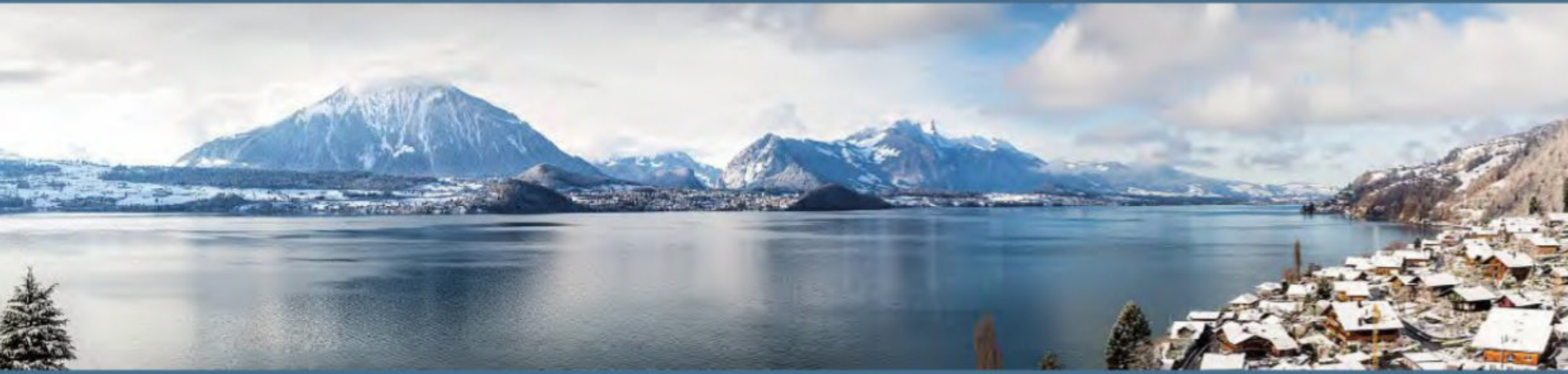


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This year we celebrate our annual Swiss-based festive holiday in Interlaken and Chur – ideal bases from which to explore the snow-capped Swiss Alps and enjoy a guaranteed 'White Christmas' with fellow travellers.

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- ❖ Half Board in Interlaken and dinner on New Year's Day in Chur
- ❖ Escorted optional excursions to Murren, Zermatt, Arosa plus a lake cruise
- ❖ Ideally located hotels



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A chance to tour the Swiss Alps by train during its 'winter wonderland' season passing snow-drenched mountains, icy lakes and frozen Alpine valleys on a journey that delivers amazing scenic views.

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- ❖ Reservations in first class on the Bernina Express
- ❖ Arranged optional escorted excursions on free days to Rigi, Arosa, Davos and Filisur plus a lake cruise



Northern Lights ~ Departs 18 February 2020 - 11 Days from £3,250pp

A chance to see the natural phenomenon Aurora Borealis and explore the wonders of nature and breathtaking scenery of Norway and Sweden by train. An opportunity to discover an enigmatic land with an ancient history.

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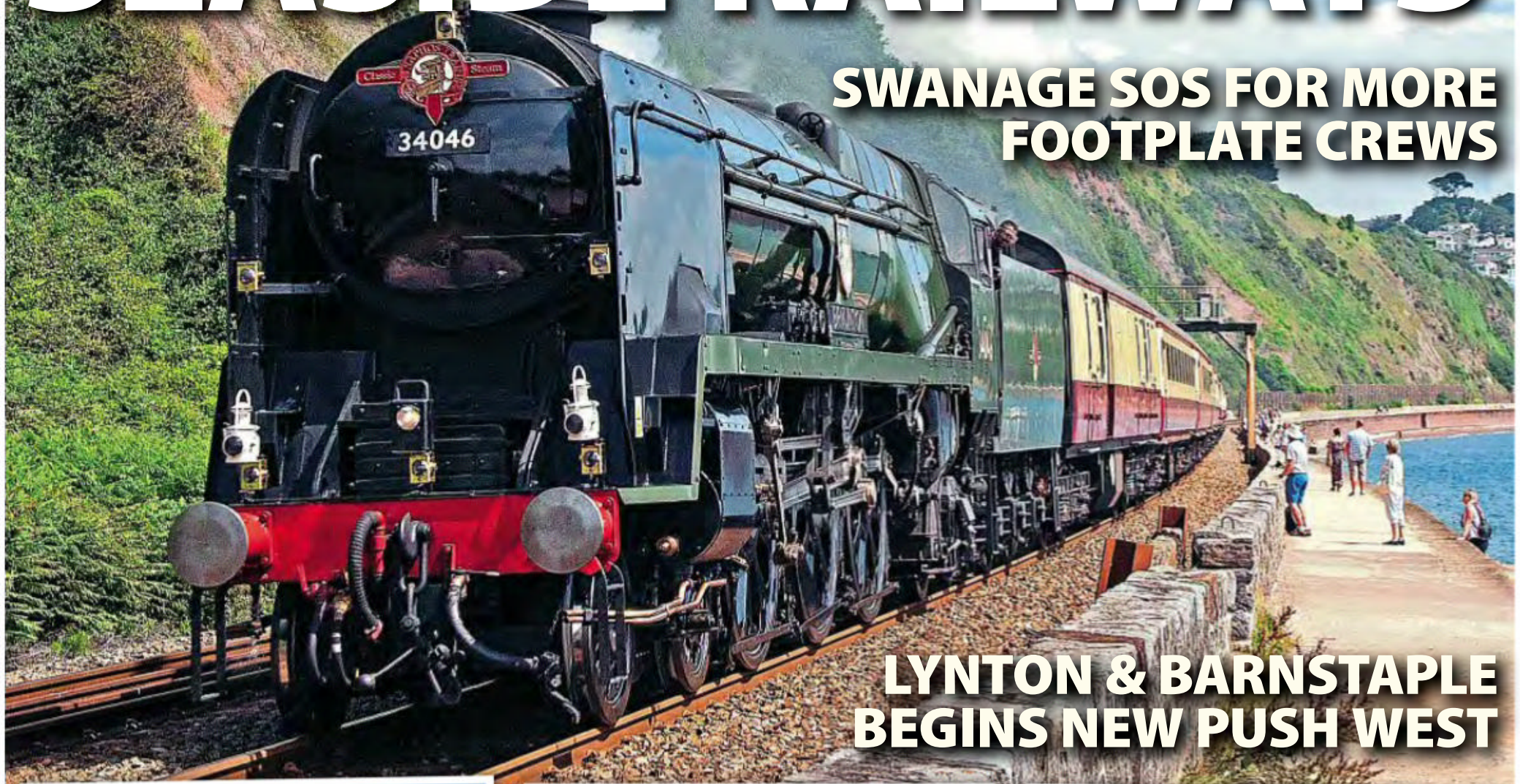
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ISSUE 257
August 2 –
August 29, 2019

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OO Gauge (1:76 Scale)

Bachmann Branchline - Steam locos

32-236 Class 3F 'Jinty' 0-6-0T 47619 in early British Railways black (RRP £109.95) **BARGAIN** £74.50



30-525 loco Class 49xx 'Hall' 4-6-0 4965 'Rood Ashton Hall' in Great Western green - split from 30-525 set. £79



