and design has been sourced.

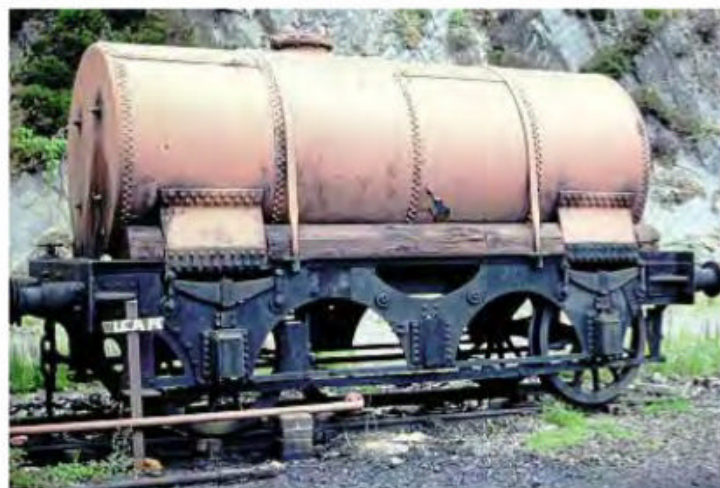
During the reconstruction of the tender, Tyseley discovered original paint remaining and these samples have been carefully conserved and copied to enable the locomotive to appear in the correct LNWR Southern division lined green livery. The tender has already been painted in this colour and fully lined out.

Vintage Trains chairman Michael Whitehouse said: "This project recreates an important missing link in railway history so, with the proposed advent of new high speed railways in Britain, we consider the time is right to complete this locomotive as the newest member of the class which, in the 1850s, was the fastest type standard gauge express steam locomotive in the world.

"We also propose to build a complementary train of four wheeled carriages to represent an LNWR train of the period.



The 7ft driving wheel of the new Bloomer being machined. VT



Original frames from a Bloomer tender were rediscovered as part of this tank wagon. VT

"We propose to use three BR brake van frames and wheels which we have acquired as donors and to build new bodies at Tyseley within our newly-reconstituted Metropolitan Railway Carriage & Wagon Works.

"We will design and manufacture a train of carriages to complete this Pioneer High Speed Train, while ensuring that the external and internal appearance reflects the original 19th century design.

"We propose also to work with Aston University to encourage their engineering students to join in and learn practical engineering skills."

Classical Curzon

The London & Birmingham Railway's Curzon Street terminus opened on June 24, 1838. The Grand Junction Railway arrived there in 1839, bringing services from Manchester and Liverpool.

The Grade I listed three-storey entrance building was designed by Philip Hardwick and with its distinctive Roman-inspired neo-classic columns, is the world's oldest surviving piece of monumental railway architecture.

Its design was intended to mirror the Euston Arch at the London end of the line and the interior housed the booking hall, with a large iron balustraded stone staircase, a refreshment room and offices.

Sadly, Curzon Street's use as a major passenger station was short lived because it was

inconveniently located on the eastern edge of Birmingham city centre, and the station's facilities soon became overwhelmed by the growing traffic. Following the amalgamation of the two railways that met there into the LNWR in 1846, work began on building New Street, half-a-mile to the west. When New Street opened in 1854, most passenger services were diverted there.

Grandiose Curzon Street continued to be used by some local services to Sutton Coldfield and by excursion trains until 1893. After that, it saw use as a goods station until 1966.

The platforms, along with the original trainsheds, were demolished the same year, and the site was used as a Parcelforce depot until May 2006. The building, one of the city's overlooked architectural treasures, afterwards remained unused except for the occasional art exhibition.

The new HS2 Curzon Street station will be built alongside it, and it is planned that the original entrance building will become a visitor centre and offices.

It is also planned that when HS2 arrives, Tyseley's new Bloomer will be exhibited alongside it, complete with its train!

Aside from its appearance on what is all set to be an international stage once HS2 is completed, the Bloomer will run both at Tyseley Locomotive Works and also be hired out to heritage railways.

Michael added: "HS2 is planned



The boiler and the firebox following manufacture. VT

to arrive at the original 1832 Curzon Street station site in the middle of the next decade. So, now is the time to complete the manufacture of this pioneer high speed steam locomotive and train to celebrate both the pioneering innovation of express steam locomotives and a new high speed railway in Britain."

Brum Bloomer appeal

Tyseley estimates the cost of finishing the Bloomer to be around £300,000 – but is appealing to the public to make it happen.

Michael said: "Tyseley Locomotive Works will complete the design and manufacture of the Pioneer High Speed Train in our workshops.

"The locomotive will be the only working example in Britain with a 7ft single driving wheel. We wish to complete it before the introduction of HS2 and seek sponsorship.

"We're inviting people to sponsor the next generation of engineers and apprentices, and the parts they will need, so they can learn for themselves how to recreate one of the missing links in our railway heritage and operate the train for public enjoyment.

"To succeed, they will need to find innovative ways to ensure the train is both compliant with modern regulations but remains authentic in appearance and operation.

"Initially, we will complete the locomotive to operating



Above: An impression of the proposed new HS2 Birmingham Curzon Street station.

Right: Curzon Street station has not seen rail use since 2006 – but the new Bloomer could be displayed outside the building once its restoration is complete.
ROBIN JONES



order. We expect to need around £300,000 for this work, including sponsorship of students and their supervision, testing, trials and approvals. Then, if we continue to raise further funds, we will build a reproduction train to accompany the locomotive.

“The significance of the steam engine invented in Britain is unquestionable. It facilitated the development of the modern world, opened up countries for commerce, enabled the export of manufactured goods and created the opportunity for people to travel. Groundbreaking improvements to the steam engine were invented and promoted in Birmingham by James Watt and Matthew Boulton, facilitating the expansion of British influence worldwide and leading to immense political, commercial and social change.

“Birmingham became the city which was once the greatest manufacturing centre the world has ever known and so has an internationally important industrial and railway heritage.

“This includes the Boulton & Watt story, the oldest working steam engine in the world, the Smethwick Engine in Thinktank and the Metropolitan Railway Carriage & Wagon Railway Company’s business of

manufacturing railway carriages for export all over the world, many of which are still in use.”

There are several ways in which supporters can jump on board and make the recreation of this unique example of Victorian magnificence happen.

- By volunteering to help with construction of the locomotive and train or promote the project
- By making a donation
- By joining the Bloomer 670 Club. Membership is available at a minimum of £670 payable either in one lump sum or payments of £67 per month for a minimum of 10 months and offers a series of benefits:

1. Invitations to view the construction of the locomotive and train as progress is made;
2. Electronic newsletter updates;
3. Invitation to the commissioning of the Bloomer and train;
4. The opportunity to drive the Bloomer at Tyseley Locomotive Works (if you contribute not less than 20 payments of £67 or £1340).

The project is also seeking sponsorship. It’s seeking funds to employ a supervisor to oversee Aston University student placements and to subsidise the students themselves, together with sponsorship of parts for the work to completion. **HR**



The new ‘Bloomer’, No. 670, under construction inside Tyseley Locomotive Works, now has a new target for completion before 2026. ROBIN JONES



New non-ferrous components for the motion of No. 670 waiting to be fitted in the Tyseley workshops. ROBIN JONES





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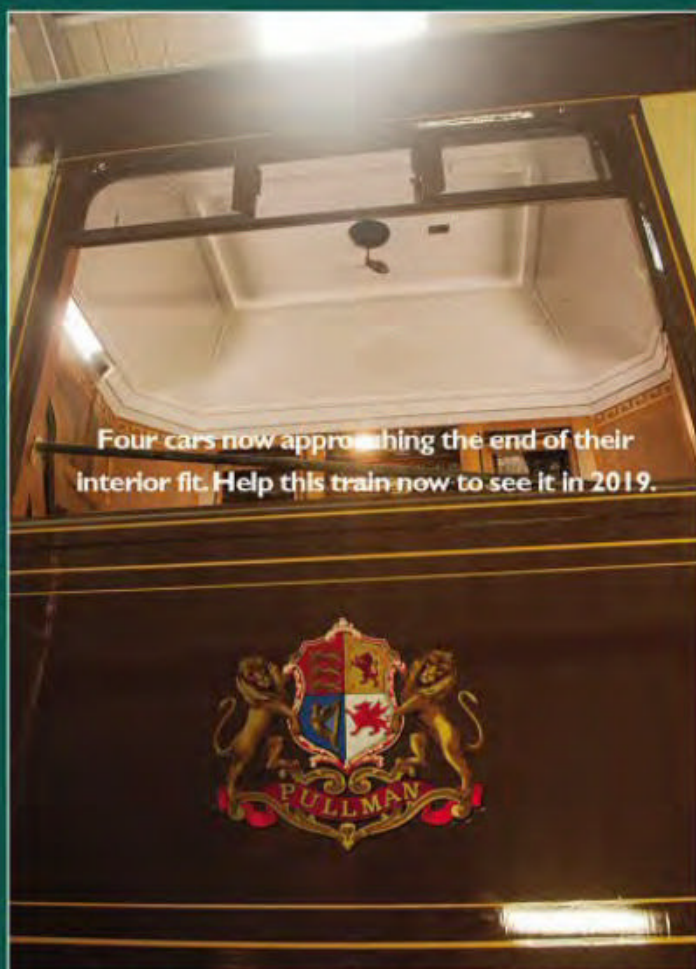
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→ If you would like to become involved in the Bloomer train project, telephone 0121 708 4960, visit www.vintagetrains.co.uk or write to Vintage Trains Charitable Trust, 670 Warwick Road, Tyseley, Birmingham, B11 2HL.



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BIGGEST IN THE WORLD!

A ground-breaking five-year landmark project to restore a Union Pacific Railroad Big Boy 4-8-8-4 to working order has borne fruit big time, with No. 4014 – now the largest operational steam locomotive on the planet – making a star-studded appearance at the 150th anniversary of the linking the USA's two coasts by rail, writes **Robin Jones**.

The world has waited six decades to see a Union Pacific Railroad (UP) Big Boy 4-8-8-4 back in action – and now No. 4014, one of eight survivors of the behemoth class, has taken over as the biggest operational steam locomotive on the planet.

As highlighted in issue 252, UP has spent more than five years and an estimated but unconfirmed \$4,000,000 to bring American Locomotive Company (ALCO), 1944-built No. 4014 back to life through an exhaustive and highly complex overhaul, to mark the company's own 150th anniversary celebrations of the 'golden spike' completion of what first became known as the Pacific Railroad, then the Overland Route and now the First Transcontinental Railroad.

The ceremonial linking of the Central Pacific Railroad from the west to the Union Pacific Railroad from the east at windswept Promontory Summit overlooking the Great Salt Lake in Utah at 12.47pm on May 10, 1869,

was a seminal moment in the history of the US, a landmark in its recovery from the worst excesses of the Civil War that had divided the nation. Similarly, the return of a Big Boy marks a fresh pinnacle in world railway heritage, one which only a handful of years ago few would ever dare hope to see.

Following its international headline-grabbing appearance at the 'Spike 150' celebrations, No. 4014 has now taken the place of UP Challenger articulated 4-6-6-4 No. 3985, hailed the largest and heaviest operational heritage steam locomotive in the world until mechanical problems forced its withdrawal from service in 2010. In the UP restoration queue behind No. 4014, it will now become the second biggest steam locomotive in the world when it returns to action.

The Pacific Railway Act was signed in 1862 by President Abraham Lincoln, who came up with the idea of building a transcontinental railroad to draw the nation back together, and



Back in steam after nearly six decades: UP Big Boy No. 4014 steams again at the Cheyenne restoration workshop in April. UP

the two companies were granted land rights and grants to lay tracks.

The railroad was built between 1863-69 using horses, oxen, hand carts, wagons and the toil of mainly Irish immigrants working on the line that came from the east and mostly Chinese workers on the section that came from the west. They worked around the clock, risking their lives by blasting through rocks with gunpowder and nitroglycerine and shovelling snow on high mountain peaks.

The Chinese worked for less pay for longer hours than their white counterparts, and performed the bulk of the most dangerous tasks. While it has been estimated that several hundred labourers died in building the transcontinental railway, some figures placed the number as high as 1200.

A great race developed between the Central Pacific and Union Pacific Railroad companies to see which could get to the meeting spot of the two railroads first.

US Big Boy 4-8-8-4 No. 4014 and 'Living Legend' No. 844 near Medicine Bow, Wyoming, on May 4. EIKI SEKINE





The meeting of newly-restored US Big Boy 4-8-8-4 No. 4014 and 'Living Legend' Northern 4-8-4 at Ogden Union station on May 9, mirroring the 'golden spike' completion of what became known as the First Transcontinental Railroad on May 10, 1869. UP

Inset: A golden spike at the Ogden ceremony, with the banner recalling the telegraph to President Ulysses S Grant stating D-O-N-E. UP

The completed route ran for 1912 miles between the existing eastern US rail network at Omaha, Nebraska/Council Bluffs, Iowa with the Pacific coast at the Oakland Long Wharf on San Francisco Bay.

At that moment when the two lines met, a golden spike was hammered home to join the final panels of track on either side, triggering the immediate sending of a telegraph to President Ulysses S Grant containing a single word: D-O-N-E, sparking national celebrations.

An explanatory telegram read: "The last rail is laid. The last spike is driven. The Pacific railroad is completed. The point of junction is 1086 miles west of the Missouri River and 690 miles east of Sacramento City."

The bells at Independence Hall in Philadelphia rang, while 100 guns were fired in New York and American flags were hung in cities.

The completed railroad shortened cross-county travel from as long as six months in wagons and stagecoaches to about 10 days on the rails and served as a unifying moment for the war-torn nation. Before the railroad was completed, the cost of travelling across the US was about \$1000. The price dropped to around \$150 thanks to the railroad. The railroad also linked the US to the world, carrying products from Asia and Europe. The first freight shipment across the new railroad included casks of tea from Japan. It opened up new markets for both imported and exported goods.

The first golden spike included the inscription: "May God continue the unity of our country as this railroad unites the two great oceans of the world." The spikes were afterwards replaced with iron ones to stop them from being stolen.

The railroad's completion eradicated the concept of the 'frontier' and greatly accelerated Anglo-European settlement of the American West which aligned it politically with the Union states of the North. However, it also hastened the demise of the Plains Indians, as well as the bison herds on which they



East and West shaking hands at the laying of the last rail of the first transcontinental railroad in 1869. UP

depended. Another blemish on the railroad was an anti-Chinese backlash following completion of the railroad, which led to the passage of the federal Chinese Exclusion Act of 1882, marking the first significant law restricting US immigration. Those restrictions remained on the books until 1943.

Power needed, and fast

Seventy years after the First Transcontinental Railroad was completed, the steep Rocky Mountains of Wyoming and Utah were still causing problems for UP despite its massive steam locomotives, which often had to be moved in multiple to take heavy freight trains over the unforgiving gradients.

The need was greatest in Utah's Echo Canyon which became a bottleneck for busy transcontinental train traffic, especially at the outbreak of the Second World War when railroad activity intensified.

In 1940, UP engineers teamed up with the American Locomotive Company to build one of the world's largest steam locomotives. Each was 132ft 9in long and weighed 1,200,000lb. They were the Alco 4000 class Big Boys.

Stood on its end, a Big Boy would be the height of a 13-storey building. One weighs more than a Boeing 747 fully loaded with passengers and has the power to pull 16 Statues of Liberty over a mountain.

Minus the tender, the Big Boy has the longest engine body of any reciprocating steam locomotive. The type is also believed to comprise the heaviest steam locomotives built, at 1,208,750lb for the engine and tender.

By today's standards, each Big Boy cost around \$4.4 million to construct.

The fleet of 25 Big Boys was built exclusively for Union Pacific. Because of their great length, the frames of the Big Boys were 'hinged' ➡

or articulated, to allow them to negotiate curves, like the Mallet design, but without compounding.

Their 4-8-8-4 wheel arrangement gave them four wheels on the leading set of 'pilot' wheels which guided the engine, eight drivers, another set of eight drivers, then four wheels following, these supporting the rear of the locomotive.

The type was designed for stability at 80mph, but normally operated well below that speed in freight service. Peak horsepower was reached at around 35mph, while their optimal tractive effort was reached around 10mph.