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

Diesel locos



32-381L Class 37/4 37419 in DB Schenker red - Ltd Ed for Trains4U **NEW** £139.95
32-806 Class 47/0 D1842 BR green small yellow panels - as preserved **NEW** £169.50

Dapol - Diesel locos



4D-003-015 Class 52 'Western' D1034 'Western Dragon' in BR maroon small yellow panels **NEW** £129.15
4D-022-013 Class 68 68004 'Rapid' in Direct Rail Services blue £131.71



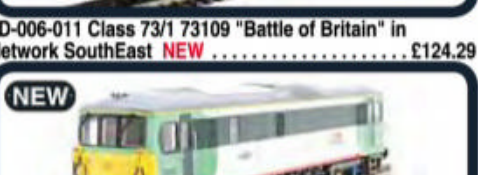
4D-006-014 Class 73/0 E6002 in BR plain green **NEW** £124.29



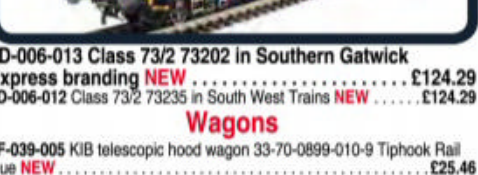
4D-006-010 Class 73/0 E6004 in BR green grey solebar **NEW** £124.29



4D-006-011 Class 73/1 73109 'Battle of Britain' in Network SouthEast **NEW** £124.29



4D-006-013 Class 73/2 73202 in Southern Gatwick Express branding **NEW** £124.29



4D-006-012 Class 73/2 73235 in South West Trains **NEW** £124.29

Wagons

4F-039-005 KIB telescopic hood wagon 33-70-0899-010-9 Tiphook Rail blue **NEW** £25.46
4F-039-006 KIB telescopic hood wagon 33-70-0899-032-3 Tiphook Rail blue **NEW** £25.46



4F-039-007 KIB telescopic hood wagon 33-70-0899-048-9 in Tiphook Rail blue **NEW** £25.46

Hattons Originals - Steam locos

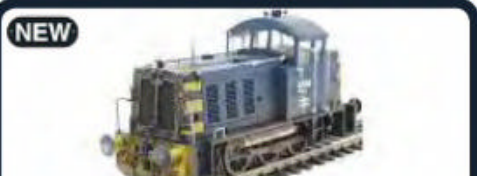
H4-AB16-003 Andrew Barclay 0-4-0ST 16" 2226 'Katie' lined maroon (RRP £99) **BARGAIN** £89
H4-P-015 SECR P Class 0-6-0T 27 SE&CR full lined green (with polished brass) £99

Heljan - Steam locos

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

Diesel locos

2916 Class 07 shunter 07005 'Langbaugh' ICI Wilton grey and orange **NEW** £118.96



2915 Class 07 shunter 07009 in BR blue - weathered **NEW** £127.46



2904 Class 07 shunter D2986 in BR green wasp stripes **NEW** £118.96



2905 Class 07 shunter D2988 in BR green wasp stripes **NEW** £118.96

2906 Class 07 shunter D2991 in BR Eastleigh Works light green **NEW** £118.96

Electric locos

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

DMUs

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

Hornby - Steam locos

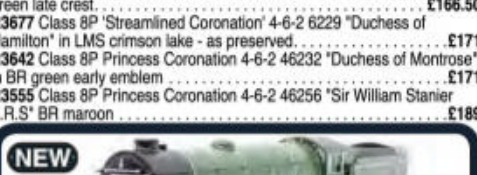
R3292 Class 0F Pug 0-4-0ST 56011 in BR black - Hornby 2014 Collectors Club special edition (RRP £24.99) **BARGAIN** £14.50

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

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

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



R3736 Class A1 4-6-2 4472 'Flying Scotsman' in LNER green **NEW** £189

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

R3782 Class A1 Terrier 0-6-0T 751 South Eastern and Chatham Railway green £81



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

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



R3603TTS Class LN 'Lord Nelson' 4-6-0 30850 'Lord Nelson' in BR green late crest - TTS sound fitted £175.50

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

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



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



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



R3631 SECR H Class 0-4-4T 31265 in BR black early emblem **NEW** £117

Diesel locos



R3605TTS Class 60 60044 'Dowlow' in DB Schenker red - TTS sound fitted £184.50

HSTs



R3696 Pair of Class 43 HST Power Cars 43093 and 43016 in GWR green 'Old Oak Common' commemorative **NEW** £261

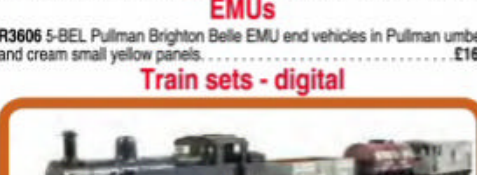


R3802 Pair of Class 43 HST Power Cars 43315 and 43309 in LNER white and red **NEW** £261

EMUs

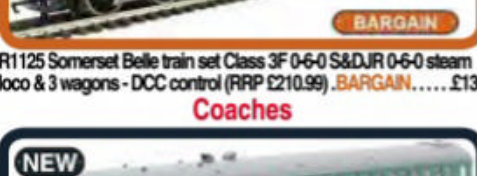
R3606 5-BEL Pullman Brighton Belle EMU end vehicles in Pullman umber and cream small yellow panels £160

Train sets - digital



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

Coaches



R4888 Bulleid 59' brake third corridor S2851S in BR green **NEW** £43.50

R4888A Bulleid 59' brake third corridor S2852S in BR green **NEW** £43.50

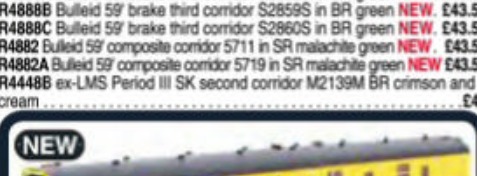
R4888B Bulleid 59' brake third corridor S2853S in BR green **NEW** £43.50

R4888C Bulleid 59' brake third corridor S2860S in BR green **NEW** £43.50

R4882 Bulleid 59' composite corridor 5711 in SR malachite green **NEW** £43.50

R4882A Bulleid 59' composite corridor 5719 in SR malachite green **NEW** £43.50

R4448B ex-LMS Period III SK second corridor M2139M BR crimson and cream £45



R4903 Mark 1 QOX BTU tool van ADB975613 in BR engineers yellow **NEW** £31.50



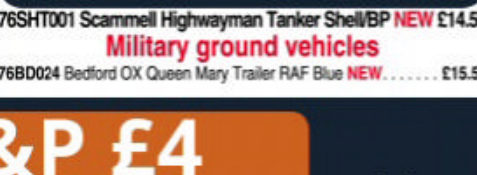
R4902 Mk1 1 QPA BTU staff and dormitory coach ADB975574 in BR engineers yellow **NEW** £31.50



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



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



76SHT001 Scammell Highwayman Tanker Shell/BP **NEW** £14.50

Military ground vehicles

76BD024 Bedford OX Queen Mary Trailer RAF Blue **NEW** £15.50



76SET65 Bloodhound Missile Set **NEW** £23

Oxford Rail - Steam locos



OR76DG009 Class 2301 'Dean Goods' 0-6-0 2308 in WW1 Railway Operating Division khaki **NEW** £102