The Big Boys were designed to haul freight over the Wasatch mountains between Ogden, Utah and Green River, Wyoming. In the late Forties, they were reassigned to Cheyenne, Wyoming, where they hauled freight over Sherman Hill to Laramie, Wyoming.

Chalked legend

According to a Union Pacific executive, the class was originally to have been called the 'Wasatch'. However, one day while one of the engines was being built, an unknown worker scrawled 'Big Boy' in chalk on its front – and so the legendary name was born.

As built, the Big Boys had large grates to burn the low-quality bituminous coal from Union Pacific-owned mines in Wyoming. As an experiment, No. 4005 was converted to burn oil, but failed due to uneven heating in the Big Boy's large, single-burner firebox. Hailed as a defining pinnacle of steam locomotive design –

they were in so many ways to steam locomotive technology what the First Transcontinental Railroad had been to travel.

Big Boy No. 4014 was delivered to Union Pacific in December 1941 and was officially retired in December 1961, having travelled 1,031,205 miles in its 20 years' service.

The last revenue-earning train hauled by a Big Boy ended its run early in the morning on July 21, 1959. Most were stored operational until 1961 and four remained in operational condition at Green River, Wyoming until 1962.

After its withdrawal, UP donated No. 4014 to the Railway and Locomotive Historical Society and the RailGiants museum in Pomona, Southern California. In 2013, UP reacquired it from the museum and hauled it by rail to its Cheyenne workshops to begin a restoration process in time for the all-important 150th anniversary.

The restoration involved the disassembly, inspection and repair of every component, plus a conversion to oil burning – oil being easier to obtain than the coal it once burned.

For a long time, even diehard enthusiasts thought that it would be impossible to return a Big Boy to steam, not just because of their size but also because of their mechanical complexity. However, No. 4014 confounded such critics to the immense credit of the UP restoration team. It was successfully test fired on April 9, 2019, and at around 9pm on May 1, it finally moved under its own power for the first time in 59 years, 9 months and 10 days.

The following day, the locomotive left Cheyenne on its first test run, and on Saturday, May 4, was given a 'rechristening' ceremony as hundreds watched.

After leaving the workshop, it headed toward Utah for the start of the celebrations. Its consist also included UP's Northern class 4-8-4 No. 844 of 1944, the last steam locomotive built for Union Pacific and which, unlike any Big Boy, has remained in service ever since. A high-speed passenger engine, it hauled named trains such as the 'Overland Limited', 'Los Angeles Limited', 'Portland Rose' and 'Challenger'.

The Northerns were used by most large US railroads in dual passenger and freight service and UP had 45 of them.

When diesels took over all of the company's passenger trains, No. 844 was switched to freight service in Nebraska between 1957-59. It was saved in 1960 from being scrapped and thankfully reserved for special trains.

Hailed as UP's 'Living Legend', No. 844 is fabled among enthusiasts for its excursion runs, especially over the crossing of Sherman Hill between Cheyenne and Laramie, Wyoming. It appeared at the 1981 opening of the California State Railroad Museum in Sacramento, the 1984 World's Fair in New Orleans and the 50th anniversary celebration of Los Angeles Union Station in 1989.

Two other Northerns are on public display: No. 814 in Council Bluffs, Iowa and No. 833 in Ogden, Utah. A third, No. 838, is stored in Cheyenne as a source of spares for No. 844.

As the pair moved to Ogden, there were scenes reminiscent of *Flying Scotsman's* appearances on the UK network, and countless spectators lining the route at every vantage point, just as is so often the case with *Flying Scotsman* in Britain.

Recreation impossible

No. 4014 was unable to make it to the official Spike 150 festivities on May 10 at Promontory Summit. There are no longer any tracks that it could use to reach the site in Golden Spike National Historical Park, the rails having been torn up as part of the Second World War scrap drive.

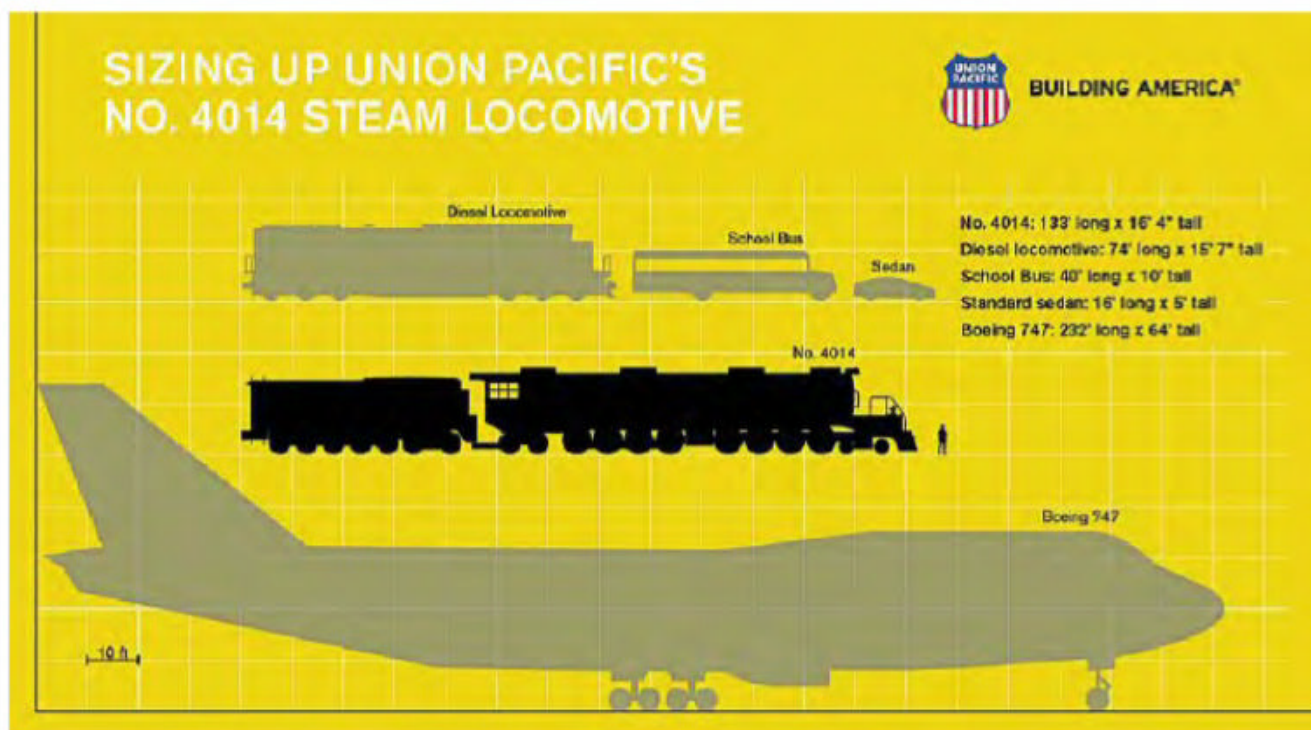
Instead, UP arranged its own associated celebration on May 9 at Ogden's Union station, with No. 4014 re-enacting the 1869 golden spike ceremony by going face-to-face with No. 844, recreating the historic image taken at Promontory Summit on May 10, 1869.

UP's senior vice-president – corporate relations and chief administrative officer Scott Moore said: "This celebration is Union Pacific's way of reflecting on our ancestors' remarkable achievements that connected the nation while reminding us of the enormous responsibility we have for our nation's future."

"We are proud our employees live and work in thousands of the communities we serve, delivering steel to construct schools and stores, lumber to build homes, the food we eat, clothes we wear and electronics we rely on."

Following the steam meet, UP 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 thousands of Chinese immigrants who built the Central Pacific section of the railroad. Dodge is a descendent of General Grenville Dodge, a US Civil War veteran and UP's chief engineer during construction.



A comparison of the size of a Big Boy against a modern US diesel, motor car, school bus and a Boeing 747. UP



Big Boy No. 4014 departing Rawlins on the morning of May 5 on its way to Rock Springs. EIKI SEKINE



Big Boy No. 4014, now the biggest operational steam locomotive in the world, enters Ogden Union station for the May 9 Golden Spike celebration. UP



'Living Legend' No. 844 and Big Boy No. 4014 at Ogden Union station on May 9. UP



The words 'Big Boy' chalked on the smokebox door of No. 4014 say it all! UP

After the UP ceremony, No. 4014 remained proudly on display at Ogden for three days before it returned via Evanston, Wyoming, on its way back to Cheyenne. After that, it was pencilled in for a nationwide programme of 150th anniversary celebrations excursion tours.

However, No. 4014 met with a minor mishap on May 16, when it derailed at slow speed while entering Rawlins yard in Wyoming following an otherwise uneventful trip from Rock Springs. Driver axles Nos. 2 and 3 on the second engine of the Big Boy came off the rails, but the crews rectified the situation using wooden blockings beneath them to rerail them.

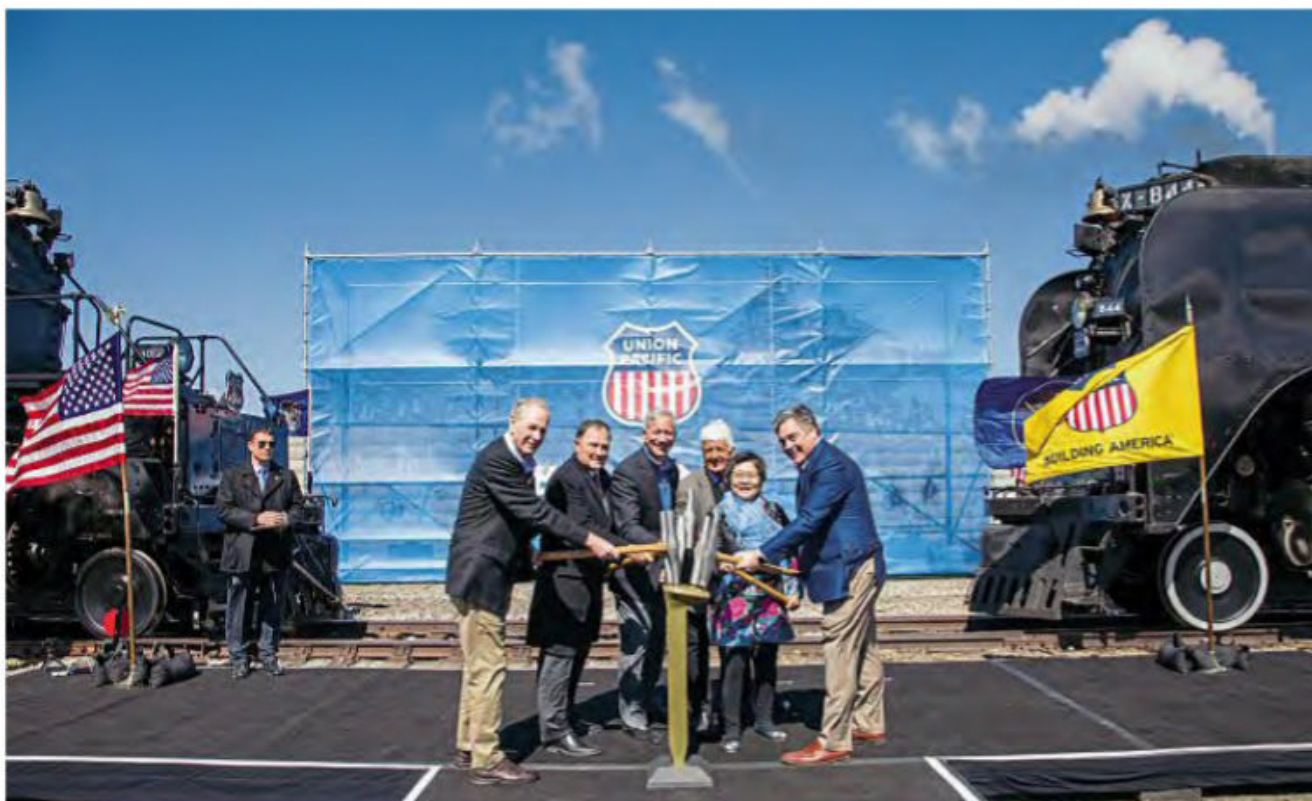
The 'real' replay at Promontory

The day after the UP 'golden spike' ceremony featuring No. 4014 and No. 844 at Oden, Friday, May 10, saw around 20,000 visitors swarm to the official Spike 150 celebration at Golden Spike National Historic Park, some making the journey from as far as China, many decked out in 19th-century costume, to watch replicas of the two locomotives which had featured in the original ceremony take centre stage in the re-enactment, as music, bells and cannon fire rang out.

Central Pacific's No. 60 *Jupiter* and UP's No. 119, both 4-4-0s, were scrapped in 1909 and 1903 respectively, but in 1974, the National Park Service approached O'Connor Engineering Laboratories of Costa Mesa, California, to construct exact replicas of both, after Walt Disney declined the job.

Because no original plans existed, more than 700 detailed engineering drawings were recreated, based on photographs taken of the engines during the 1869 ceremony.

The pair were completed in 1979, and began operations on May 10 of that year, 110 years



Tapping a ceremonial golden spike between No. 4014 and No. 844 at Ogden Union station on May 9, 2019 are (from left) Sandy Dodge, a descendent of General Grenville Dodge; Utah Governor Gary Herbert, Union Pacific chairman, president and CEO Lance Fritz, Utah Congressman Rob Bishop, Margaret Yee, and Scott Moore, Union Pacific senior vice-president – corporate relations and chief administrative officer. Margaret Yee's ancestors were among thousands of Chinese immigrants who forged the transcontinental railroad for Central Pacific. General Dodge was a US Civil War veteran and Union Pacific's chief engineer during construction of the railroad. UP

Right: The 40-year-old replicas of original 'golden spike' locomotives No. 60 *Jupiter* and No. 119 with an army of re-enactors restage the original ceremony from May 10, 1869, 150 years to the day at Promontory Summit. COURTESY TRAINS MAGAZINE



after the original Golden Spike ceremony. They continue to make demonstration runs on a portion of restored track where the original ceremony was held.

On May 10, participants adopted similar poses for a series of photographs inspired by the original, after shiny replicas or the original gold and silver spikes were used, while *Jupiter* and No. 119 faced each other nose to nose.

Whistle blasts, hissing steam and clanging bells dominated the proceedings at the modern-day replay, before the sending of the original coast-to-coast telegraph bulletin was staged. US Interior Secretary David Bernhardt

spoke at the ceremony, saying: "The story of this site says so much about our country. The joining of the two rail lines created a new sense of connectedness that helped form a common national identity."

The performance of a musical recreation of the 1869 ceremony followed, sparking off a three-day festival of music, theatre and special exhibits at the park. The celebrations marked an ultimate railway legend – not just of the return to steam of a Big Boy, something that few had ever dared hope for, but a reminder of the major part that steam and railroad played in both US and modern world history. **HR**



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GREAT STEAM ENGINEERS OF THE NINETEENTH CENTURY

PART SEVEN: THE 1880s

Towards the end of the 19th century, the term chief mechanical engineer was beginning to catch on in favour of locomotive superintendent, but as **Brian Sharpe** outlines, there were still big variations in the job specification between the various railway companies.





Above: James Holden-designed GER S56 0-6-0T No. 87 on display in the NRM at York. BRIAN SHARPE

Left: Lancashire & Yorkshire Railway 2-4-2T No. 1008, designed by John Aspinall and built in 1889 at Horwich, on display in the NRM at York. BRIAN SHARPE



NER 'Tennant' 2-4-0 No. 1463, built in 1885, on display in the Head of Steam museum at Darlington. BRIAN SHARPE

Francis Webb had become chief mechanical engineer on the London & North Western Railway in 1871 and was a prolific locomotive designer. He was also responsible for the remodelling of Crewe station, which involved building four tracks in underpasses on the west side of the station so freight trains could bypass the station.

Webb came up with numerous inventions and received more than 80 patents. He was vice-president of the Institution of Civil Engineers and the Institution of Mechanical Engineers.

Webb took a great interest in local politics – he was an alderman on the Crewe Town Council and was mayor twice. He was also an alderman on Cheshire County Council.

Between 1881 and 1897, Crewe built 300 of Webb's Coal Tanks, an 0-6-2T version of his standard 17in Coal Engine 0-6-0, with the same cheaply-produced cast iron wheels and H-section spokes as the tender engines.

The 250th Coal Tank to be built, No. 1054 entered service in 1888 and became one of 64 inherited by BR in 1948 and the last survivor; withdrawn from Abergavenny shed in 1958.

A group of determined enthusiasts headed by Max Dunn, the former shedmaster at Bangor, organised an appeal to raise funds to buy No. 1054. The appeal was successful and the engine was purchased for preservation. It is now in service and in the care of the Bahamas Locomotive Society, based at Ingrow on the Keighley & Worth Valley Railway.

Also on the plus side, Webb designed the 'Improved' or 'Renewed' Precedent express 2-4-0 and 160 were built at Crewe between 1887 and 1902. They were officially 'renewals' of the original Precedents and some Newtons for accounting purposes. The 'new' engines retained their names and already haphazard numbers, and eventually they acquired the nickname 'Jumbos'.

Webb is well-known as having been an early advocate of compounding – a compound locomotive is a steam locomotive where steam is expanded in two or more stages. It was more popular in ships in which two and even three stages were used.

Compound locomotives employ a high-pressure cylinder group before passing the steam to a second, low-pressure group. The purpose of compounding is to extract the maximum power and efficiency from the steam raised in the boiler, simply by using it more than once before it is exhausted out of the chimney. There had been experiments from the early days of steam, starting with two-cylinder

'cross-compound' designs, with one high-pressure and one low-pressure cylinder.

The cross-compound can be difficult to start and can become unbalanced. This led to various variations on the compound principle with both three and four-cylinder designs. The first successful compound locomotives were three small two-cylinder 0-4-2Ts built in 1876 to the design of the Swiss-born engineer Anatole Mallet.

In a typical three-cylinder example, steam from the boiler is admitted to both high and low-pressure cylinders for a great percentage of the regulator valve movement and the cylinders and valves then act as in a normal expansion locomotive, also known as a simple locomotive. When the regulator is opened further however, the high-pressure steam from the boiler is fed only to the high-pressure cylinder. When the steam has completed its cycle there, it is then transferred to the two low-pressure cylinders before being exhausted towards the blastpipe.

An Experiment

Mallet also experimented with rigid wheelbase divided-drive compound locomotives, which may have been Webb's inspiration. After trials, an old 2-2-2 was converted into a two-cylinder compound in 1878. In 1882 Webb introduced his first Experiment class 2-2-2-2 with similar divided drive. They were three-cylinder compounds with two pairs of uncoupled driving wheels in which two small outside high-pressure cylinders exhausted into one large low-pressure one between the frames.

Other similar classes followed, progressively enlarged. The uncoupled driving wheels were problematic, as the two pairs of wheels could be rotating in opposite directions on starting if a locomotive had previously backed onto its train. The arrangement appears to have been adopted due to lack of space, but it has been pointed out that if Walschaerts valve gear had been fitted, the driving wheels could have been coupled in the normal way to avoid this problem. At the time, Walschaerts valve gear was very much in its infancy, at least in Britain.

Wheel arrangements varied: 2-2-2-0, 2-2-2-2, 2-2-2-2T and 2-2-4-0T, but an obituary in *The Engineer* criticised Webb's unique compound designs. Only Webb ever had faith in this concept where two high-pressure cylinders drove one pair of driving wheels and two low-pressure cylinders drove the other pair, which were not connected by coupling rods. No other railway ever entertained such a design. 🚂

Some other British railway companies produced a small number of compound locomotives, but others, including the Great Western, remained faithful to the simple expansion design. However, compounds remained popular in large parts of Europe, especially in France.

Developments in Lancashire

On the Lancashire & Yorkshire Railway (LYR), the locomotive department had taken over the space at Miles Platting in Manchester formerly occupied by the carriage and wagon department. It was now possible to build additional locomotives at Miles Platting – and 40 of the 528 class of 0-6-0 were built during 1878-81. However, these were the last new locomotives built there, as there was still insufficient room.

In 1883, John Ramsbottom, the former locomotive superintendent of the LNWR, was engaged by the LYR as a consulting engineer and toured the whole LYR system with Barton Wright, looking at all the repair facilities. On Ramsbottom's advice, it was decided to build a new locomotive works on a greenfield site. A suitable location was found at Horwich and, together with Ramsbottom, Barton Wright began planning the new works.

However, before Horwich works was ready to begin construction of locomotives, Barton Wright tendered his resignation in 1886. John Aspinall was appointed to succeed him, with the new title of chief mechanical engineer – one that had previously been held by only one other person, Francis Webb, who was Ramsbottom's successor on the LNWR. Locomotive repairs at Horwich began in November 1886 and new construction commenced in January 1888.

John Audley Frederick Aspinall was born in

1851 in Liverpool and had been apprenticed to John Ramsbottom and Francis Webb in 1868. Webb sent Aspinall to the US in 1872, where he was greatly impressed by the larger loading gauge in use there. In 1875 he moved to the Great Southern and Western Railway of Ireland and became its works manager at Inchicore, Dublin. Aspinall was promoted to locomotive superintendent in 1882 and introduced a form of vacuum braking to his locomotives that was soon adopted by several other lines, including the LNWR and Great Northern Railway.

Aspinall set about designing a new range of standard locomotives that would be built in-house at Horwich. He was not particularly productive at first, but by 1890 he had introduced a new class of 4-4-0 and the 1008 class of 2-4-2T that would last well into BR days.

Scotland continued to play a disproportionate role in British steam locomotive development, possibly because its routes demanded the best engines. David Jones had taken over as the Highland Railway's (HR) locomotive superintendent in 1870 and become quite a prolific locomotive designer. Although he started with 2-4-0s, these were mostly later converted to 4-4-0s and nine of Jones' 'Skye Bogie' 4-4-0s were built between 1882 and 1901.

Another eight 4-4-0s were built in 1886 by the Clyde Locomotive Co, followed by the 'Strath' class of 12 4-4-0s built by Neilson in 1892 to an enlarged form of Jones' standard design. This left the HR well-served with 4-4-0s for its passenger services but bigger things were to come.

In 1882, Dugald Drummond moved from the North British Railway (NBR) to the Caledonian Railway (CR) and introduced nine new classes of locomotive to the line. His time on the CR is perhaps best remembered for 4-2-2 No. 123.

Neilson and Co built this unique engine in 1886 as an exhibition locomotive. It was designed by Drummond in partnership with Neilsons to represent both the railway and the builder at the International Exhibition of Industry, Science and Art in Edinburgh, rather than to fulfil any specific need for such a locomotive by the CR. Single-driver locomotives were beginning to fall out of favour as a result of increasingly-heavy trains. Drummond adapted No. 123's design from his recently-introduced 66 Class 4-4-0.

Although Drummond was credited with the design as locomotive superintendent and designer of the 66 Class, it is believed that William Weir, Drummond's chief draughtsman at St Rollox, and his counterpart at Neilsons, carried out much of the design.

Sand solution

However, the key to No. 123's success as a working locomotive was that Drummond had designed a new sanding system for his 66 class. Sand was stored in sandboxes incorporated into the splasher for each front driving wheel and sprayed onto the track ahead of the driving wheels by compressed air supplied from the main air reservoir for the locomotive's Westinghouse air brake system. This was more efficient and reliable than the systems that relied purely on gravity and overcame the primary drawback of the single design – the lack of adhesion. The system was therefore incorporated into No. 123.

Following its appearance at the exhibition, the locomotive was put to good use by the CR and proved unexpectedly useful. It piloted expresses over Beattock bank and worked short inspectors' and directors' trains. Its claim to

LYR 0-6-0 No. 957, built in 1887, at work on the Keighley & Worth Valley Railway in 2005. BRIAN SHARPE





Caledonian Railway 4-2-2 No. 123, built in 1886, on display in the old Glasgow Transport Museum. BRIAN SHARPE



Midland Railway 0-6-0T No. 41708, built in 1880, on display at Barrow Hill. BRIAN SHARPE

fame came during the Race to the North of August 1888 when the East and West Coast Main Line companies competed to achieve the fastest time from London to Edinburgh.

During the month, No. 123 worked the West Coast expresses on the CR's section from Carlisle to Edinburgh. With trains consisting of only two or three carriages and with signalling paths cleared in advance, No. 123 frequently averaged more than 50mph over the route and, on one occasion, completed the 100-mile journey non-stop in 101 minutes at an average speed of 59mph.

No. 123 was the only Caledonian engine capable of maintaining such speeds and as the only one of its type, it was also used consistently throughout the month of the races, working the northbound express every day for four weeks and proving the locomotive's reliability as well as speed.

During the 1920s it was allocated by the LMS to working the directors' saloon, but it was returned to ordinary service in 1930. It was withdrawn in 1935, by which time it was the last single-wheeled express engine running in Britain, and set aside for preservation. It was even returned to steam by British Railways in 1959 but it is now on display in Glasgow's Riverside Museum.

Scottish return

Drummond resigned from the CR in April 1890 to enter business, establishing the Australasian Locomotive Engine Works in Sydney. The business quickly failed and he returned to Scotland, to found the Glasgow Railway Engineering Company.

No. 123 was not the only 4-2-2 to achieve prominence in the Races to the North. On the Great Northern Railway, Patrick Stirling had introduced his 8ft single in 1870 and although now being superseded by more powerful locomotives, the singles were an ideal choice for the GNR's King's Cross to York legs of the East Coast route.

None of these survived into regular LNER stock, although Stirling Single No.1 is now a part of the National Collection at the National Railway Museum in York.

Surprisingly, on the West Coast route the LNWR turned out a 25-year-old Teutonic class 2-2-2 *Waverley* for the first run between Euston and Crewe.

The Races to the North were inconclusive, with unrealistically short trains and no attempt to run to a timetable. The two routes were quite evenly matched but, despite huge public interest, the railway companies never actually admitted it was happening and after four weeks they called a truce – for the time being.

Drummond's sanding gear using air from the Westinghouse air pump was key to No. 123's success, but at the same time, Francis Holt on the Midland Railway invented a steam sander that was equally effective and useful to far more British railway companies, the majority of which used vacuum rather than air brakes.

Holt's steam sander led to a revival in the use of the single for express passenger work in the late 19th century. In particular, the MR's Samuel Johnson was able to introduce his 'Spinner' class of 4-2-2 singles.

Matthew Holmes was born in Paisley in 1844. He took over from Drummond as locomotive superintendent of the NBR in 1882. On the NBR the locomotive superintendent had two deputies – the senior having the extended title of assistant locomotive superintendent and chief draughtsman, while the junior was simply known as the assistant locomotive superintendent. In the senior assistant role to Holmes was Robert Chalmers, while the last to assist Holmes in the more junior role was William Paton Reid. Holmes was succeeded in office by Reid, who in turn was succeeded by Robert Chalmers' son, Walter.

Holmes was not particularly productive in terms of locomotive design; most of his products being rebuilds of Drummond engines. However, his unremarkable class of small 0-6-0 not only helped win the Great War, but by 1967 they had also seen off every other class of steam engine in Scotland. The NBR C class 0-6-0 of 1888 was based on Drummond's 0-6-0, also called the C class. Holmes built 168 locomotives and then rebuilt the 32 Drummond ones to match his. He followed a similar procedure with his 4-4-0 design.

Although the engines were nearly identical after rebuilding, the LNER called Drummond's the J32 class and Holmes' the J36. Many J36s served in France during the First World War and some received appropriate names relating to the conflict. 123 of the class were inherited by BR and a handful survived to become the last class of steam engine in service in Scotland in 1967. One, NBR No. 673 *Maude*, was saved by the Scottish Railway Preservation Society and has seen a very active life in preservation.

Thomas Parker, born in Ayrshire in 1829, was another Scottish engineer who ended up with a top job south of the border. He began his career as an apprentice at the CR's Greenock works

but in 1858 he moved away from Scotland and became carriage and wagon superintendent at the Manchester, Sheffield & Lincolnshire Railway's (MSLR) Gorton works. He was an innovative engineer and was one of the first to construct coaches with six-wheeled bogies. In 1885 he produced one of the first dining car designs in Britain.

He progressed to become locomotive, carriage and wagon superintendent of the MSLR in 1886, replacing Charles Sacre. His claim to fame in this position was the introduction of the first locomotive to work in Britain fitted with a flat-topped Belpaire firebox, although these had been used by the neighbouring Beyer Peacock for some time on locomotives built for export.

The Penistone crash

On the MSLR, locomotive superintendent Sacre was deeply affected by a major crash at Penistone, which occurred on July 16, 1884. This was caused by the breaking of the crank axle of 4-4-0 No. 434, and resulted in 19 deaths, including Massey Bromley, the former locomotive superintendent of the Great Eastern Railway.

Although no blame could possibly be attached to Sacre, he felt responsible, partly because he had given in to pressure from the railway's chairman, Edward Watkin, to adopt the Smith non-automatic brake. In 1885 Sacre decided to retire at the early age of 53, though he agreed to continue to act as a consultant to the railway. However, he gradually lost the will to live and in August 1889 he shot himself with a revolver.

Alexander McDonnell, formerly on the Great Southern & Western Railway in Ireland, took over from Edward Fletcher as locomotive superintendent on the North Eastern Railway but only briefly, as he quickly proved unpopular and suddenly resigned from his position in September 1884.

A total of 36 of McDonnell's 38 class 4-4-0s were ordered, but after only seven had been delivered it was clear they were not up to the job and the older Fletcher 901 class 2-4-0s were better, so the order was cancelled. The NER needed a new express engine urgently but struggled to find a replacement for McDonnell who could produce one. The NER's general manager, Henry Tennant, chaired a special

"Aspinall set about designing a new range of standard locomotives that would be built in-house at Horwich. He was not particularly productive at first, but by 1890 he introduced a new class of 4-4-0 and the 1008 class of 2-4-2T, which would last well into BR days."

committee to design an express locomotive, which it did remarkably quickly and the first one entered service in May 1885. Officially the 1463 class 2-4-0s, they quickly became known as ‘Tennants’.

They were clearly based on Fletcher’s 901 class and 20 were built. They soon proved to be very successful engines. They were replaced on the top jobs by 1900, but all remained in service at Grouping in 1923 and No. 1463 was preserved by the London & North Eastern Railway on its withdrawal.

The Worsdell brothers

Thomas William Worsdell, normally known as William, was born in Liverpool in 1838.

He worked on the LNWR at Crewe under John Ramsbottom but in 1865 he moved to the Pennsylvania Railroad in the US. In 1871 he was invited by Francis Webb to return to Crewe, but in 1881 he was appointed locomotive superintendent of the Great Eastern Railway, succeeding Massey Bromley. In 1885 he moved to the North Eastern Railway, which is where his career took off.

William Worsdell quickly brought many new classes of locomotive into service on the NER and used the von Borries two-cylinder compound system in several of these designs. August von Borries was the chief mechanical engineer of the Prussian State Railway who, in 1880, designed the first Prussian two-cylinder compound locomotive that showed significant fuel savings. William and von Borries obtained several British patents together.

William retired from the NER in 1890 due to ill health and was replaced by his younger brother, Wilson Worsdell, who did not share his brother’s enthusiasm for compounding.

Wilson was born near Crewe in 1850 and, like his brother, worked at Crewe for a short time, then moved to the US to work at the Altoona Works of the Pennsylvania Railroad. He returned to England in 1871 and worked for the LNWR.

In 1883 he became an assistant locomotive superintendent of the NER before taking over from his brother.

South of London

William Stroudley had become locomotive superintendent of the London Brighton & South Coast Railway in 1870 and he had a long reign at Brighton. His locomotives were all limited to six wheels and he never used bogies, largely because of the short turntables, particularly at London Victoria station. His best-known express design was the B1 0-4-2, of which No. 214 *Gladstone* is preserved at York.

Stroudley died of acute bronchitis in December 1889 during his visit to the Paris Exhibition, where he was exhibiting one of his locomotives. He was succeeded at Brighton by Robert Billinton.