N Gauge

Dapol - Diesel locos

2D-022-009 Class 68 68019 'Brutus' in TransPennine Express £119.85

HSTs

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



2D-019-007 Class 43 HST 4-car book set in Virgin Trains East Coast £160.89

Coaches

2P-005-422 Mk3 TFO first open 41159 in Virgin Trains East Coast **NEW** £21.39

2P-005-434 Mk3 TSO second open 42163 Virgin Trains East Coast **NEW** £21.39

O Gauge (1:43 Scale)

Corgi Collectables - Cars

VA11912 Ford Cortina Mk4 3.0 Savage - Strato Silver **NEW** £27

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

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



3740 Class 37/4 in BR green - unnumbered **NEW** £509.15

3743 Class 37/4 in EWS maroon and gold - unnumbered **NEW** £509.15



3742 Class 37/4 in Intercity Mainline - unnumbered **NEW** £509.15



3745 Class 37/4 in Railfreight triple grey - unnumbered **NEW** £509.15



3744 Class 37/4 in Regional Railways - unnumbered **NEW** £509.15

DMUs

8913 Class 128 parcels DMU M55994 BR blue yellow ends (RRP £599) **BARGAIN** £295

8912 Class 128 parcels DMU W55992 BR green yellow doors (RRP £599) **BARGAIN** £295

8911 Class 128 parcels DMU W55993 BR green speed whiskers (RRP £599) **BARGAIN** £295

Coaches

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

Oxford Diecast - Buses



43WFA001 Weymann Fanfare - South Wales - 25 Years of Oxford Diecast **NEW** £37.50



Bulleid West Country light Pacific No. 34046 *Braunton* passes over the Exeter flood relief channel between Exeter St Thomas and St Davids stations, while operating 1Z28, the 4.50pm Kingswear to Bristol Temple Meads return leg of Saphos Trains' 'English Riviera Express' excursion on Saturday, June 30. TIM SQUIRES

Young volunteers help pave the way

STEAM and the seaside have always been splendid bedfellows. Many of Britain's traditional seaside resorts were created by railways, and as highlighted by our special feature in this edition, coastal heritage lines of all shapes and sizes today form a mainstay of many a local tourist economy.

Seaside railways have so often been the spark of inspiration for railway enthusiasts. I will always fondly recall my infant years, when during the summer holidays, my brother would take me trainspotting to our nearest station, Widney Manor on the Birmingham Snow Hill to Leamington line. But the real highlight would be a fortnight by the sea.

There, I became enchanted by the Paignton to Kingswear line, by then taken over by shiny green Western Region Warships and DMUs, as well as the marvellous miniature railway that used to run alongside the big railway at Goodrington Sands. There, mum kept me from making sandcastles near that awful 'sewage' outfall which emptied its contents on to the beach – but which decades later I discovered to be a vacuum pipe from Isambard Kingdom Brunel's South Devon atmospheric railway, and which had merely been carrying a harmless local freshwater stream!

Decades ago, trainspotting was a mainstream UK hobby, and many of those hobbyists were not prepared to accept the passing of their beloved steam on BR and went on to save a succession of railways, thankfully one of which is now the superb Dartmouth Steam Railway.

For the heritage sector, it is impossible to over-estimate the importance of recruiting youngsters who will be ready to take over when the time comes. In this issue, Gareth Evans looks at the work of young volunteers of the Nene Valley Railway who are setting a great example.

Make no mistake: while a sizeable and welcome Lottery or other grant can make a headline project

happen overnight, it will be young volunteers who will ensure a heritage line stands a chance of surviving in perpetuity, and should therefore be considered by far the greatest resource.

It is a win-win situation: volunteer experience can create or greatly boost a participant's career prospects, not just in railways or engineering but also in tourism, marketing, customer service and many more fields. At worst it shows potential employers reading a CV that this person has a proven track record of giving a damn.

On a different note, we cannot but have unreserved praise for Lady Judy McAlpine, who since the passing last year of her husband Sir William – arguably the greatest preservationist of them all – has done her utmost to carry on his excellent work. She has now added her weight to the campaign to bring the Strathspey Railway into Grantown-on-Spey, joining the growing list of lines that run from 'somewhere to somewhere', and reap rich dividends from local traders and shopkeepers just like those at Broadway are doing since the Gloucestershire Warwickshire Railway opened its northern extension.

Great praise is also due this issue to the modern-day Great Western Railway, which sold an operational Class 08 shunter to the Avon Valley Railway for just £1, rather than just sit back and collect the scrap value for it. It is truly heartening to see major companies like this helping further the cause of railway heritage. I sincerely hope many other operators do their utmost to see that stock which passes into the heritage category finds good homes to start a second life wherever possible.

One final note, you'll see there is a special free supplement with this edition, produced by our colleagues on *HR's* sister title *The Railway Magazine*. We hope you enjoy the fascinating images from a significant era in Britain's railways.

Robin Jones Editor

EDITORIAL

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Don Benn describes striking performances by locomotives Nos. 44871, 60009, 86259 and 45148

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COVER: A classic seaside scene worthy of a painting: SR West Country class No. 34046 *Braunton* is seen at Sprey Point, Teignmouth, hauling Saphos Trains' 'The English Riviera Express' on Sunday, July 7. Steam-hauled throughout, the train ran from Bristol Temple Meads to Kingswear and return. MARK WILKINS



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Princess Elizabeth hauled 'The Rolex Express' on June 30, with the luxury 'Northern Belle' stock.



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Nene's skills for the future

Gareth Evans learns about how the Nene Valley Railway runs its youth group, recently boosted by the award of a £24,000 grant from train operating company LNER to further its good work in developing talent for the national and heritage railway sectors alike.



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Britain's 20 best seaside heritage railways

Want to get away to the coast for a day or weekend break, or maybe longer? Robin Jones and Gareth Evans revisit the splendid variety of heritage railways by the sea – and highlight what they have on offer this August and September, including special events and motive power.



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25 years of 'impossible' success! ...and there's more to come!

Market-leading new-build organisation The A1 Steam Locomotive Trust has been marking two landmark anniversaries – not just from its own history, but that of the heritage sector as a whole, writes Robin Jones.



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Great steam engineers of the twentieth century Part Nine: The 1900s

The first decade of the 20th century saw considerable experimentation in steam locomotive design, not all of which met with unqualified success but which, as Brian Sharpe outlines, led to important developments that would shape the future.



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Passengers board the rail replacement bus service to Arley at Bridgnorth on the morning of July 22. PAUL APPLETON

Fallen tree derails SVR locomotive

A RAIL replacement bus service was immediately launched on the Severn Valley Railway after a locomotive was derailed by a fallen tree, blocking the line near Alveley.

BR Standard 4MT 4-6-0 No. 75069 was running light engine from Bridgnorth to Bewdley before public services started on July 22, when it collided with the tree.

No. 75069 was said to have received damage to the front bogie, cylinder drain cocks and front footplating and as we closed for press, was awaiting a full inspection. Nobody was injured.

The track also sustained minor damage requiring replacement of sleepers and chairs and needed tampering back into alignment before trains ran again.

SVR officials hurriedly arranged a vintage replacement bus service using a Crosville Bristol Lodekka between Upper Arley Village (a short walk from the station on the east side of the river) and Bridgnorth station. For the rest of the day and the next one, trains ran only between Bridgnorth and Highley, where the Engine House visitor centre remained open.

To compensate visitors, officials set up an added attraction at Bridgnorth. Throughout the day, they were invited to join the driver and fireman for a ride on the footplate of pannier No. 7714.

Lynton & Barnstaple heading west again

By Robin Jones

AFTER many years of consolidation and behind-the-scenes planning and land purchases, the Lynton & Barnstaple Railway has begun restoring original trackbed in readiness for a new push westwards.

Contractors I&H Brown Ltd are on site at Bridges 54 and 55, near Kentisbury, west of the initial medium-term target of Blackmoor Gate station (now the Old Station House Inn) with a completion target of September.

The reconstruction of the two original bridges follows a huge amount of effort to obtain planning permission and carry out much design work.

The work on Bridge 54 involves exposing the broken remains of one abutment and enlarging the wing walls with new foundations and masonry, while the other abutment requires some repairs to masonry and new concrete backing. A new deck with steelwork and concrete will follow with steel handrails to match the original design either side. This bridge was partially blown up as a training exercise in the Second World War, along with sundry other structures on the line.

After the abutments are complete the new deck on the embankments will be completed up to the work ready to receive ballast and trackwork.

I&H Brown has appointed Stoneman Engineering of Willand to fabricate steelwork for the new deck structures.

On Bridge 55 – a tall cattle creep – the Southern Railway-installed concrete and steel deck was suspect. It has been removed and a new deck and handrails as on Bridge 54 will be provided.

This work has been part-sponsored by a grant from Leader 5 with the remaining 60% being funded by the



The initial work undertaken by the railway's 'Thursday gang' to expose the original foundations to the Lynton abutment of Bridge 54 was completed with the aid of a 32-tonne excavator. L&B

Lynton & Barnstaple Railway Trust's own coffers; an appeal has been launched cunningly entitled 'Bridge the Gap!' with a target of £160,000.

While the railway had hoped to start pressing forward from its current Killington Lane terminus to Parracombe and Blackmoor Gate, under the terms of its planning permission imposed by the Exmoor National Park Authority, it is not allowed to start rebuilding that section until it owns all the land and can show it has the necessary funds in place. At present, railway officials are still talking to four landowners and are negotiating to buy the inn.

However, work beyond Blackmoor Gate comes under the jurisdiction of North Devon Council and planning approval for the mile to the planned new terminus at Wistlandpound Reservoir was granted in 2016. However, with the constraints of preparing design work and complying with planning conditions, plus difficulties with a previous contractor, work was delayed from an intended start in January until June 14 – just before the three-year planning permission deadline expired.

The bridge reconstruction will be followed by more clearance work further along the line and fencing to the trackbed owned by the railway. The alignment design is being worked on which will enable the preparation and laying of actual ballasted trackbed in a short while, followed by rails in due course.

Meanwhile, the Lynton & Barnstaple Railway is preparing its application for a Transport & Works Act Order with an intended submission date in February.

Chairman Peter Miles said: "The railway that has been asleep for so long is certainly waking up now; exciting times ahead!"

→ Anyone wishing to donate to the restoration of the trackbed between Blackmoor Gate and Wistlandpound is invited to send a cheque payable to Lynton & Barnstaple Railway Trust, c/o Jon Pain, 26 Oaklands, Bideford, EX39 3HW. Alternatively, you may donate online. Those using internet banking should transfer to Sort Code: 30-90-49 Account No.: 26386460; or with Paypal, go to www.lynton-rail.co.uk and click on the appeal button. In both cases, please state 'Bridge Appeal' as a reference.

Farewell to Peter Rampton, who owned BR's last steam line

THE heritage sector is in mourning following the death of global narrow gauge locomotive collector and Vale of Rheidol Railway (VoR) founder and chairman Peter Rampton.

Peter, who died on July 3 at the age of 85, set up the Brecon Mountain Railway with the late Tony Hills, laying the first track in 1979.

In 1988, BR decided to sell the VoR, considered by many to be somewhat of an anachronism in view of the fact that steam haulage had ended on the main line two decades before. Tony and Peter bought the line in

April the following year.

It was the second piece of the operational national rail network to be Privatised – the first being Devon's Paignton to Kingswear line, which never closed, but was sold to the Dart Valley Railway in 1972 and is now the Dartmouth Steam Railway & Riverboat Company.

In 1991, the Brecon partnership split, with Tony Hills keeping the Brecon line and Peter Rampton taking the VoR. However, Tony remained as manager of the VoR until 1996.

Peter, a private person, built up a personal collection of around 20 or more locomotives from around the world at his Surrey farm, which always remained strictly off limits to enthusiasts who accordingly speculated, often wildly, about the identities of the exhibits contained therein.

He founded the Phyllis Rampton Narrow Gauge Railway Trust as a charity with the stated aim of 'education/training environment/conservation/heritage', and which is the 100% shareholder of the

VoR. Under his ownership, Peter set about restoring the line to its GWR glory, with a new museum at Aberystwyth station.

A statement from CEO Rob Gambrill posted on the line's website in late July read: "Peter was the driving force behind our amazing railway. His passion and drive to see the Vale of Rheidol Railway restored to its former glory will remain testament to a man whose legacy will live on for many years to come. One of life's great eccentrics, the world is a lesser place without him. Rest in Peace old friend."



The driver of visiting Great Central Railway-based Ivatt 2MT 2-6-0 No. 46521 accepts the token from the Swanage signalman on July 23. ANDREW PM WRIGHT

Swanage issues SOS for more drivers and signalmen

By Robin Jones

THE Swanage Railway is appealing for more steam drivers and firemen, along with signalmen, after finding itself short of qualified footplate crews.

Concern has been expressed that there soon may be insufficient crews to maintain services on one of Britain's most intensive heritage railway timetables.

After years of service, the railway has had a large number of skilled footplate and signalling staff retire or pass away.

A spokesman said: "Existing members are pulling out all the stops, but the reality of the situation

is that we simply do not have enough staff coming through to fill the gaps in our roster.

"The railway finds itself at a crossroads. Unless more volunteers sign up to join the ranks of either footplate crews, signalmen or guards, the railway will be forced to reduce the level of service it can offer."

Each summer's day, the Purbeck line requires a minimum of four drivers and fireman, rising to five or even six if evening and afternoon dining trains are run.

Furthermore, five signalmen are need for each day's service, rising to six if there are incoming railtours from the main line.

More guards are also needed: on a summer's day, up to six guards are needed to cover the intensive service.

The spokesman added: "The Swanage Railway doesn't always run this intensely and during the shoulder months we offer some of the most family-friendly footplate duties in the UK. "Blue and Green timetable days are split shifts where the morning crews generally prep and do three trips and the evening crew do the remaining three and dispose.

"Signalling turns in the summer are split into early and late shifts. In the shoulder periods the signalmen generally do all day turns.

"Therefore the Swanage Railway is

appealing to all, come and join us!

"Qualified footplate crews from other railways are being actively sought. If you are in grade at another railway, why not consider joining us at Swanage?

"If you have never volunteered on a railway before, the Swanage Railway operations department will welcome you with open arms and provide excellent training for you to achieve your footplate, signalling or guarding ambitions!"

→ To get started email: iwanttovolunteer@swanagerailway.co.uk

→ Britain's top 20 seaside lines: special feature, pages 68-75.