Born in 1835, James Stirling was another Scottish engineer. After working for a village millwright, he joined the Glasgow and South Western Railway (GSR), where he was apprenticed to his brother Patrick, who had been locomotive superintendent since 1853. After a year as a fitter at Sharp Stewart in Manchester, he later became works manager of the GSR’s Kilmarnock works.

In March 1866, Patrick Stirling had left the GSR for the Great Northern Railway, and James succeeded him as locomotive superintendent at Kilmarnock. In June 1878, James left the GSR for the South Eastern Railway. Like his brother, James favoured the



NER C class 0-6-0 No. 876, designed by William Worsdell and built in 1889, on display at Locomotion. Originally built as a compound, the engine was rebuilt as a simple 0-6-0 after William’s brother Wilson Worsdell took over as the NER’s locomotive superintendent. BRIAN SHARPE

Right: Dean Goods 0-6-0 No. 2516 on display in the old GWR museum at Swindon.

JOHN TITLOW



domeless boiler. Although not the first British locomotive engineer to produce a 4-4-0, he was the first to produce one that could be regarded as successful, the 6 Class of 1873 on the GSR. Stirling had also invented a steam reverser, using it on most of his designs from 1874.

In his 20 years on the SER, Stirling only designed six classes of locomotive, three of which were express 4-4-0s. The other three were an 0-6-0, an 0-4-4T and an 0-6-0T. Nevertheless, by the time of his retirement at the end of 1898, the SER would have 459 engines, of which 384 were to Stirling’s design.

Meanwhile, on the LSWR, William Adams supervised the expansion of Nine Elms works and the transfer of the carriage and wagon works to Eastleigh in 1891. He would go on to design 524 locomotives for the company, including several types of 4-4-0. His designs stood the test of time and five of his LSWR locomotives have survived, two B4 0-4-0Ts for dock shunting, the classic Adams Radial 4-4-2T, which worked on the Lyme Regis branch until 1963, and an O2 0-4-4T, which worked on the Isle of Wight until 1966.

An Adams engine that was preserved by the Southern Railway in 1945 and often overlooked in preservation is T3 4-4-0 No. 563, which now looks set for a bright future operating on the Swanage Railway.

It is an outside-cylindere d 4-4-0. Despite many inside-cylindere d 4-4-0s having been built for British railway companies, the oldest surviving example of this wheel arrangement in Britain is an outside-cylindere d version.

The Great Eastern Railway had experienced a rapid turnover of locomotive superintendents and although this included some famous names, most made their names after moving on from the GER. All that was about to change.

James Holden was born in Whitstable in 1837. He was the nephew of Edward Fletcher

of the NER and was apprenticed to his uncle, until in 1865 he joined the GWR, where he eventually became chief assistant to William Dean. In 1885 he was appointed locomotive superintendent of the GER and he was in charge of Stratford works.

James Holden was a Quaker and his style of management was rather paternalistic, with trade unionism discouraged.

While to some extent his work consisted of improving the designs of his predecessors, Holden was responsible for several designs of his own. He completely reorganised Stratford Works which, together with a considerable degree of standardisation, brought Stratford to an exceptionally high position among British locomotive works in the speed and efficiency of its locomotive production.

Single axle design

For Holden’s first 13 years at Stratford his locomotive designs did not feature front or rear bogies. His predecessors had opted for 0-4-4Ts and 2-4-2Ts for suburban and branch services, and 2-2-2 and 4-2-2, and 2-4-0 and 4-4-0 tender types for express passenger service. Holden’s designs had single axles with side-play rather than a leading or trailing bogie.

In Holden’s first year at Stratford, four new locomotive classes were put in hand. These were 2-4-2Ts, 0-6-0Ts, 0-6-0s and the first of a new 2-4-0 express passenger type. No. 710 was the prototype of the well-known T19 2-4-0, which was to be the mainstay of GER main line passenger service for many years. It closely resembled an earlier Worsdell design, but 110 were built over an 11-year period.

When Holden took over, the GER possessed 75 bogie single or four-coupled express engines, but by the end of 1897 their number had dwindled to 12. Then, just as the bogie appeared to be nearing extinction on the GER,



Holden changed his mind and introduced new 4-2-2 and 4-4-0 passenger and 0-4-4T classes over the next three years.

In 1889 one of Holden's 0-6-0Ts was fitted with the Westinghouse brake and evaluated on passenger working. This experiment resulted in 80 of these tanks being turned out from 1890 to 1896. They took over the whole of the suburban working between Liverpool Street and Chingford, Enfield Town and Palace Gates.

The R24 0-6-0Ts, with their packed trains of 15 four-wheelers, could reach speeds of up to 60mph. More and more variations of 0-6-0T continued to be built for the GER's intensive and tightly-timed suburban services.

The GER had its suburban services, express services, heavy coal traffic and extremely rural byways. It virtually monopolised train services in East Anglia, with the exception of the Midland and Great Northern Joint Railway. This developed from various independent lines into a main line from the Midlands to Yarmouth, plus a couple of branches, owned jointly by the Midland Railway and the Great Northern Railway.

The company was run in a rather different way to most railways, in that one man combined the jobs of engineer, locomotive superintendent and traffic manager throughout most of the line's existence.

William Marriott was born in 1857 in Basel, Switzerland, where his father was a professor of English at the university. He was orphaned in 1868 but was educated in England and on the continent. He served an apprenticeship with Ransomes & Rapier Ltd in Ipswich from 1875-9 and as a draughtsman in 1880. He left Ransomes in 1881 to become an assistant engineer with Wilkinson & Jarvis Ltd, which introduced him to the railway industry through a six-week unpaid trial period on the Yarmouth & North Norfolk Railway.

After being offered a permanent post in 1883, he became the civil engineer and in 1884, the locomotive superintendent of the Eastern & Midlands Railway (E&MR) – an amalgamation of lines that would ultimately become the Midland & Great Northern (M&GN) Joint Railway. At the time he was possibly the youngest engineer of any public railway since the 1850s.

When the MR and GNR jointly purchased the E&MR in 1893, from which time it was known as the M&GNR, Marriott was expecting to become traffic manager as well, but was not initially given that responsibility.

Marriott did not design locomotives, although the railway had workshops at Melton Constable, where he was in charge of maintenance and repair of the stock. The M&GN mainly used designs from the MR and GNR, but included in its stock some of the older E&MR engines, often much rebuilt. Many were Beyer-Peacock engines obtained in the 1880s with more modern designs being purchased in the 1890s.

Great Western

William Dean had taken over the reigns at Swindon in 1877. He is noted for having designed many elegant classes of locomotives for the GWR, but the one that ultimately proved the most numerous and long-lived was a small 0-6-0 goods engine – the GWR 2301 class or Dean Goods.

Swindon built 260 of these locomotives between 1883 and 1899. The class broke with previous GWR tradition in having inside frames only, making them rather more modern in appearance than contemporary GWR designs.

The Dean Goods 0-6-0 served in continental Europe during both world wars. In 1917, 62 engines were taken over by the Railway

“Drummond had designed a new sanding system for his 66 class. Sand was stored in sandboxes incorporated into the splasher for each front driving wheel and sprayed onto the track ahead of the driving wheels by compressed air supplied from the main air reservoir for the locomotive's Westinghouse air brake system. This was more efficient and reliable than the systems which relied purely on gravity.”

Operating Division and sent to France and 46 of them returned to England in the early summer of 1919, but the other 16 had been sent on to Salonika at the beginning of 1918.

At the outbreak of the Second World War, the War Department requisitioned 100 Dean Goods from the GWR and the GWR had to hastily reinstate some engines that had been recently withdrawn.

A total of 54 locomotives passed to BR on Nationalisation in 1948, mostly being used on Welsh branch lines due to their light axle loads, but they were progressively replaced by new BR Standard 2MT 2-6-0s, and No 2538 was the last to be withdrawn in May 1957.

One locomotive, No. 2516, built in 1897, was retained by BR for preservation on withdrawal in 1956. It was put on display in the museum at Swindon on April 1, 1962 and since March 2000 it has been a static exhibit at the town's STEAM museum. 

TROUBLE ON THE LINE

Recent incidents of vandalism, not least of all the May 18 complete wrecking of a model railway exhibition in south Lincolnshire, have forced the problem into the public gaze with national media coverage. **Peter Brown** takes an in-depth look at the ongoing problem of criminal damage across the heritage sector and looks at fresh preventative initiatives.

The scourge of vandalism blights many parts of Britain with numerous targets that can be seen in just about every town and city. It's a problem that we here at *Heritage Railway* have been monitoring for well over a year.

In recent weeks however, the menace of those who set out to destroy the inheritance of the nation have been hitting hard.

One of the worst examples – although not necessarily the most in terms of cash value – has been the damage to a Mk.1 coach parked in a siding at Bishop's Lydeard on the West Somerset Railway on Monday, April 29. The damage of broken glass from three large windows being smashed and the destruction of doors is estimated to have cost the railway, still reeling from earlier problems, to have to find an estimated £1000 to replace and repair.

Fortunately, this was one incident that members of the public were not going to turn a blind eye to, with one witness reporting the 9pm attack to the railway who immediately passed the information on to the police. WSR general manager Paul Conibeare attended the scene and Avon and Somerset Police issued a crime number – 5219 093628 – and appealed for anyone with information to call the force via the 101 telephone number.

Vandalism is habitually referred to as 'mindless' – yet this instance saw a particularly 'brain dead' example of behaviour: not only did the culprit(s) record the vandalism on video as the windows were being smashed with a sledgehammer, but posted the footage on social media, via Snapchat. Needless to say, railway officials downloaded it and immediately sent it on to police.

"This sad, senseless and costly attack on us is bad news, especially coming at a time when we are all working hard to build the railway back up," said Paul.

"Suffering £1000 worth of damage represents a big loss at any time, but I'd like to thank the member of the Bishop's Lydeard community who called the railway on the night."

In the Midlands, Nottinghamshire Police arrested two boys aged 12 and 14 on Wednesday, May 1 following reports of vandalism the night before at Ruddington on the Great Central Railway (Nottingham). The incident caused an estimated £80,000 worth of damage, as we reported last issue.

More than 100 windows were smashed, including nearly every one in five vehicles. Those damaged were two Mk2 TSOs (one possibly beyond economic repair); two DMU trailer cars; and a recently-restored Mk.1 TSO.

There was also damage to Ruddington signalbox, and damage to and theft from a Mk3 RFM belonging to the 125 Group and a Mk.1 BSO that while they occurred recently but on a separate date, were thought could be connected.

Both boys were released on police bail pending further enquiries and no charges had been brought as we closed for press.

Graffiti attack

And it is not just the heritage lines that are suffering. On Saturday, May 4, Steam Dreams ran its 'Cathedrals Express' from Paddington to Kingswear and return to Slough. It was the intention of the operator that a West Coast Railways Class 47 would bring the train from Paddington and that B1 No. 61306 *Mayflower* would be attached at Taunton.

When No. 61306 was pronounced as a failure, it was agreed for Princess Coronation No. 6233 *Duchess of Sutherland* to take over, but this locomotive also failed, so the train ran with No. 47245 double-heading No. 47746 on the front for the return journey. However, during the night prior to running, the train suffered a graffiti attack in Southall depot, where No. 47746 and two of its coaches were badly damaged but had to run as there was insufficient time for them to be cleaned.

Then there was the wrecking of the Market Deeping Model Railway Club's exhibition at



One of the vandalised DMU cars at Ruddington on the Great Central Railway (Nottingham). GCR(N)

Welland Academy, Stamford in Lincolnshire early on Saturday, May 18, which left an estimated £80,000 damage and which led to four arrests and as reported in *Headline News*, a phenomenal response from an outraged public with rock star Rod Stewart donating £10,000 towards repairs.

A year or so before these incidents, a spate of vandalism and thefts that were blighting the heritage movement appeared to have split those who have the responsibility of clearing up the mess, finding replacements and raising money for repairs as well as having the task of organising volunteer work parties.

At least, that's what *Heritage Railway* discovered when it launched a survey to find out just how badly these lines were being affected.

A large proportion of those questioned were quite brazen in showing they were not prepared to make any comments on the

subject, as though it was all going to go away. This attitude is in complete contrast to the crime of terrorism, for example, where many citizens stand up to the aggressors with phrases such as 'we will not be beaten' and 'life must go on'.

So why do some of the victims, and others who could be, refuse to join the debate? The answers to that question included explanations such as they did not want to attract attention to the problem, while another reason was that it would give the impression that heritage railways had something worth stealing or wrecking, consequently leading to more crime.

Yet the truth is that crime in the UK is a major concern to many, whatever the statistics may show.

As far as the heritage movement is concerned, are those victims who shun publicity not shooting themselves in the foot? As demonstrated with the response



Smashed windows inside two coaches parked at Ruddington which were targeted during the vandal attack on the evening of April 29. GCR(N)



Left: The result of an earlier vandal attack inside the signalbox at Ruddington on the Great Central Railway (Nottingham). GCR(N)

Right: The graffiti sprayed on the side of West coast Railway's Class 47 No. 47746 can clearly be seen on its side as it left Kingswear on the return 'Cathedrals Express' on May 4. DAVID HUNT



to the Stamford model railway affair, there are many out there who are more than willing to donate time and money following break-ins, thefts and vandalism.

One of the most publicised instances was that on the North Yorkshire Moors Railway when on Sunday, July 23, 2017, eight teenagers caused damage amounting to £27,000 when they broke into the 1930s rake of Gresley teak carriages at Pickering station.

Every light fitting throughout the train was smashed, mirrors were broken, furniture severely damaged and wooden panels ripped out. Additionally, they stole food and drink which they consumed and threw over the carriages.

British Transport Police identified the culprits on CCTV from a camera mounted on a level crossing. Appearing in Scarborough Magistrates Court on March 13 last year, they all pleaded guilty, were fined and ordered to pay costs. The amounts led to calls from the public that they were treated too leniently, but NYMR general manager Chris Price did not agree. He claimed the youths had all suffered by being castigated through social media. Neither does he believe society is in decline.

"I don't think this is an indication of social decline, the latest crime figures bear that out," he argued. "In the old days after an incident we would sweep up and get on with it. In that much-publicised incident on our railway, these were young men who got drunk, affecting their inhibitions. So many people

found out about it due to social media. I believe they were not heavy offenders, but because of the publicity these people were ostracised because of what social media published. That was the real punishment for them.

"Social media, love it or hate it, it's there. And in this case people in the town were able to work out who these offenders were.

"The question is, are we seeing more vandalism? I believe there is no reason to expect to see more of this crime. As I have already said, the crime statistics do not bear that out. With social media, there is a tendency for more people to hear of such instances."

He added: "There is also a positive side of social media. When we announced that we needed to raise cash to pay for this, money came rolling in and that was before there was an orchestration for such funds. And that was due to social media. Before this, contributions would have been very small indeed. TripAdvisor is also very good for us."

Perpetrators

So who are the perpetrators of this crime of causing damage to heritage railways?

The general stereotype in the minds of much of the general public is of uneducated youths, bored and with plenty of time on their hands. However, back in April 2013 that image changed when a 32-year-old accounts manager was jailed for his part in spraying his tag across railway bridges and carriages on the Bluebell Railway.

It was revealed in London's Blackfriars Crown Court that

he was a member of a gang that created mayhem not only on a heritage railway, but across the national network by spraying Network Rail walls, bridges and trains that were so damaged they had to be withdrawn from service. He was jailed after being found guilty of 39 charges of criminal damage and perverting the course of justice.

Tough guidelines

Last May *Heritage Railway* reported that vandals who attack historic sites such as preservation lines could face prison sentences of up to four years under tough new sentencing guidelines for judges and magistrates. For the first time, the Sentencing Council for England and Wales had specifically said "arson or criminal damage to national heritage assets" should be seen as an aggravating factor in advice for courts weighing up prison terms.

We reported this in the wake of a spate of vandalism including at the North Yorkshire Moors and Severn Valley railways where damage was suffered, as well as carriages being covered in graffiti on the Churnet Valley Railway.

Geographically, the vandals could and do attack anywhere in the UK. The Swindon & Cricklade Railway, for example, has been a target on several occasions.