'Trackbashing' special train to run over Dartmouth line for charity

FORTY-SEVEN years after the Paignton to Kingswear branch was sold to the Dart Valley Railway plc, the 'big railway' will be running a train over it again.

In the first instance of Privatisation of part of the UK network, it was in 1972 that BR closed the line, selling it 'in service' to the operator of the Totnes to Buckfastleigh heritage line.

Now staff at Paignton's main line station – opposite that of the Dartmouth Steam Railway's northern Queens Park terminus – are to run their own train over what has long been one of Europe's most popular seaside lines, to raise money for charity.

Top and tailed by the DSR's

Class 37 No. 37275 and a Class 03 shunter, the four-coach special on Saturday, September 14 will be a 'must' for trackbashers, for it will run over rarely-used sidings and loop lines, and maybe even the Churston turntable, as well as the main passenger lines.

There will be 200 seats available, priced £35 each. All proceeds from the ticket sales will be donated to the Samaritans, and a raffle will be run on board to raise money for the mental health charity Mind, with prizes donated by Train Operating Companies and major retailers.

The Dartmouth Steam Railway & Riverboat Company has agreed to waive all operational charges to increase the money raised for charity.

The trip will be a full-day event starting at 10.30am, with an optional lunch break at The Weary Ploughman pub at Churston and the return to Queens Park at 5.30pm.

Close working relationship

Joint organiser Laura Greening, a member of Great Western Railway staff at Paignton's main line station, said: "A few months ago some friends and I who work in the railway industry decided we wanted to raise some money for the Samaritans and Mind charities.

"Unfortunately, on the national rail network fatalities are on the increase and we have all in one way or another been affected by the devastating effects on the

families and friends involved, as well as being aware of our own mental health.

"The Samaritans already work with colleagues on the network, providing support in the awful aftermath, as well as running suicide prevention courses which are invaluable and we would like to give something back.

"We already work really closely with the steam railway and after discussing with them what we wanted to do they agreed to allow us to run a railtour on their line waiving all operational costs to increase the amount we can raise for the charity."

→ Tickets for the once-in-a-lifetime all-tracks tour can be bought from billet.to/s/nwBZNB

Independent track survey aims to boost West Somerset standards

By Robin Jones

THE West Somerset Railway has commissioned a full independent track survey of the complete 19½-mile route between Bishops Lydeard and Minehead, to be carried out by a fully qualified heritage railway civil engineer.

The move follows the launch of an urgent joint £250,000 appeal from the West Somerset Railway Association (WSRA) and West Somerset Steam Railway Trust to upgrade the track during the coming winter, replacing lengths that are approaching the end of their serviceable 50-year lives, as outlined in issue 255.

Problems with the track were highlighted this year, resulting in the line being closed for three months, the loss of the spring gala and a temporary reduction in locomotive axle loading. Accordingly, the line agreed to temporarily exchange GWR 4-6-0 No. 6990 *Raveningham Hall* with the lighter GWR 4-6-0 No. 7802 *Bradley Manor*, based at the Severn Valley Railway, for the summer season. However, on July 7, No. 7802 suffered a broken piston rod while working the 10.15am passenger train from Bishops Lydeard to Minehead and it is likely to be out of action for a considerable period. As we closed for press, it was understood that *Bradley Manor* would

be taken to Tyseley Locomotive Works for repair, with a return to the Severn Valley sometime next year.

WSR plc chairman Jonathan Jones-Pratt who, as reported last issue, has just bought WR 0-6-0PT No. 9466 from the family of the late Dennis Howells and placed it on loan to the South Devon Railway, has arranged for it to appear at the WSRA's Steam & Vintage Rally at Norton Fitzwarren on August 3-4, at no cost to the WSR, either for steaming fees or transportation costs from Buckfastleigh. But because of its weight, No. 9466 is restricted to 'red route' operation, which currently precludes the Bishops Lydeard to Minehead section.

Transparency

Regarding the survey, Jonathan said: "This is to ensure that a proper audit and independent evaluation is made of the work that is currently being carried out on our track infrastructure, so as to provide absolute assurance and transparency for those people who kindly support us with donations.

"The survey will also enable us to clarify all of the core assets involved along the track in a greater level of detail than we have today.

"The evaluation will be carried out using a traffic light system to identify

which of the assets require most immediate attention versus those that can be maintained over a longer-term basis. It will also help ensure we are maintaining the WSR to fully meet the requirements of the Government's Light Railway Order, both now and into the future.

"One of the key objectives for the railway has been to restore the previous 'red route' status which allows the heavier locomotives, such as *Flying Scotsman*, to make high-profile visits to the line, giving the railway much-needed publicity and additional revenues. This survey will enable the board to accurately assess the work needed to restore red status to the line.

"The output from this survey is expected to be a five to 10-year plan that can be delivered by teams of volunteers and a core group of paid staff working together to raise overall standards on the railway. The board will empower these people to 'get on with the job' by giving them sensible budgetary guidance and being prepared to listen and react to support the various initiatives arising from this survey."

This initiative is part of a much wider strategy to raise standards across all areas of the railway, to achieve best practice in all areas of maintenance and repair and to restore pride in

the overall operation of the railway by bringing in new people who are best qualified to provide the railway with the right level of detail and assessment.

Regarding the track appeal, as we closed for press, £50,492.49 had been raised, plus gift aid.

Mechanical failure

Regarding the damage sustained by *Bradley Manor*, a joint statement issued by WSR chief mechanical engineer Bob Meanley and Terry Jenkins, of owning group the Erlestoke Manor Fund, said: "The WSR dealt with the situation very promptly and recovered the train and failed locomotive to Bishop's Lydeard.

"Unfortunately, the locomotive has suffered significant consequential damage and has been withdrawn from service for an investigation and further examination prior to repair. It is likely that the locomotive will be out of service for a considerable period.

"We must stress at this point in time that there is no indication linking the failure to the allocated crew on the day and it appears to be a very unfortunate event of mechanical failure."

→ If you would like to donate to the track appeal, visit www.justgiving.com/campaign/railrenewal2019

→ Britain's top 20 seaside railways – special feature, pages 68-75.

In happier times prior to its breakdown on July 7, on-loan GWR 4-6-0 No. 7802 *Bradley Manor* whistles as it passes Castle Hill, Williton with the 2.30pm Minehead-Bishops Lydeard service on the West Somerset Railway on June 27. PAUL BIGGS



West Somerset general manager suspended

WEST Somerset Railway general manager Paul Conibeare has been suspended until further notice.

A spokesman confirmed on July 18 that Paul has been suspended, adding: "Under employment law, suspension is deemed a neutral act to protect both employee and employer and, as a confidential staffing matter, it would be inappropriate for us to comment further at this time."

"The duties of general manager for the West Somerset Railway plc will be carried out in the interim period by WSR plc deputy chairman Mark Smith, who is more than familiar with the role, having been the WSR plc's last managing director from 1988 to 2006."

Before joining the WSR, Paul was managing director of the 15in gauge Bure Valley Railway until 2002, and was credited with the Norfolk line's success during his five years in charge.

The following year, he joined the Minehead line as full-time traction inspector and, on March 13, 2006, he was appointed as its general manager, replacing Mark, who retired as managing director after 18 years.

We were unable to contact Paul for comment as we closed for press.

The suspension came weeks after WSR plc announced, on July 1, a complete restructuring of its existing board following a comprehensive business review by its chairman Jonathan Jones-Pratt.

A statement said: "The review included an external safety and operational compliance audit, a full review of overheads and staff structure and a detailed financial investigation."

Jonathan added: "The focus is now moving from 'turn-around' to 'recovery' but for shareholders and staff we owe it to them to be transparent. The results of the review highlight some critical business

failures which have resulted in significant financial losses accruing to the plc. Results for the 15 months to March 31, 2019, when published, will illustrate the extent of the sharp decline in the financial condition of the plc."

He continued: "We also wish to share this with the wider heritage community, since other heritage railways are beginning to recognise the changes needed in the sector. We wouldn't want them to encounter the pain that we have been through and for that to become normal in the sector."

"The business must and will be ready for 2020 operations. We may need to take some further tough decisions as we aim to ensure a professional operation of the WSR in the future. I am always so privileged to see the support shared across the WSR community and I am absolutely committed to see this through and ensure it becomes a railway that we can all be proud of, whether for past, present or future members."

The railway statement added: "As the business goes forward there will be a further focus on the future management/leadership structure given the recent poor performance of the business."

"The board will shortly arrange to meet with shareholders/staff/volunteers and other stakeholders to give a further briefing. The final structure will be one that all stakeholders can recognise as a positive step forward."

The WSR plc has called an extraordinary general meeting for Saturday, August 10, at Wellington School, with the aim of amending the company's articles of association in order to facilitate a short delay in completing a meaningful set of audited accounts.



Pictured heading the 'Northern Belle' luncheon train on Saturday, July 20 is the National Collection-owned A3 Pacific No. 60103 *Flying Scotsman* as it takes the Carnforth branch off the Leeds to Carlisle main line at the rarely-photographed Settle Junction. MAURICE BURNS



Visiting the Cleethorpes Coast Light Railway for its July 13/14 steam gala were Exmoor-built engines *St Egwin* and *Sandy*. 0-6-0T *Sandy* (No. 301 of 1996) from the private Wotton Light Railway in Buckinghamshire, passes 0-4-0TT *St Egwin* (No. 312 of 2003) from the Evesham Vale Light Railway (pictures, page 20) on the approach to Lakeside station. Trains operated only between Kingsway and Lakeside, as there are currently technical issues with the level crossing on Meridian Road and the railway has decided not to run on the section to Humberston until further notice. BRIAN SHARPE

Let the train take the strain all the way to the seaside at Minehead

FOR the first time in 48 years, public service trains are bringing passengers to the seaside in West Somerset.

The Minehead Rail Link Group has welcomed the start of Great Western Railway's experimental DMU shuttles between Taunton station and the West Somerset Railway's southern terminus at Bishops Lydeard, which began on Saturday, July 27.

The service allow day-trippers to travel by rail all the way between Minehead, Blue Anchor, Watchet and the main line network at Taunton by changing from a main line service to a heritage one at Bishops Lydeard station. The shuttles will also run on August 3, 17 and 31, September 7, 21 and October 5, and it was hoped that they will be used by visitors to the WSR Association's Steam & Vintage Rally at Norton Fitzwarren on August 3-4 and the autumn steam gala on October 5.

Group secretary and local Liberal Democrat leader Benet Allen said: "We want to see the West Somerset Railway being used for the purpose it was built for – to link West Somerset with Taunton and the rest of Britain – and we want the railway to be more environmentally-friendly by accommodating a service over its tracks that gets people out of their cars and onto public transport."

WSR plc chairman Jonathan Jones-Pratt said: "The new GWR

shuttle link is another good reason to visit the West Somerset Railway this year. Coupled with great scenery, the friendly welcome and our steam trains, and you have an unbeatable day out. We are proud to be running our heritage steam trains alongside their Great Western successors."

Great Western Railway already offers through tickets from its staffed stations to the West Somerset Railway, and these will be valid on the shuttle train or on the No. 28 bus between Taunton and Bishops Lydeard as an alternative to the shuttle rail service. Tickets can also be bought on the shuttle train from Taunton to any station on the West Somerset Railway.

The use of the trains will be carefully monitored and analysed to see if there is a basis for running a service in future years.

GWR shuttle trains are timetabled to depart Taunton at 9.39am, 10.28am, 12.10pm, 3.37pm and 4.36pm; arriving at Bishops Lydeard at 9.56am, 10.45am, 12.26pm, 3.54pm and 4.53pm. The shuttle departs Bishops Lydeard at 10.03am, 11.45am, 12.53pm, 4.09pm and 5.11pm; arriving in Taunton at 10.22am, 12.05pm, 1.10pm, 4.26pm and 5.28pm. Times will vary for WSR special event weekends. Call 01643 704996 or visit www.west-somerset-railway.co.uk



No. 1245 tackles the 1-in-19 Foxfield Bank on July 21. ROBERT FALCONER

Barclay steals the Foxfield show

By Robin Jones

LAKESIDE & Haverthwaite Railway-based Barclay 0-6-0T No. 1245 took this year's Foxfield Railway steam gala by storm and helped make the event, one of the biggest in the industrial heritage calendar, a huge success.

The locomotive, recently repainted into its as-supplied 1911 Carron Iron Company, Falkirk livery as No. 14, wowed the crowds over the two

days, July 20/21, which were blessed with fine weather.

It was understood to be the first-ever visit by No. 1245 to another heritage line. The locomotive worked at Falkirk until 1947 when it was transferred to the company's Coke Ovens site at Bannockburn.

Two years later, it was transferred to the National Coal Board's Bannockburn Colliery.

It underwent a major rebuild in

1959 at the Alloa Central Workshops.

After spending 32 years rusting away, in 2004 it was bought from Thomas Muir Metal Merchants of Kirkaldy, taken to Haverthwaite, restored over 19 months and repainted into Caledonian blue livery.

During the gala, No. 1245 hauled demonstration freight trains, tackling the 1-in-19 gradient out of Foxfield Colliery. Also grabbing attention was the 'Knotty Train', now

running public services with three restored North Staffordshire Railway coaches between Caverswall Road and Dilhorne Park. The train proved extremely popular with visitors.

Locomotives in action from the home fleet were Hunslet 0-6-0STs No. 3694 of 1950 *Whiston* and No. 3839 of 1956 *Wimblebury*, Beyer Peacock 0-4-0ST No. 1827 of 1879 and Dubs 0-4-0 crane tank No. 4101 of 1911.



Left: With additional banking support from Hunslet Austerity *Wimblebury*, the visiting Barclay from the Lakeside & Haverthwaite Railway, makes haste out of Foxfield Colliery with the regular last train of the day long freight on July 20. MARTYN TATTAM
Right: Victorian splendour: Beyer Peacock No. 1827 of 1879 hauls the three-coach 'Knotty Train'. KENNY FELSTEAD



Gatwick Express tragedy will impact on main line 'heritage railtours'

By Robin Jones

MAIN Line charters using heritage carriages could be stopped from running after 2023, under new rules introduced following the death of an enthusiast who put his head out of a Gatwick Express carriage window – or face bills running into millions, it has been claimed.