On July 2, 2017 the *Swindon Advertiser* ran a front page lead story 'Vandals strike again in blow to heritage railway volunteers' along with a photograph of graffiti sprayed onto Taw Valley Halt.

The report described the latest

in a series of attacks: "each one costing valuable time and money for the committed team of men and women simply trying to enjoy their hobby and provide an interesting attraction for visitors."

That incident occurred only a week after volunteers had appealed for help to restore a 58-year-old coach that had been set alight in an arson attack the previous year.

School holidays seem to be a bad time for vandalism according to Dick Wood, press officer and business development manager of the South Devon Railway Trust.

"We have had a number of minor-to-bad incidences of vandalism over the years with break-ins to the station building to try and steal money or donation boxes, damage to the gardens and shrubs, plus coach break-ins and serious damage to the interiors," he said.

"It's usually been local kids during the school holidays, but it all adds up and costs us money and dispirits staff and volunteers, so now we have CCTV covering the platform, station building, café and shop, and workshops at Buckfastleigh, plus alarms and other security measures at both Staverton and Totnes stations.

"We also have security gates at strategic locations. For example, our footbridge at Totnes is locked at nights and in closed periods. It will remain so into the foreseeable future, despite periodic vocal efforts by the pro-cycling lobby to use it to link up with a National Cycle Path because we fear the risk of damage to our station and stock if it were left open. Our neighbours also back this stance.

Vandalism failed to halt GCR closure commemoration



Austerity 0-6-0ST No. 1752 of 1943, now masquerading as No. 68067, halts its train at East Leake station on May 5, exactly 50 years after closure. The show went on despite the vandalism the week before.

JOHN BAGSHAW/GCR(N)

By Robin Jones

MAY 5, 1969 saw the closure of the Great Central Railway, including that of East Leake station. Exactly 50 years later, the Great Central Railway (Nottingham) marked the anniversary by running a special train to the station for a series of staged photographs.

History records that the Great Central's London Extension was slowly run down in favour of the rival Midland route. Through expresses were withdrawn in 1960 and a very poor semi-fast service was introduced between Nottingham and London. Country stations like those at Belgrave & Birstall, Rothley and Quorn & Woodhouse were closed in 1963.

In 1966 the line closed as a through route to London and the track was severed just south of Rugby, while Nottingham Victoria station was demolished. Until 1969, when the final closure came, a DMU service ran from Rugby to Nottingham Arkwright Street.

The commemorative train, headed by Roger Hibbert's Hudswell Clarke ex-WD Austerity 0-6-0ST No. 1752 of 1943, now

masquerading as J94 No. 68067, saw the culmination of the efforts of the volunteers to clear the station and erect a symbolic station totem to breathe a token amount of life back for the event – which, sadly, took on even more significance following the extensive vandalism attack that the railway suffered just the week before.

Karen Sharpe, a volunteer who grew up in East Leake, said: "We were devastated by the news of the vandalism and were really worried about the impact it would have on being able to commemorate the closure. Fortunately the train was able to run and what better way to demonstrate what the railway is all about."

The railway is currently running an appeal to offset the cost of the vandalism estimated at around £80,000.

Anyone wishing to help is invited to make donations via Virgin Giving or Paypal at <http://www.lnergheritagetrust.co.uk/news> or by cheque payable to the LNER GC Heritage Trust and sent to Great Central Railway (Nottingham), Mere Way, Ruddington, Notts, NG11 6JS and marked 'we will not be broken' on the rear.



A diesel railcar calls at Quorn & Woodhouse on May 3, 2019, the black and white print evoking on the last day of services on May 5, 1969. GCR(N)

"We have benefitted from a JustGiving campaign to help us deal with the more newsworthy break-ins to valuable coaching stock."

Tracey Parkinson, general manager of the East Lancashire Light Railway greeted our request to talk about security with: "What a depressing subject – please can't you write about something more cheerful?"

She is right. Of course vandalism and other crime is a depressing subject, but we feel it is one that should be tackled and is in the interest of everyone in the heritage world.

She said: "As you may well know, the ELR had coaches vandalised and we have had further attacks on locomotives and the museum. We have taken steps to counteract this."

At the Epping Ongar Railway, business development manager Dean Walton admits: "Security is an ongoing concern and we have invested heavily in a site-wide alarm and surveillance system. We think that our system is discreet but it remains a constant drain on our efforts."

"Physical security around the edge of our sites is also important and we have tried, where possible, to complement fences with the prickliest bushes and brambles we can find to grow there!"

Vigilance key

Theft of locomotive boiler fittings from Ropley Works hit the Mid Hants Railway/Watercress Line on the night of Tuesday, April 17 last year. Items included two 11mm Gresham and Craven injectors; two Clack valves; two three-inch Ross pop safety valves; drivers brake valve; four halves of marine big end shells; six coupling rod brushes; an unknown quantity of piping; five slide bar oil pots; and one stuffing box valve.

Vigilance is the key for remaining free from criminal acts such as vandalism or thefts recently, according to Liz McGuinness, business manager at the Llangollen Railway.

She said: "The Llangollen Railway is extremely fortunate as we have not suffered any vandalism in current times. It is difficult to police, but by only doing accompanied shed tours and making sure all our areas are locked when we are closed, this helps us to keep things safe without the public noticing. All volunteers and staff are asked to be vigilant and report anything that we are not sure about."

Not every railway is fortunate enough to have a security guard living on site, but that is the position the Isle of Wight Steam Railway finds itself in.

"While we are very mindful of site security, perhaps it is being on an island but we suffer very little and almost no vandalism," points out a very relieved general manager Peter Vail.

"In my 14 years with the railway, the only incident of damage to our property was some very low level graffiti on the side of a barn and the offender was arrested very quickly – a graffiti artist on the island stands out!"

"Our motives for the building of £1.2million Train Story that opened in 2014 were to protect our historic carriages from both the weather and potential vandalism. We are now in a position where the majority of our stock is stored away undercover in an environment protected by intruder alarms and CCTV."

"Also, within our site are three cottages. The occupant of one is employed as our 24-hour security guard. He misses nothing!"

The Great Central Railway said that it has made considerable investment in CCTV and alarm systems – funding for which has been found thanks mainly to the generosity of benefactors – and this has assisted in arrests and convictions.

"Key locations and rolling stock have been protected with alarm systems which trigger an alert in a remote monitoring station when an intruder is detected on the premises after-hours," a GCR statement read. "The operator is then able to immediately access the relevant CCTV cameras to assess the situation in real time and call the police if necessary."

"The ability to speak through the station public address system from a remote location also proves very useful as an offender can be quickly given the news that they have been detected instead of the usual friendly announcement of the next train departure! This usually prompts a very rapid exit. On more than one occasion, these systems have allowed an offender to be caught in the act and apprehended by the police while still on site, ultimately resulting in a successful conviction. The presence of CCTV cameras along with good lighting in key areas often serves as a valuable deterrent."

"Viewing of footage from previous incidents reveals that the majority of offenders do not appreciate the very significant dangers associated with walking on the railway line, and wrongly assume that trains will not be running after dark. CCTV is also extremely valuable during the daytime, and investigations have sadly included the theft of items including charity collection

boxes, but fortunately some very clear CCTV images have provided very helpful evidence for the police.

“The security technology does bring some unexpected benefits, as recently it was possible to identify the owner of a £20 note found on the platform by rewinding the CCTV footage to see the note being dropped just a few minutes earlier, and we were able to reunite the owner with the note before he had realised it was missing.”

A notice on the internet posted by the EM2 Locomotive Society stated: “In February 2016 *Olive* the railbus was extensively damaged in an arson attack at the Middleton Railway by three youths who set fire to her in broad daylight, totally gutting the vehicle.

“Luckily the alarm was raised in time for the fire brigade to put out the fire before it caused irreparable damage – although the interior was completely gutted and significant damage caused to the upper bodywork.

“*Olive*’s owners, the EM2 Locomotive Society are now working with the Vintage Carriages Trust and have agreed a plan to restore her to working order. For that to happen we need your help.” The notice added that the overall cost of repairs exceeded the insured value by around £9000.

Repairs underway

EM2 Locomotive Society treasurer Ian Dobson updated us: “The current situation is that the vehicle has been to the workshops of the Vintage Carriages Trust at Ingrow on the Keighley & Worth Valley Railway for contract bodywork repairs and is now back at the Middleton Railway for our society volunteers to complete the interior repairs. Externally the vehicle looks complete but the interior is basically as it was before the attack and we estimate that there are probably another two years’ worth of work before it will be fit for traffic again.

“We’ve spent around £19,300 on the vehicle to date since the attack and I would anticipate needing to spend another £5000 to finish the job. While we were partially covered by Middleton Railway insurance, we have still raised £7600 from our membership – we have around 55 members and supporters – we need to raise a further £2600 to cover the costs to date and then the extra £5000, a daunting task for a small society but we are confident. That said, we are now having to stage the work as funds allow until we have at least reached the £2600 target to bring us back to even money.



Above: Mk.1 coach No. W4449 had its windows smashed at Bishop’s Lydeard on the West Somerset Railway after a vandal attack on April 29. WSR

Right: The culprit who smashed the windows in the coach at Bishop’s Lydeard with a sledgehammer very obligingly either took a selfie or had an accomplice videoing him and posted the footage online, so helping police in their bids to track them down.



“It’s just a shame that the perpetrators can’t be persuaded to use their excess energy for good rather than wanton destruction.”

KWVR chairman Dr Matthew Stroh said: “Security is a worry for us, as it will be for all heritage lines and other open-air attractions. Sadly, we’re still encountering trespass incidents and get more concerned as we approach the summer holidays, with children looking for somewhere to ‘play’, without any regard for dangers on the railway.

“We continue to invest in security, but clearly don’t want to share publicly the measures we employ, which are increasingly challenging as we try to secure the railway in a manner sympathetic to the historic gem our passengers come to enjoy.

“We also have to balance that the railway’s assets are largely heritage, with very little of worth on the open market.”

He added: “My preference is always to find ways to deal with the problem at source, which is why it’s so important for us to have a strong young people’s volunteering group, giving us an avenue to engage directly with schools and to try to find ways to educate schoolchildren on the heritage rather than monetary value of what’s on their doorstep.

“Of course, it’s not only children who are the perpetrators and we continue to work with the local police to deal with trespass and worse.”

Heritage Railway Association CEO Steve Oates said: “Heritage railways – like all businesses, transport organisations and visitor attractions – take their security very seriously and have developed a strong security culture. As their trade association, we rarely receive

reports of vandalism or security breaches from our members and we do not believe heritage railways fare any less well than other businesses.

“Having said that, occasional but generally minor pockets of vandalism, theft or damage have occurred on our members’ premises and such incidents can be immensely frustrating and even heart-breaking to those who have spent many hours restoring and maintaining heritage rolling stock, assets or infrastructure. It also wastes hard-earned money, time and resources, and on occasions, can adversely affect the visitor experience if damage is done to buildings or rolling stock within the public gaze.

Security challenge

“Heritage railways have sound practical security measures in place with a strong focus on well-fenced boundaries, locking gates, prominent display of appropriate notices, securely stabling stock, and ensuring equipment and any ‘site dressing’ items are kept secure when the site is closed. Further effective measures which are easily hidden from view, so as not to impact on visitors’ ‘heritage’ experience, include 24-hour monitored CCTV as well as live monitoring via webcams. Many railways also have developed good working relationship with their local police, and engendered positive manual support from neighbours and adjoining landowners who will report any unusual or suspicious activity.”

To summarise, what has emerged from this survey is that much work has been taking place – and continues to do so – to maintain the heritage of railways for many years to come. Long may it continue. **HR**

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TRACK TALK

→ Why ticket collectors may have been 'invisible'

AS A retired TTI (ticket collector) I can offer possibilities for Dave Butler's experience of a lack of ticket inspection on two railways (letter, issue 254).

Firstly, volunteers – or a lack of them. Ticket inspection can come down a list of priorities after guards, signalmen, etc. How 'large' are the lines he visited and was it a busy day for them?

Also stations – some are in close proximity to each other, and if the guard is on his or her own, they will have little time to check tickets. All this assumes their booking offices were open, of course.

There are plenty of staff on North Yorkshire Moors Railway trains nowadays, but 15 years ago (pre-Whitby) it was often just the guard and myself on a Saturday morning. Time for chat with passengers was limited. There is a volunteer serving that very purpose now, but other lines might not be so lucky.

Phillip Crossland, Nafferton, Driffild, East Yorkshire.

→ Old, less old and new stations in York

I REFER to your piece 'Original York Station' in News, issue 253. Contrary to your report, the first station in York, a temporary wooden structure of 1839 for the York and North Midland Railway, was superseded by its 1841 station, accessed through an arch cut in the city walls.

The passenger facilities at this station are in evidence to this day, forming the offices of the City of York Council. It is this 1841 station that was displaced by the present 1877 station. A second arch through the city walls led to separate freight facilities and the recently discovered remains of these were sidings and adjacent warehouses, hence the presence of a wagon turntable.

Eddie Scarlett, Huntingdon, York.

STAR LETTER

Link York to Locomotion by regular heritage trains

ANDREW Mclean, in the interview in issue 253 about the National Railway Museum's Operational Vehicle Strategy, mentions many loose ends but doesn't seem to make any connections between them. There is apparently not enough work for steam locomotives and diesel and electric stock with nothing to do and nowhere to go.

A daily service between York and Shildon would be a revenue earner and provide work for NRM locomotives. A return ticket would cover both museums and allow visitors to travel in historic stock behind historic locos like the V2 and *Mallard*.

This would give the incentive to

restore more locomotives to working order. No. 60103 *Flying Scotsman*, in-between other commitments, and likewise No. 70013 *Oliver Cromwell* could be used.

Andrew Mclean mentioned the Class 108 DMU, running it at York or Shildon, just a few hundred yards or so. What about 'between' York and Shildon? The Class 306 unit also – it could operate itself to Darlington, where one of the heritage diesels would haul it to Shildon and back to Darlington Bank Top.

Even the 2HAP could return to the main line, loco-hauled. Likewise a whole High Speed Train if preserved.

Stock would match the locomotives historically – maroon Mk.1 stock for

steam and green diesels and blue/grey Mk.2/3 with blue diesels for the corporate image era. They wouldn't all be restored together. A planned rolling programme of main line restoration would keep enough locomotives available at any one time.

For the Locomotion outstation, a joint venture, Shildon to Stanhope along the Weardale Railway is another way to bring the NRM to the public.

Connectivity is a modern buzz word. Connecting both NRM attractions by rail – isn't that the obvious solution to under utilised exhibits, maximising revenue and increasing public awareness, by allowing them to do what they were built for?

Steve Dymond, Bournemouth.

Heritage railways can provide 'green' transport despite fossil fuel emissions

IT WAS interesting to read the interview with Chris Price in issue 253.

I especially noted that he mentioned the threat of climate change, potential bans on the burning of all fossil fuels and actions being considered at the North Yorkshire Moors Railway.

I for one have no doubt that climate change is a real threat to all our futures and significant changes in lifestyles will be necessary if that threat is to be averted.

Transport is now the single greatest source of carbon emissions and that is principally road traffic. That should mean a good future for railways in general. They are much more efficient at carrying large numbers of passengers, can be powered from renewable sources and generally assist town and city centre regeneration, all of which leads to more sustainable living patterns.

But where does this leave heritage railways powered by steam and diesel locomotives? Chris Price has identified this threat and I do believe that the time is right for the major heritage railways to commission studies to demonstrate their value in transport terms – in addition to the already demonstrated economic value.

The major heritage lines such as the Severn Valley, North Yorkshire Moors and West Somerset already act as public transport services to tourist hotspots such as Bridgnorth, Whitby and Minehead. A train carrying 300 passengers probably removes 150 cars from the road. The benefits from that are wider than just the journey to the destination and emissions saved from the 150 cars. At the destinations those cars would have been touring around looking for parking so adding

to congestion and impacting on local air quality.

Other benefits can be identified through proper studies. Perhaps a start can be made through a postgraduate student study? Indeed, fostering links with universities can only be good for heritage railways.