GOVIA Thameslink Railway was fined £1 million in July after passenger Simon Brown, 24, was struck on the head by a trackside gantry as he leaned out of a publicly-accessible window on a Class 442 unit. The train was approaching Wandsworth Common station

at 61mph on August 7, 2016.

At Southwark Crown Court, the firm pleaded guilty to a charge of failing to ensure that persons not in their employment were not exposed to risk to their health and safety, and in addition to the fine was also ordered pay £52,267.

Witnesses said that Mr Brown was looking out of the window when he was struck. He was found collapsed on the carriage floor by a fellow passenger, having suffered a massive trauma to his head.

Investigators said that the door which contained a warning sticker telling passengers not to lean out of the unlocked droplight window,

intended for use by conductors, was "cluttered" with other signs. The gap between the window and the gantry was no more than 260mm.

After the tragedy, GTR installed hazard tape and bars across droplight windows. GTR's 14 Class 442s were withdrawn from service in 2017.

The Office of Rail and Road (ORR) subsequently wrote to rail operators, including operators of BR Mk.1 coaches, telling them to take action to avoid a similar tragedy involving droplight windows. Mr Brown, who came from East Grinstead, had volunteered at the Bluebell Railway when he was just nine years old and

worked as an engineering technician with Hitachi Rail Europe in Bristol.

Judge Jeffrey Pegden QC said that the signage around the window was "confusing", there was no one on board to monitor the use of the window at the time and that the firm had not carried out a risk assessment.

A statement from Mr Brown's family following the sentencing was issued through the ORR and said: "The family thanks the judge for recognising that Simon's needless and untimely death was a direct result of Govia Thameslink Railway's failure to discharge its duty to every passenger on the Gatwick Express. Irrespective of the penalty imposed,

'Astonishing' says school head as A4 nameplate sells for £52k in aid of family project

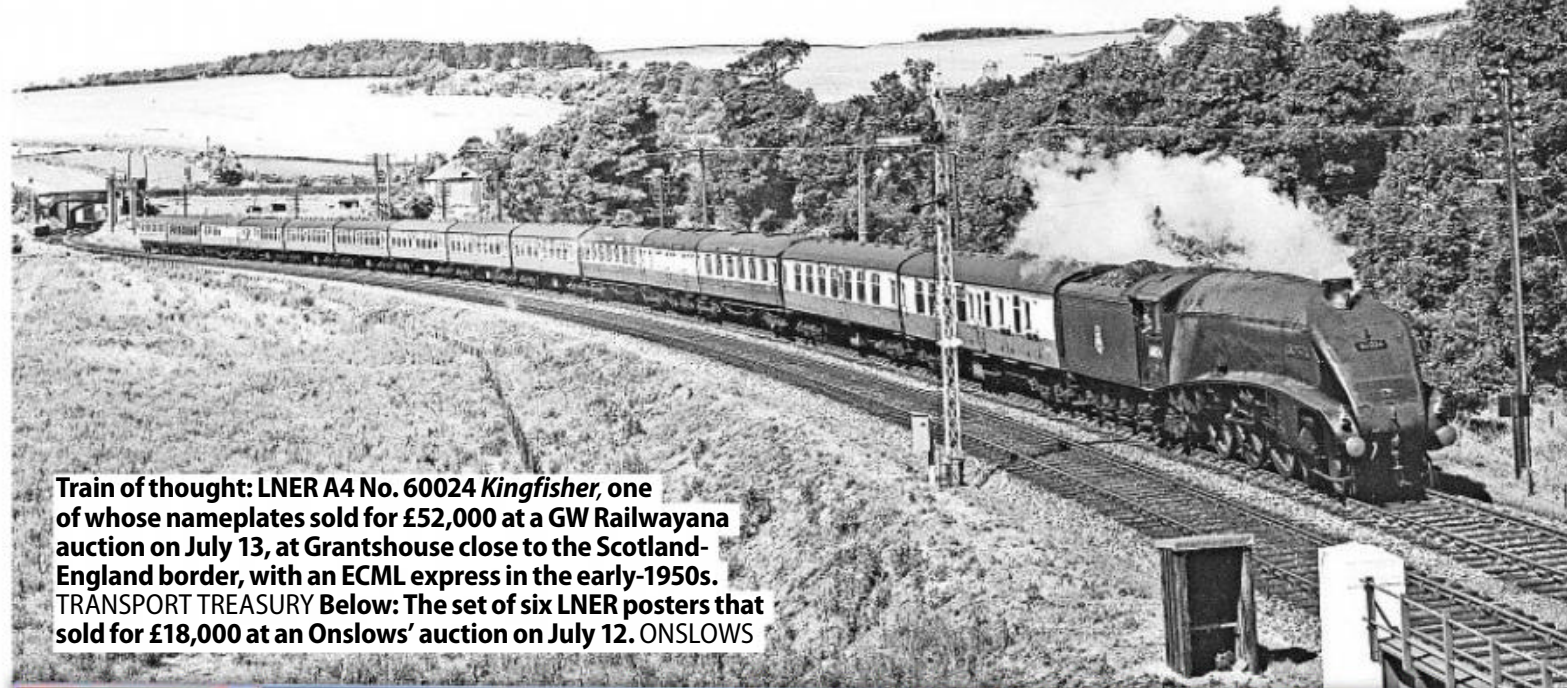
By Geoff Courtney

EIGHT months after nameplate *Flying Scotsman* made headlines by selling for a railwayana world record price, a plate from another Pacific designed by Nigel Gresley has scaled the heights at auction.

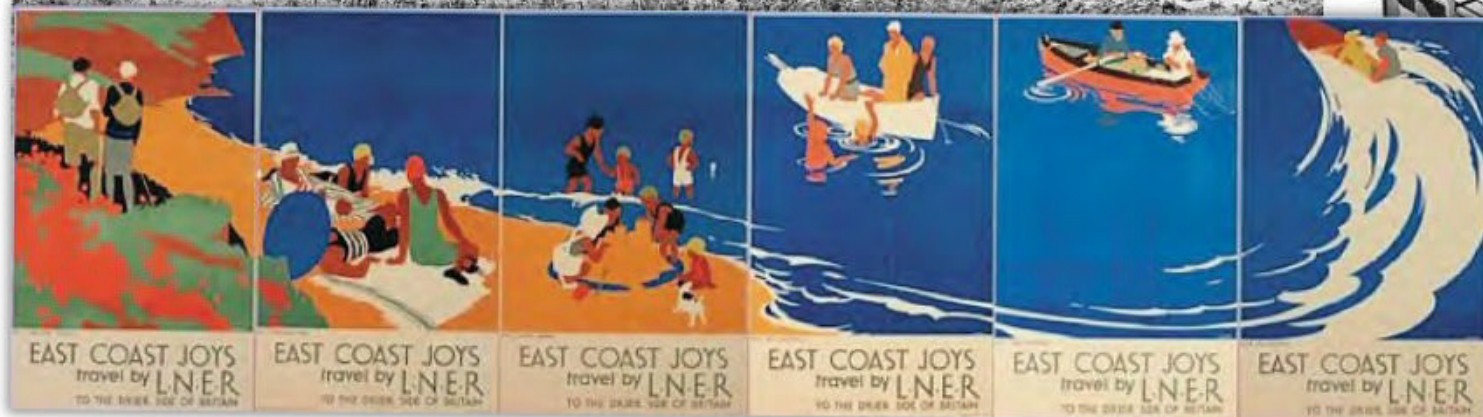
The plate from No. 60103 received widespread publicity last November when it sold at a GW Railwayana auction in Pershore for £64,500, so setting a global record. On July 13 it was the turn of *Kingfisher* from A4 No. 60024 to go under the hammer, the plate being on the market for the first time following the decision by the school that had owned it since the A4's withdrawal to sell in aid of funds for a family education project.