The message is clear, the threat is real and it is now time to start demonstrating value in transport terms – in addition to economic, educational and heritage terms. As part of this, I'd suggest that heritage railways could also do much more to promote existing public transport links to their railway – and not assume everyone arrives by car. That is a message that would be well received by governments at all levels as they seek to reduce car use and encourage people to travel by more sustainable means.

Paul Tetlaw, Edinburgh.

The last steam locomotive to be overhauled by BR in Scotland was a K1

HUGH Dougherty's article in issue 253 about the end of railway engineering at Springburn in Glasgow brought back memories of the final steam locomotive to be overhauled at one of the Springburn works.

This, surprisingly, was a North Eastern Region K1 No. 62059 from North Blyth shed (52F). This overhaul was not at the St Rollox Works, renamed Springburn, which is now closing, but at the nearby ex-North British Railway Company's Cowlairs Works, also in Springburn, which closed in 1968.

In June 1966, the K1 suffered significant external damage from

a collision and as the normal North Eastern Region repair works at Darlington had closed on April 1, 1966 the K1 was sent to Cowlairs. It arrived there on July 7, 1966 and it stayed for 78 days while the repairs were undertaken in what was termed a 'heavy casual overhaul'.

It also received a full repaint into unlined BR black and when it departed on September 22 it became the last steam locomotive to be overhauled at Cowlairs and the final steam locomotive to be overhauled by BR in Scotland. The K1 had been built in Glasgow in 1949 at the nearby Queens Park Works of the

No. 62059 at North Blyth shed just after it had returned from overhaul at Cowlairs Works.
TREVOR
GREGG



North British Locomotive Company.

Despite the costs of the repairs and of the overhaul, it survived for only a further four months and was withdrawn

on the February 12, 1967. It was then cut up two months later at the nearby Hughes Bolckow scrapyard.

Trevor Gregg, email

Fears over loss of views from Digswell Viaduct

I WONDER if your readers might be interested to learn of the proposed housing development of a site overlooking Digswell Viaduct in Welwyn, Hertfordshire. I live in Welwyn, and I am the daughter of an enthusiast of steam railways.

Digswell Viaduct is, as you will know, a historic and Grade II-listed piece of railway history. The view around it is, I believe, a protected 18th-century view. Nonetheless, this housing development has now been proposed.

It is receiving opposition from those living in the local area. The view of the viaduct from these fields is very popular with heritage rail enthusiasts and many iconic photographs of steam engines have been taken from these fields. The unspoilt area gives a historic backdrop to the view, and consequently the viaduct is well-known and loved.

The proposed housing development will disrupt and ruin the view of this historic landmark. Digswell Viaduct is important to the history of the East Coast Main Line and to the Victorian railways. It is said that Queen Victoria was so afraid of the new construction that she ordered a



The 40-arch, 1560ft-long and 100ft-high Digswell or Welwyn Viaduct takes the East Coast Main Line over the River Mimram. It was the longest and tallest viaduct on the Great Northern Railway's route and was officially opened by Queen Victoria on August 6, 1850, but she was so frightened of its height that she refused to travel across it, and instead took a horse-drawn carriage to rejoin the train on its far side. The viaduct is a bottleneck on the ECML that had to narrow from four to two tracks to cross it. ROBIN JONES

carriage to wait at one side of the valley, got out of her train, and went to the other side by carriage, rather than cross over the Digswell Viaduct. The view of the viaduct has remained unchanged ever since. This new housing development will, however, destroy it forever.

If you think that your readers might be interested to know of these plans, or in opposing them, the planning consultation is open for objections until June. I wonder if you might circulate or publicise the proposals.

Heather Stephens, Welwyn.

→ The Welwyn Hatfield Borough Council consultation portal on this proposal is at http://consult.welhat.gov.uk/portal/planning_policy/consultation_may_2019/local_plan_sites_consultation_may_2019?pointId=s15543732036426#section-s15543732036426

Don't write off East Lancashire commuter services too quickly

ALL AT the East Lancashire Railway should be more positive about the concept of a daily service.

The board should appoint a project officer to take pressure off the management, hopefully paid out of public funds.

The project will not be commercially viable, but then neither is Merseyrail. Much national and local funding is pumped into that system, including a new fleet of trains. No doubt this is worthwhile for Merseyside as a whole.

The easy solution would be to organise some of the former District Line trains currently being rebuilt by Vivarail at Long Marston. These comply with British Railways standards as used on the ELR.

A new station would be needed at Bury, where the ELR and Metrolink join. This might include a siding to stable a spare Metrolink car to take passengers at peak times.

One technical topic would be to raise the line speed from 25 to 50mph. In view of recent reports from the West Somerset Railway, it could be that complete track relaying is needed on parts of the ELR. Ideally, this would be brand-new bullhead rail in 60ft lengths on wooden sleepers.

Another technical topic would be whether trains could run through between the two systems. Both are standard gauge, but the wheels might not be compatible. A firm called Stadler is currently designing a metre-gauge bi-mode tram-train for use in Spain, so they could be called in to see if this is technically possible.

From a heritage point of view, the time is ripe to preserve the various varieties of Pacer units under cover on the ELR. Rossendale Borough Council could relax the usual restrictions on building in open countryside to allow a big shed to be constructed.

There is the continuing problem of the old Bury electric train. There was enough interest to save it from the scrapyard, but not enough to secure its long-term preservation.

Lancashire County Council could also help by owning the trains. This body does own several museums, but some have closed down. Unfortunately for them, some are also listed buildings and so cannot easily be demolished. Thus there is a difficult situation there anyway.

Back in 1933 an opportunity was missed when the electric trams in Rawtenstall closed down. Several steam tram engines survived to the end but were scrapped. Fortunately, the similar Portstewart engines were saved. These opportunities don't arise very often.

County councils across England are finding it difficult to subsidise bus services. While some cuts may be tolerable, I don't think the services can be dispensed with entirely. This is mainly for the benefit of non-car owners, rather than an incentive to motorists to leave their cars at home.

Clearly any of this will cost Lancashire County Council money and asking for funding will concentrate minds at County Hall wonderfully.

Paul Gibbons, Alfreton, Derbyshire.

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Early Railways: A Guide for the Modeller

By Peter Chatham & Stephen Weston (hardback, Pen & Sword, 120pp, £19.99, ISBN 1526700166)

HERE is a wonderful window onto an amazing new world.

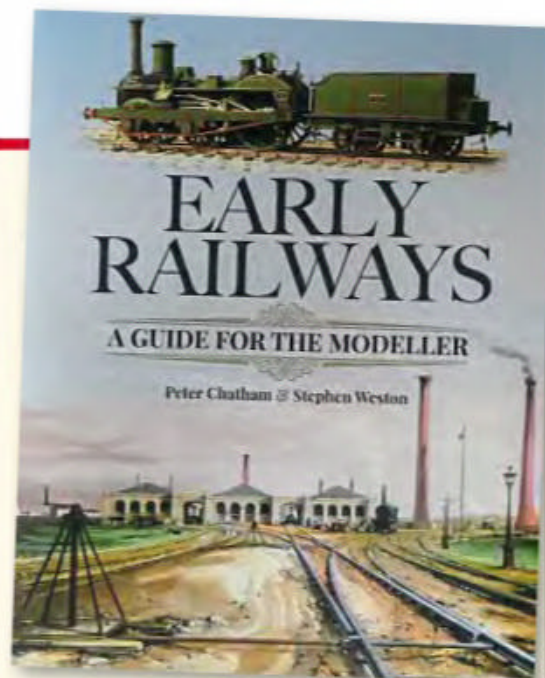
Remember Tri-ang's OO model of Stephenson's *Rocket* and carriages, and the GWR *Lord of the Isles* and chocolate-and-cream clerestory coaches which appeared in the Sixties? Understandably for commercial reasons, the major manufacturers of proprietary models have steered clear of an esoteric subject like early railways, instead opting for the tried and tested familiar 20th-century outlines with their mass appeal. Herein lies the great challenge.

Those of us who read the model railway press in the very early Seventies will have been fascinated, or enthralled, by the enterprising results of modeller Mike Sharman in producing breathtaking broad and mixed gauge layouts to a 4mm scale.

Today, far more advanced modelling techniques are available: illustrated in the volume is a Gauge 1 model of an Edward Bury London & Birmingham Railway 0-4-0 and tender 3D printed in sintered nylon from CAD files – such are the possibilities available to us today.

Splendidly illustrated throughout, this is a volume of imagination which explores all the avenues open to those who want to do something different from the norm and achieve similarly spectacular results.

Separate chapters deal with locomotives, carriages, wagons, infrastructure, layout and models – and a useful appendix lists sources of supplies for modellers who want to 'have a go' in this challenging, though ultimately very rewarding little-visited sphere of the hobby.



EDITOR'S CHOICE

Original drawings of early lines and contemporary photographs of mid-Victorian railways and essential locomotive drawings abound in its pages, together with views of the end results in miniature.

SIDINGS OF INSPIRATION

Rail Guide Light Rail & Heritage Railways 2019

By Colin J Marsden (hardback, Crecy, 112pp, £12.95, ISBN 978 1 91080 956 3)

A READY reference publication of this ilk is always a very welcome addition to any railfan's bookshelf.

Basically, it is a definitive listing of all

stock on Britain's light railway and tram systems, from London Underground tube trains and Transport for London trams down to very local affairs like the Great Orme, Hythe Pier and Southend Pier tramways, the Seaton Tramway and the Volks Electric Railway.

As the title says, the guide – which is

superbly illustrated with contemporary colour pictures throughout – also covers heritage railways. An entire section is devoted to the railways of the Isle of Man, steam, electric and horse drawn, with all of their vehicles listed, while the final section is devoted to heritage lines on the UK mainland.

For many of our readers, the immense value here is the complete listings of not only all surviving standard gauge steam locomotives from the 'Big Four' companies and their constituents, and those built by BR, but also modern traction in the form of diesel and electric locomotives, DMUs, DEMUs and EMUs.

Such lists are a godsend as especially in the case of modern traction, it is often hard to keep track of what survives and where it can be found. There is also a useful listing of all steam locomotives which have been allocated TOPs numbers so they can run on the main line.

However, Isle of Man railways and tramways apart, there is no attempt to cover narrow gauge railways, or industrial standard gauge locomotives. Aside from that omission, the volume goes some way to reclaiming territory lost when the excellent annual *Railways Restored* handbooks were published by Ian Allan.

FACTS AT YOUR FINGERTIPS

Michael Bunch's Donegal Railway Diary Part Two: 1956-2018

Edited by Neil Tee (softback, County Donegal Railway Restoration CLG, www.donegalrailway.com, tel 0353 (0)749 722655, 117pp, €15, ISBN 9781 874518 07 5)

THIS fascinating book is packed with black and white pictures of the County Donegal Railways, the vast majority previously unpublished. They were taken by Englishman, RAF National Serviceman, and railway enthusiast Michael Bunch, who appears in a cameo shot on page 55 at Raphoe station.

Part one was published in 2017 and this book brings the CDR story up to date both with text and by including some colour pictures by other photographers.

Michael was posted to Derry in 1954, and spent his Saturday afternoons and Sundays exploring the County Donegal Railways which, at that time, still ran into Derry. He kept a diary of his travels and photography as the railcars and steam trains took him to Strabane, Stranorlar, Donegal, Killybegs and Ballyshannon, on the 3ft gauge. This volume covers his visits after 1956. There are also poignant pictures of the railway after closure in 1959, including the CDR's replacement bus services and shots of preservation sites today. Views of 4-6-4T *Erne* in action on the lifting train at Letterkenny in 1960, are especially rare and powerful.

A superb album by any standards, this book provides plenty for narrow gauge fans and railway modellers alike to pore over. Published in this, the 60th anniversary of the closure of the County Donegal Railways, this volume is a 'must' for the bookshelves of lovers of the 'Wee Donegal' and Irish narrow gauge.

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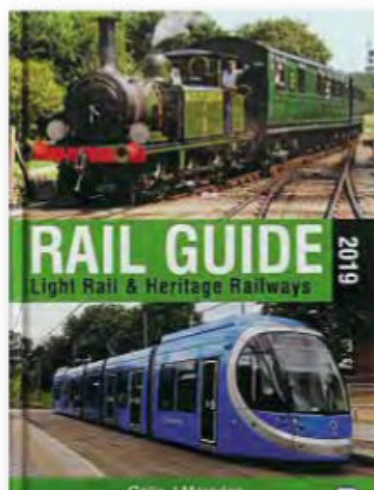
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Wirksworth's 'other' heritage line, the 18in gauge Steeple Grange Light Railway, opened its new extension to Middleton Village at Easter. Former Horwich Works BR shunter ZM32 is seen heading back downhill away from Middleton on the extension and approaching the site of the previous terminus – a dead end in the trees. ALISTAIR GRIEVE

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: Daily.

Bredgar & Wormshill Light Railway

2ft gauge, ½ mile.
Bredgar, Sittingbourne, Kent.
Tel: 01622 884254.

Running: Jul 7, Aug 4.

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 + June 22, Jul 20.

Isle of Wight Steam Railway

Standard gauge, five miles.
Havenstreet, Isle of Wight.
Tel: 01983 882204.

Running: Suns-Thurs. Daily from June 22.

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 + Jul 6, 31.

Spa Valley Railway

Standard gauge, five miles,
footplate experience.
Tunbridge Wells, Kent.
Tel: 01892 537715.

Running: W/Es, Thurs.

SOUTH WEST

Avon Valley Railway

Standard gauge, three miles,
footplate experience, wine and dine.
Bitton, Bristol.

Tel: 0117 932 7296.

Running: Suns, B/Hs + Jun 8, 12, 15, 22, 26
29 & Jul 10, 13, 20.

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: Daily.

Bristol Harbour Railway

Standard gauge, one mile. M Shed, Bristol.
Tel: 0117 352 6600.

Running: June 8, 9, 15, 16, 29, 30. Jul 6,
7, 20, 21.

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: Weds-Suns. Daily from Jul 1.

East Somerset Railway

Standard gauge, two miles.
Cranmore, Somerset.
Tel: 01749 880417.

Running: W/Es, B/Hs, Weds + Jul 23, 25..

Gartell Light Railway

2ft gauge, ½ mile. Common Lane,
Yenston, Templecombe, Somerset
BA8 0NB. Tel: 01963 370752

Running: June 30. July 28.

Helston Railway

Standard gauge. Helston, Cornwall.
Tel: 07875 481380.

Running: Suns, B/Hs, Thurs.

Launceston Steam Railway

2ft gauge, two miles. Launceston,
Cornwall. Tel: 01566 775665.

Running: Sun-Thurs + Jul 19, 26.

Lynton & Barnstaple Railway

2ft gauge, one mile. Woody Bay,
north Devon. Tel: 01598 763487.

Running: Daily until Sept 26.

Moors Valley Railway

7¼in gauge, one mile. Ringwood, Hants.
Tel: 01425 471415.

Running: W/Es + sch hols.

Plym Valley Railway

Standard gauge, 1½ miles.
Marsh Mills, Plymouth.

Running: Suns + June 15, Jul 13.

The information in this list was correct at the time of going to press. We strongly advise that you confirm details with the railway concerned.

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Harbour Road, Seaton, Devon.
Tel: 01297 20375.

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Somerset & Dorset Railway

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Midsomer Norton station,
Silver Street BA3 2EY.
Tel: 01761 411221

Open Sun, Mon.

Running: June 15, 16, 30. Jul 13, 14, 28.

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: Daily until Sept 26.

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 + Jul 31.

East Anglian Railway Museum

Standard gauge, ¼ mile. Wakes Colne,
Essex. Tel: 01206 242524.

Open: Daily.

Running: Jul 28.

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: B/Hs, Suns, Weds + June 8, 15,
28, 29.

Mid-Suffolk Light Railway

Standard gauge, ½ mile.
Brockford, Suffolk. Tel: 01449 766899.
Running: Suns.



To mark the bicentenary of Queen Victoria's birth, the Embsay & Bolton Abbey Railway will be hosting champagne teas in her 1887 railway carriage while travelling through the Yorkshire dales. Restored in just six months by Stephen Middleton and his family, the coach featured on Channel 4's Great Rail Restorations. This special train, seen headed by Nidd Valley Railway Hudswell Clarke 0-6-0ST Illingworth/Mitchell, will run on selected Sundays throughout the summer. All-inclusive tickets are just £47 per person and bookings are via www.embsayboltonabbeyrailway.org.uk STEPHEN MIDDLETON

Nene Valley Railway

Standard gauge, 7½ miles,
footplate experience. Wansford,
Peterborough, Cambs.
Tel: 01780 784444.

Running: W/Es, B/Hs, Weds.

North Norfolk Railway

Standard gauge, 5½ miles,
footplate experience.
Sheringham, Norfolk
NR26 8RA.

Tel: 01263 820800.

Running: Daily.

Wells & Walsingham Railway

10¼in gauge, four miles.
Wells-next-the-Sea, Norfolk.
Tel: 01328 711630.

Running: Daily.

Whitwell & Reepham Railway

Standard gauge, ¼ mile.
Reepham, Norfolk.
Tel: 01603 871694.

Open: W/Es.

Running: Steam first Sun of month.

Didcot, Oxon.

Tel: 01235 817200.

Open: W/Es.

Running: W/Es, B/Hs + Jul 31.

Epping Ongar Railway

Standard gauge, five miles.
Ongar, Essex.

Tel: 01277 365200.

Running: W/Es, B/Hs + Jul 19, 26.

Leighton Buzzard Railway

2ft gauge, 2¾ miles.
Leighton Buzzard, Beds.
Tel: 01525 373888.

Running: Suns, B/Hs + June 8 & Jul 13, 17.

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 (Llynclys). Suns, B/Hs + Jul
13, 20, 27 (Oswestry).

Chasewater Railway

Standard gauge, two miles.
Walsall, West Midlands.
Tel: 01543 452623.

Running: W/Es, B/Hs.

Churnet Valley Railway

Standard gauge, 5¼ miles,
footplate experience, wine and dine.
Cheddleton, Staffs.
Tel: 01538 750755.

Running: W/Es, B/Hs, Weds + Jul 5.

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, Thur + Fris
from Jul 6.

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 + Jul 20, 24, 31.

Gloucestershire Warwickshire Railway

Standard gauge, 14 miles,
footplate experience.
Toddington, Glos.
Tel: 01242 621405.

Running: W/Es, B/Hs, Tues-Thurs + June
21, Jul 26.

Great Central Railway

Standard gauge, eight miles.
Loughborough, Leics LE11 1RW.
Tel: 01509 632323.

Running: W/Es, B/Hs, Weds.

Great Central Railway Nottingham

Standard gauge, 10 miles.
Ruddington, Notts.
Tel: 0115 940 570.

Running: W/Es, B/Hs.

Midland Railway – Butterley

Standard gauge, 3½ miles,
footplate experience, wine and dine.
Ripley, Derbyshire. Tel: 01773 570140.
Running: W/Es, B/Hs + sch hols.

LAST STEAM ON THE UNDERGROUND

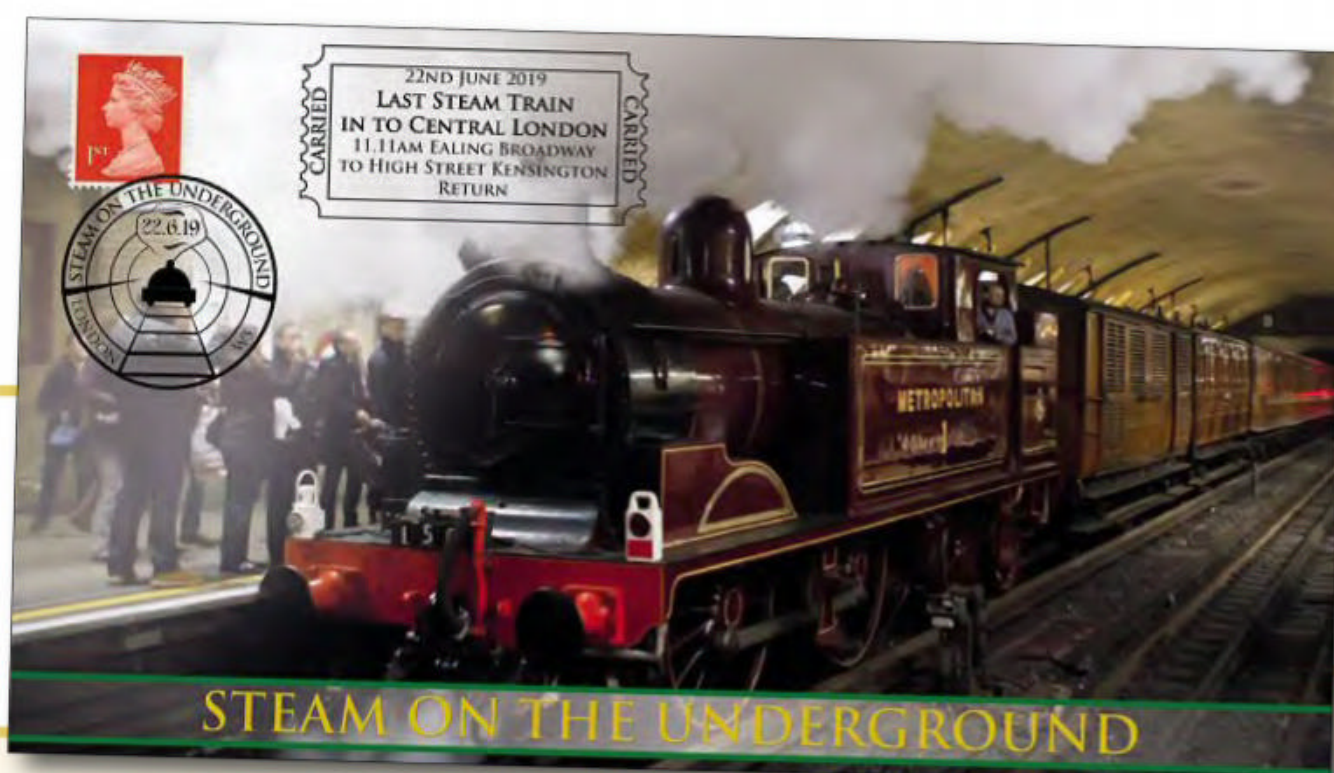
LIMITED EDITION OF 250

Celebrating the 150th Anniversary of the Opening of the District Line, London Underground are running steam trains on the line from 22nd-23rd June between Ealing Broadway and High Street Kensington. Due to signalling modernisation this is the last time steam trains are expected to travel into Central London on the Underground. This stunning collectable commemorates the event and will be carried on the first journey of the weekend at 11:11am.

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Northampton & Lamport Railway

Standard gauge, two miles.
Pitsford, Northants.
Tel: 01604 820327.

Running: Suns, B/Hs

Peak Rail

Standard gauge, four miles.
Matlock, Derbyshire.
Tel: 01629 580381.

Running: W/Es, B/Hs, Tues, Weds.

Perrygrove Railway

1ft 3in gauge. B4228, Coleford,
Gloucestershire.
Tel: 01594 834991.

Running: W/Es, Tues, Thurs + sch hols.

Rocks by Rail

Standard gauge, ¼ mile.
Cottesmore, Rutland.
Open: Sun, Tues, Thur.

Running: June 16, 30. July 21.

Rudyard Lake Railway

10¼in gauge, 1½ miles. Leek, Staffs.
Tel: 01995 672280.

Running: W/Es, Fris + 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
Tel: 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 until Oct 31.



Hunslet Austerity 0-6-0ST No. 3193 of 1944 Norfolk Regiment made its public running debut following restoration at Bressingham Steam Museum's May 4-6 gala. A veteran of the Cairnryan Military Railway near Stranraer, where it ran as No. 75142, it is now owned and restored by registered charity Norfolk Heritage Steam Railway Ltd, which acquired it in 2009. Based at the Old Goods Yard in Yaxham until November 28, 2017, the locomotive was moved to Bressingham to allow it to stretch its legs. Also pictured here are Vulcan Foundry 0-4-0DM D297 of 1956 and Terrier Martello. JAMES HAMILTON

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: June 9, 23, 30. W/Es in Jul.

Stainmore Railway

Standard gauge, ½ mile.
Kirkby Stephen East Station,
Kirkby Stephen, Cumbria CA17 4LA.
Tel: 017683 71700. Open: W/Es.

Running: June 15, 16, 30. Suns in Jul.

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: W/Es.

Appleby Frodingham Railway Preservation Society

Standard gauge, 15 miles.
British Steel Steelworks, Scunthorpe.
Tel: 01652 657053.

Running: June 8, 22, 29. Jul 6, 20, 27.

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.

Tel: 01756 710614.

Running: W/Es, B/Hs, Tues, Weds.

Keighley & Worth Valley Railway

Standard gauge, five miles,
footplate experience, wine and dine.
Keighley, West Yorks BD22 8NJ.
Tel: 01535 645214.

Running: Daily until Sept 8.

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, Jul 13.

Lincolnshire Wolds Railway

Standard gauge, 1½ miles.
Ludborough, Lincolnshire.
Tel: 01507 363881.

Running: June 16, 30. July 7, 14, 21, 28.

Middleton Railway

Standard gauge, 1½ miles.
Hunslet, Leeds.
Tel: 0113 271 0320.

Running: W/Es, B/Hs.

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, five 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 + July 14, 15.

Weardale Railway

Standard gauge, 18 miles.
Stanhope, Bishop Auckland, Co Durham.
Tel: 01388 526203.

Running: W/Es, B/Hs. Weds from July 3.

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. Daily from
Jul 1.

Barry Tourist Railway

Standard gauge, two miles. Barry Island,
Vale of Glamorgan. Tel: 01446 748816.

Running: June 9, 10. Jul 28, 29.

Brecon Mountain Railway

2ft gauge, 3½ miles.
Merthyr Tydfil.

Tel: 01685 722988.

Running: Sats-Thurs. Daily from Jul 13.

Corris Railway

2ft 3in gauge, ¾ mile. Corris, Machynlleth.
Tel: 01654 761303.

Running: Suns. Weekends from Jul 13.

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, four miles.
Bronwydd Arms, Carmarthenshire.
Tel: 01267 238213.

Running: W/Es, B/Hs, Tues, Weds, Thur.

Llanberis Lake Railway

2ft gauge, three miles. Llanberis,
Gwynedd. Tel: 01286 870549.

Running: Daily until Sept 6.

PLATFORM
5

PLATFORM 5 MAIL ORDER

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Tinsley

NEW PUBLICATION

and the Modernisation of Sheffield's Railways

In the 1950s, Britain's railway network was becoming increasingly costly to operate, a legacy of the complicated web of lines built by competing railway companies. In the North of England, small marshalling yards were struggling to keep pace with the traffic requirements of the day. Consequently, the British Railways Board took the decision to build a new "state-of-the-art" yard at Tinsley, which became one of the most technologically advanced marshalling yards in the world.

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With over 400 photographs and reproduced documents, this book is a detailed and well-illustrated account, befitting such an important piece of Britain's railway heritage. Essential reading for anyone with an interest in Britain's railways.

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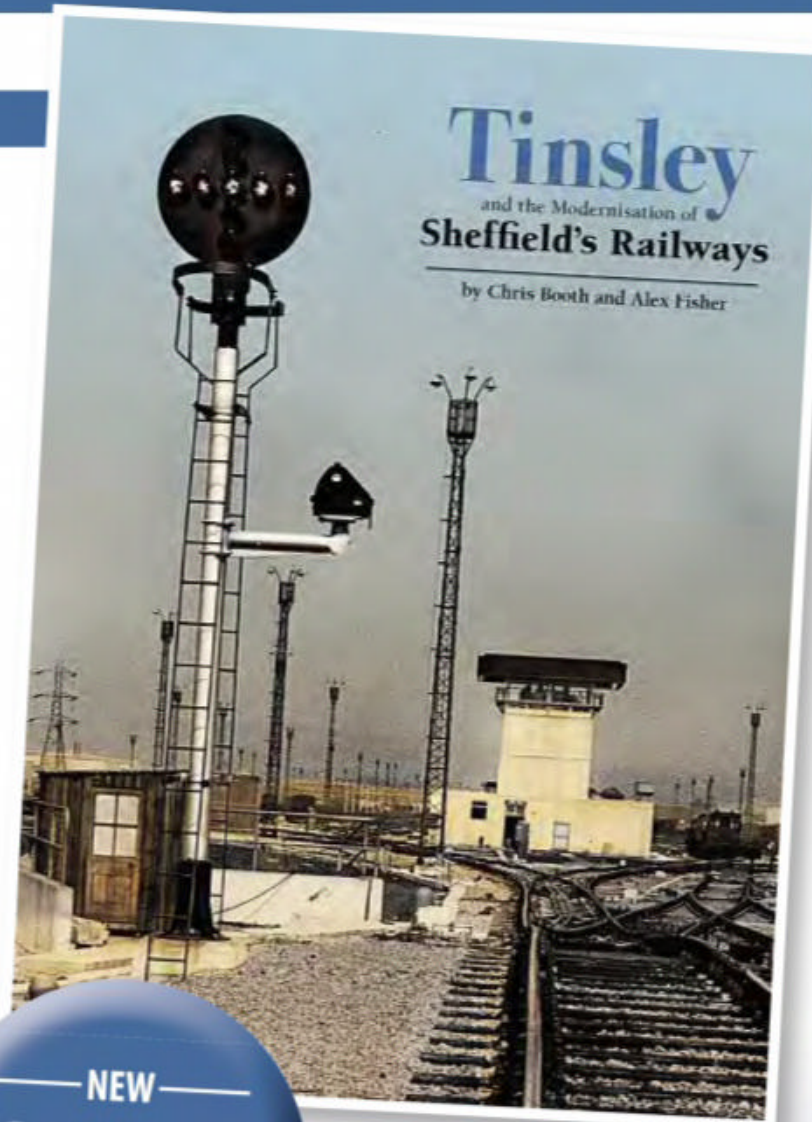
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Llanelli & Mynydd Mawr Railway

Standard gauge, ¼ mile.
Cynheidre, near Llanelli,
Carmarthenshire.
Tel: 01554 759255.

Running: June 29. Aug 31.

Llangollen Railway

Standard gauge, 10 miles,
footplate experience, wine and dine.
Llangollen, Denbighshire.
Tel: 01978 860979.

Running: Daily until Oct 7.

Pontypool & Blaenavon Railway

Standard gauge, two miles.
Blaenavon, Torfaen.
Tel: 01495 792263.

Running: W/Es + B/Hs.

Rhiw Valley Light Railway

1ft 3in gauge, ¾ mile.
Manafon, nr Welshpool, Powys.
Email: steam@rvlr.co.uk

Running: July 6,7.

Rhyl Miniature Railway

1ft 3in gauge.
Rhyl, North Wales.

Running: Fri-Suns. Daily from Jul 12.

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.
Tel: 01766 513402.
Running: W/Es, B/Hs + Tues-Thurs.



In a somewhat unusual yet atmospheric scene, BR 4MT 2-6-4T No. 80097 is seen banking No. 34092 *City of Wells* up Burrs bank on the 2.35pm service from Bury Bolton Street during the East Lancashire Railway's spring gala on March 9. KEVIN WHITEHURST

Welsh Highland Heritage Railway

2ft gauge, one mile.
Porthmadog, Gwynedd.
Tel: 01766 516000.
Running: W/Es, Tues-Thurs.

Welsh Highland Railway

2ft gauge, 26 miles.
Caernarfon, Gwynedd.
Tel: 01766 516000.

Running: 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.
Brechtin, Angus. Tel: 01356 622992.

Running: W/Es.

Keith & Dufftown Railway

Standard gauge, 11 miles.
Dufftown, Banffshire. Tel: 01340 821181.

Running: W/Es, B/Hs + Fris.

Royal Deeside Railway

Standard gauge, one mile.
Milton of Crathes, Kincardineshire.
Tel: 01330 844416.

Running: Suns.

Lothialmond Railway Museum

Standard gauge, ½ mile.
Scottish Vintage Bus Museum,
Lothialmond, nr Dunfermline.

Open: Suns. Running: Suns.

Strathspey Railway

Standard gauge, 10 miles. Aviemore,
Inverness-shire. Tel: 01479 810725.
Running: Wed-Sun. Daily from Jul 1.

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: June 15. July 7, 14.

Stradbally Woodland Railway

3ft gauge, ½ mile.
Stradbally, County Laois.

Running: Aug 4, 5.

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.

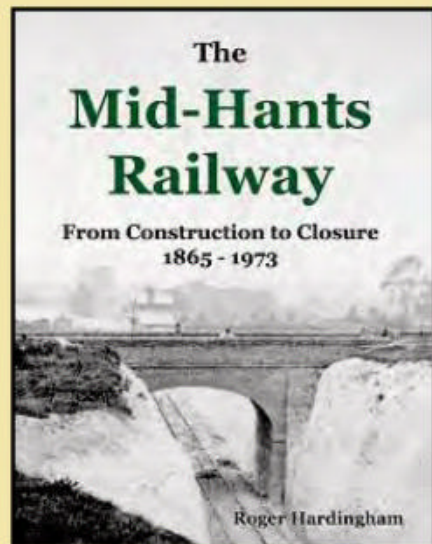
West Cumberland Railway Museum

St Bees, Cumbria. Open: Monthly,
dates as per Facebook entry or email
petergrooke@btinternet.com

Yeovil Railway Centre

Yeovil Junction, Somerset.

New Titles from Kingfisher

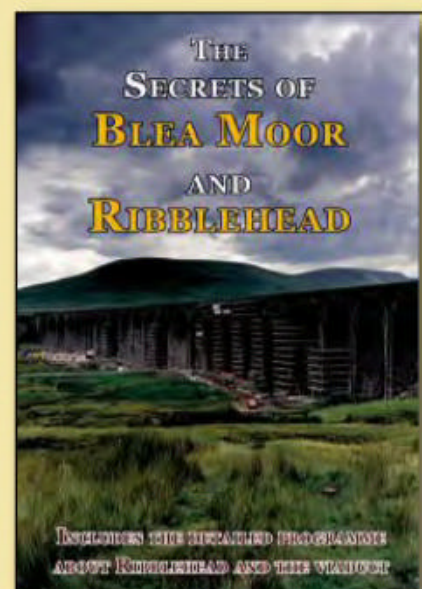
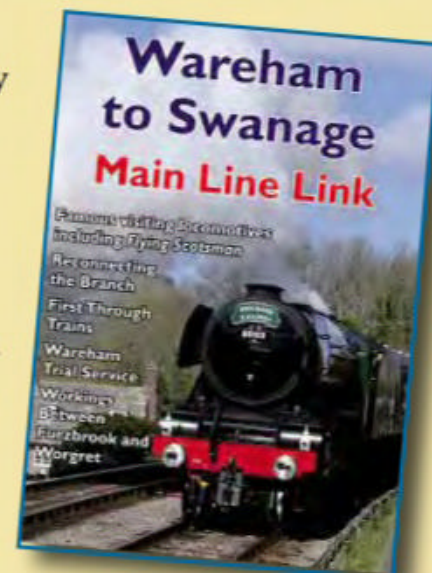


'Mid-Hants Railway - From Construction to Closure 1865 - 1973' by Roger Hardingham
A reprint in paperback format of this detailed history of The Mid-Hants Railway. Within seven chapters the story of the very beginnings of the line between Alton and Winchester showing the construction period through rare photographs and documents. The route is described as it progresses through Medstead & Four Marks, Ropley, Alresford and Itchen Abbas and then arrives at Winchester Junction on the London to Southampton Railway. Development of train services from the early days and then the much-loved 'M7' tank push-pull trains which then gave way to diesel era and the 'Hampshire' DMUs. Other chapters include the line as a diversionary route, accidents on the line and the final fight for survival in the early 1970s.

Fully illustrated paperback, 112 page £14.95

'Wareham to Swanage Main Line Link'

With the recent visit to the Swanage Railway of *Flying Scotsman*, it allows us to trace the success of main line operations since the line was reconnected to the main network in 2002. We witness the final piece of track being placed at Motala and the ceremonial arrival of a Virgin Voyager set. With the trackbed from Motala through Furzbrook and up the Worgret Jct being upgraded, we can see the new investment made for new signalling and operations to make access to Wareham a much simpler procedure. We follow the many main line steam and diesel charters to arrive and depart from the railway and cover the test series of loco-hauled trains in 2017 between Swanage and Wareham. With the line towards Worgret available, we cover gala periods where trains can now progress over the new Norden Gates system, offering a much longer operating line. We see *Flying Scotsman* arrive and operate the highly successful series of trains over five days and its static appearance at Corfe Castle Station. Altogether, the ultimate main line story of the Swanage Railway. **DVD 60 minutes £12.95**



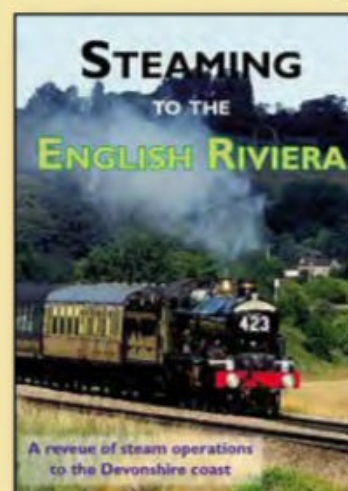
'60009 Union of South Africa' A tribute programme covering what could be 60009's final period in service. This DVD is about one of Sir Nigel Gresley's famous Bugatti-inspired A4 Pacific's, No. 60009 *Union of South Africa*. As works No. 1853, the engine emerged from Doncaster Works in June 1937 and until withdrawal on 1st June 1965, amassed the highest mileage total of the class. Following withdrawal, 'No.9' was purchased by Scottish farmer John Cameron. We see the periods when No. 9 held *Merlin* and *Osprey* nameplates and its triumphant excursions in Scotland and over the Forth Bridge. The DVD ends with sequences of railtour workings over the whole of Britain, including the North Wales coast; the Settle-Carlisle and out of London, with its ascent of Shap summit in November 2002. Recent workings over the south and south west in 2018 completes the programme. **DVD 60 minutes £14.95**



'The Secrets of Blea Moor and Ribbleshead' There is more fascination about the great viaduct at Ribbleshead than any other structure on the Settle-Carlisle line. Thousands of visitors flock to view the 24-arch viaduct every year and the newly restored station and visitors' centre nearby. This programme explores the incredible achievement of the engineers and navvies of the 1870s who designed and built the viaduct and tunnel at Blea Moor, the longest on the 72-mile line. We hear from railwaymen who worked in the signalbox at the remote Blea Moor location and from families who lived and worked from the railway cottages there, with stories of life at Blea Moor and a major accident which occurred yards away from the house. We also hear from the resident engineer who masterminded the repair of the viaduct in the early 1990s which saved the line from complete closure. Includes a separate programme 'Ribbleshead Viaduct'. **DVD 70 minutes £14.95**

Other recent titles -

'Steaming to the English Riviera' A review of steam operations to the idyllic setting of South Devon. From the archives we find films of main line specials from the past twenty years which have progressed from Paddington or Bristol to the South Devon area. We see 'The Dawlish Donkey' service with Nos. 1450 and 76079, a whole host of locomotives operating The Torbay Express and other services to Paignton and Kingswear. Steam on the Dartmouth Steam Railway right up to No. 6023 *King Edward II* running in 2018. **DVD 60 minutes £12.95**



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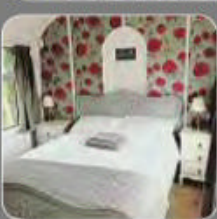
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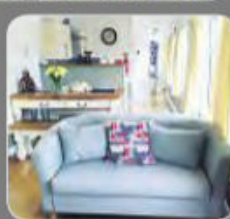
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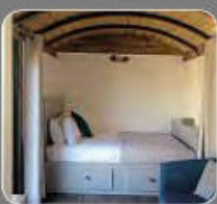
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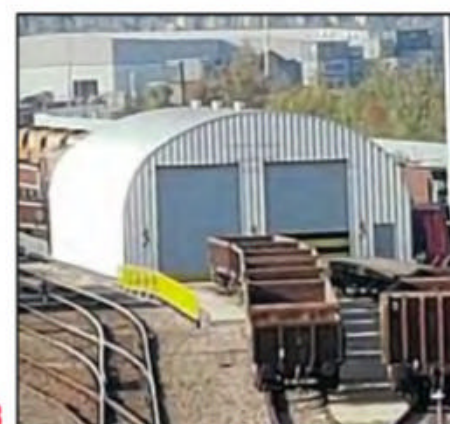


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Early summer interest

By Gareth Evans

AS summer begins to spring into season, there appears to be plenty of interesting and varied special events to

appeal to us all at heritage lines across the British Isles. Even a cursory glance at these listings reveals that there seems to be events on every weekend in the period covered by this issue. Enjoy!

Remembering the past in the present: recently restored (see News page 42) Armoured Simplex and Baldwin 4-6-0 No. 778, part of the Greensand Museum Trust's collection are seen with the War Office Locomotive Trust's Hunslet 4-6-0 No. 303 at the Leighton Buzzard Railway during a photographic charter on May 3, complete with First World War re-enactors. OWEN CHAPMAN

SPECIAL EVENTS

June

- 7-9: Epping Ongar Railway: Steam Gala ■
- 7-9: Great Western Society Didcot: Hall & Saint Event ■
- 7-9: Dean Forest Railway: Royal Forest of Steam gala ■
- 9: Romney, Hythe & Dymchurch Railway: *Green Goddess Returns* ■
- 9: Gloucestershire Warwickshire Railway: Classic Vehicle Clubs Day
- 8: Welshpool & Llanfair Railway: Live Music at Llanfair Station 'Rock n Rails'
- 8, 9: Pontypool & Blaenavon Railway: Model Railway Weekend
- 14-16: Great Central Railway: Model Event ■
- 14-16: Bluebell Railway: Road meets Rail
- 14-16: North Norfolk Railway: Mixed Traction Gala ■
- 14-16: Tanfield Railway: Legends of Industry ■
- 15: Ffestiniog & Welsh Highland Railways: Snowdonian Limited ■
- 15: Talylyn Railway: Anything

Goes Gala

- 15, 16: East Lancashire Railway: Collectors Fair & Vintage Vehicle Gathering
- 15, 16: Midland Railway – Butterley: Diesel Gala ■
- 15, 16: Ecclesbourne Valley Railway: Steam in the Valley Weekend
- 15, 16 Nene Valley Railway: Steam & Vintage Rally
- 15, 16: Kirklees Light Railway: *Sian & Katie* Weekend
- 15, 16: Stainmore Railway: Model Railway Show
- 15-19: Mid Hants Railway: War on the Line ■
- 16: Buckinghamshire Railway Centre: Historic Commercial Vehicle Rally
- 20-22: West Somerset Railway: Diesel Gala 2019 ■
- 21-23: Ffestiniog & Welsh Highland Railways: WHR Past, Present & Future ■
- 21-23: Gloucestershire Warwickshire Railway: Steam and Real Ale Weekend ■
- 22, 23: Tyseley Open Weekend ■
- 22, 23: Swindon & Cricklade Railway: Mixed Traffic Gala
- 22, 23: Embsay & Bolton Abbey Railway: Vintage Rally
- 22, 23: Crich Tramway Village: Vintage Weekend
- 22, 23: Epping Ongar Railway: 1940s Weekend
- 22, 23: Middleton Railway: Mixed Traffic Weekend
- 22, 23: Hollycombe Steam in the Country: Steam Festival
- 22-23: Gwili Railway: Steam & Diesel Gala

23: Great Central Railway: Quorn Swapmeet

- 28-30: Mid-Norfolk Railway: Summer Steam Event ■
- 29, 30: Great Central – Nottingham: Model Railway Show
- 29, 30: Severn Valley Railway: Step Back to the 1940s ■
- 29, 30: Apedale Valley Light Railway: Swords to Ploughshares (centenary of the Treaty of Versailles) ■
- 29, 30: Bluebell Railway: Model Railway Weekend
- 29, 30: Amerton Railway: Steam Gala
- 30: Ecclesbourne Valley Railway: Annual Classic Bus & Coach Rally

July

- 4-6: East Lancashire Railway: Summer Diesel Spectacular ■
- 5-7: Churnet Valley Railway: Real Ale Trail
- 6: North Norfolk Railway: Bus Rally
- 6: Perrygrove Railway: Cider, Sausage & Steam
- 6, 7: Severn Valley Railway: Step Back to the 1940s ■
- 6, 7: South Devon Railway: South Devon 1940s Festival ■
- 6, 7: Evesham Vale Railway: Summer Gala & Historic Transport Show
- 6, 7: Llangollen Railway: Classic Transport Weekend
- 6, 7: Sittingbourne & Kemsley Light Railway: Steam & Beer
- 6, 7: Aln Valley Railway: 1940s Weekend
- 6, 7: Talylyn Railway: Llechfan Garden Railway Weekend and Beer, Cider and Gin Festival
- 6, 7: Middleton Railway:

Steampunk Market

- 7: North Norfolk Railway: Vintage Transport Day
- 7: Welshpool & Llanfair Railway: Theatre on the Train
- 7: Bressingham: Everything Goes
- 7: Bredgar & Wormshill Light Railway: Enthusiasts Gala
- 7: Kirklees Light Railway: Craft Fair

RAILWAYANA

June

- 15 Thirsk Railwayana
- 29 Transport Auctions of London, Croydon

July

- 6 Railwayana Auctions UK, Stafford



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KEY ■ Major or featured galas ■ Diesel and/or electric galas ■ Thomas or family event

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We provide comprehensive advertising in this and other specialist magazines and on the web. In dealing with specialist railwayana auctioneers you will benefit from the highest prices, avoid the uncertainty of selling privately or on line and know that your property is being handled by experts with an intimate knowledge of this specialist field. In certain cases we can arrange collection of auction entries.

Our sales are held in a spacious, modern venue with free parking, bar and catering and railwayana sales stands. Catalogues are available a fortnight before each sale, free on application. These sales contain a wide cross-section of material reflecting every aspect of railway operations. We offer everything from main line nameplates, works and number plates to stations signs, lamps and signalling equipment. We aim to include a variety of rare and unusual material, not merely based on value but on interest and rarity. You will find railwayana to suit all budgets and pockets.

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Steam and Diesel Locomotive Nameplates, Worksplates, Builder's Plates, Smokebox Number Plates, GWR Cabside Numberplates, Totem Station Signs, Station Direction Signs, Signal Line Tablets, Wagonplates, Loco Whistles, Station Lamps (wall or post mounted), Signalbox Instruments (blocks, bells, repeaters, train describers token/tablet instruments, others), Signalbox Diagrams (framed/unframed), Signal Lever Description Plates (naming locations or with unusual wordings), Description Plates from block shelves or instruments with locations, Staffs (brass, steel, wooden), Platform Ticket Machines, Clocks and Watches, Carriage Prints (landscapes & advertising), Railway Office Equipment (inc. brass handstamps, paperweights), Signalbox Nameboards (cast iron/wood/enamel), Loco Headboards from Named Trains and Carriageboards, Signal Post Finials, Platform Seats with Company Name (inc. FR Squirrel Pattern), Foreign Builder's/Worksplates, Handlamps, Armbands (enamel or brass), Badges (inc. BR totem/fishtail), Door Plates (cast iron/enamel inc. BR), Posters, Silverware, Key Tokens (brass or alloy), Seat Back Names (cast/enamel), Shedcode Plates, Bridge Number Plates, Target Signs (SR/LMS/LT), Industrial Name/ Worksplates

DIESEL AND ELECTRIC NAMEPLATES

We are always keen to include Nameplates from modern traction and offer a specialist selection of such items in each auction. There is an ever growing interest in Nameplates, Works Plates and Depot Plaques, not only from 1960s Locomotives but also more modern cast aluminium / reflective Nameplates. We are keen to include all types of modern traction plates and are particularly seeking examples from English Electric Class 40s, Peaks, D600/D800 Class Warships, Westerns, Class 47s, Class 50s and Deltics.



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- ❖ 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

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- ❖ Private steam charter – Shimla to Shoghi
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- ❖ Fairy Queen Steam Locomotive & Rewari Museum
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