GW Railwayana auctioneer Simon Turner, who had sold the *Flying Scotsman* plate eight months ago, was once again wielding the hammer. He had advised a reserve of £30,000, a figure which reflected the fact that, while it was a significant piece of railwayana due to neither plate from the Pacific having previously come to auction, it may not have quite the extraordinary appeal of an item from No. 60103.

In the event he was right, but nevertheless it was of sufficient interest to silence the hall when it came up. Two bidders in the room vied with each other at a good pace,



Train of thought: LNER A4 No. 60024 *Kingfisher*, one of whose nameplates sold for £52,000 at a GW Railwayana auction on July 13, at Grantshouse close to the Scotland-England border, with an ECML express in the early-1950s. TRANSPORT TREASURY Below: The set of six LNER posters that sold for £18,000 at an Onslows' auction on July 12. ONSLOWS



the landmark £50,000 was soon exceeded, and shortly after, Simon's hammer came down at £52,000, followed by a round of applause from collectors.

Reaction

That may not have been a record realisation, or even a record for an A4 – that is still held by *Golden Fleece* from No. 60030, which went for £60,000 in 2004 – but it was good enough to send Simon off for his half-time cup of tea with a smile on his face. And he was still smiling after close of play, when he said: "That exceeded my wildest expectations."

The plate was sold by *Kingfisher* Primary School in Doncaster, to whom it had been donated by BR 53 years ago. School principal Catherine Skinn said before the sale that the proceeds would go towards the renovation of a currently unused building at the school, which is to become a community family learning

facility for children and parents.

At that stage she, like everyone, had little idea what it would fetch, but after the hammer went down at £52,000 (plus buyer's premium) she said: "Astonishing, out of this world. We expected perhaps £30,000, so this result means it will now be possible to equip the facility to a significantly higher level, including IT resources and so benefiting the future for children and parents."

Simon, who reduced the vendor's commission the school would pay to boost the proceeds, was particularly pleased with the outcome, explaining: "This was very close to my heart as the school is near the part of Donny I was born in, and also I come from a teaching family. It is great to help youngsters and adults in this way."

As well as being a member of an iconic class of steam locomotives, No. 60024 had additional appeal due to it creating a small piece of

railway history on September 14, 1966, when it became the last A4 in BR revenue-earning service on a Glasgow-Aberdeen train.

Poster appeal

Withdrawal from Aberdeen Ferryhill (61B) came days later, and despite initial moves to save the 1936-built Pacific for preservation, it was cut up at the Hughes Bolckow scrapyard in North Blyth by the end of the year.

Meanwhile, another railway auction success was played out in an Onslows' online vintage poster sale the day before *Kingfisher* was sold, when a set of six LNER posters sold for £18,000. Issued in 1931, the set was titled 'East Coast Joys' and featured walkers, beach scenes and fun on the water. They were the work of Tom Purvis (1888-1959), who was considered one of the greatest railway artists of his era and was known as the 'king of the hoardings.' The price excludes buyer's premium of 20% (+ VAT).

we hope that as a result of our tragedy, operating companies up and down the country will take their responsibilities to the travelling public more seriously."

The ORR began making moves to implement additional safety measures shortly after the tragedy. Ian Prosser, the ORR's director of safety, said: "We have written to operators instructing them to take action to prevent a similar tragedy happening again."

Quoted in the national press, a spokesman for the Northern Belle said: "This is going to cost millions – around £20,000 a carriage just to install central locking on each

carriage. However, you cannot put a price on safety and obviously we will comply as soon as possible.

"Bars over the drop-down windows will spoil the appearance of these Mk.1 carriages though, some of which have been in use for up to 70 years without any other incident of this kind."

As reported in issue 231, two days after the tragedy, a pair of Bluebell Railway locomotives in service carried wreaths out of respect for Simon, who had been about to buy a house with his girlfriend. A fundraising page set up to raise £1000 for Mr Brown's funeral costs collected more than £9000.

When Leeds comes to Blaenavon

A built in Leeds theme will be the keynote of the Pontypool & Blaenavon Railway's (PBR) September 13-15 steam gala.

One of the guests will be Hudswell Clarke 0-6-0ST *Illingworth/Mitchell*, which is owned by its restorer Stephen Middleton and based on the Embsay & Bolton Abbey Steam Railway. Initially supplied to the Ministry of Munitions at Gretna Green, it was bought by Bradford Corporation in 1922 for the Nidd

Valley Light Railway and it is now the only surviving locomotive from that line.

A second guest will be 1943-built Hunslet 0-6-0ST, *Brookes No. 1* from the Middleton Railway. It is the only surviving locomotive of its class (i.e. with 14in diameter cylinders).

Earlier this year, Hunslet 0-6-0ST Eastmoors No. 18 *Jessie* arrived at Blaenavon. It is now on a two-month loan to Embsay, where its first day in action was July 13.

HERITAGE RAILWAY

The Brighter Steam News Magazine
www.heritagerrailway.co.uk



Groudle Glen in West Sussex: *Polar Bear*, one of the original two Bagnalls from the line, and on which *Brown Bear* is largely based, hauls a rake of ex-Groudle Glen coaches on July 13, during Amberley Museum's gala weekend. ALISTAIR GRIEVE



Brown Bear stands in steam alongside much older sister 2-4-0T *Sea Lion* at Lhen Coan on July 14. RICHARD BOOTH/GGR

Bearing up: the British Isles' newest steam locomotive

By Robin Jones

THE latest new-build steam locomotive in the British Isles has hauled its first public train on the Isle of Man's Groudle Glen Railway (GGR).

Unable to facilitate the permanent return of the 2ft gauge line's original Bagnall 2-4-0T No. 1781 of 1905 *Polar Bear* which is now part of the Amberley Museum fleet in West Sussex, volunteers decided to build their own, to sit alongside its older twin, No. 1484 of 1896 *Sea Lion*.

Continuing the theme of naming locomotives after the animals that once inhabited the Victorian zoo at the railway's Sea Lion Rocks terminus, it was decided that the new locomotive was to be named *Brown Bear*.

Buoyed by the 1998 success of replica 0-4-2T *Annie*, the project to build *Brown Bear* began in 2012, using genuine Bagnall drawings and

help with research from Amberley.

The frames were cut at the Isle of Man Steam Packet Company workshops in January 2013, marking the formal start of the project. The casting patterns held for *Annie's* wheels were also correct for *Brown Bear* and the resultant castings were machined and pressed onto new axles at the Railway Preservation of Ireland's headquarters at Whitehead.

From the outset, it was intended that the locomotive would be an accurate replica rather than a generic lookalike, a course which increased costs and time.

Each component was selected, drawings reviewed, checked to the original by email and then sub contracted for production, adding to the kit of parts, piece by piece, until all the main components were to hand, stored on the frames in the GGR engine shed at Lhen Coan.

The British Engineering approved

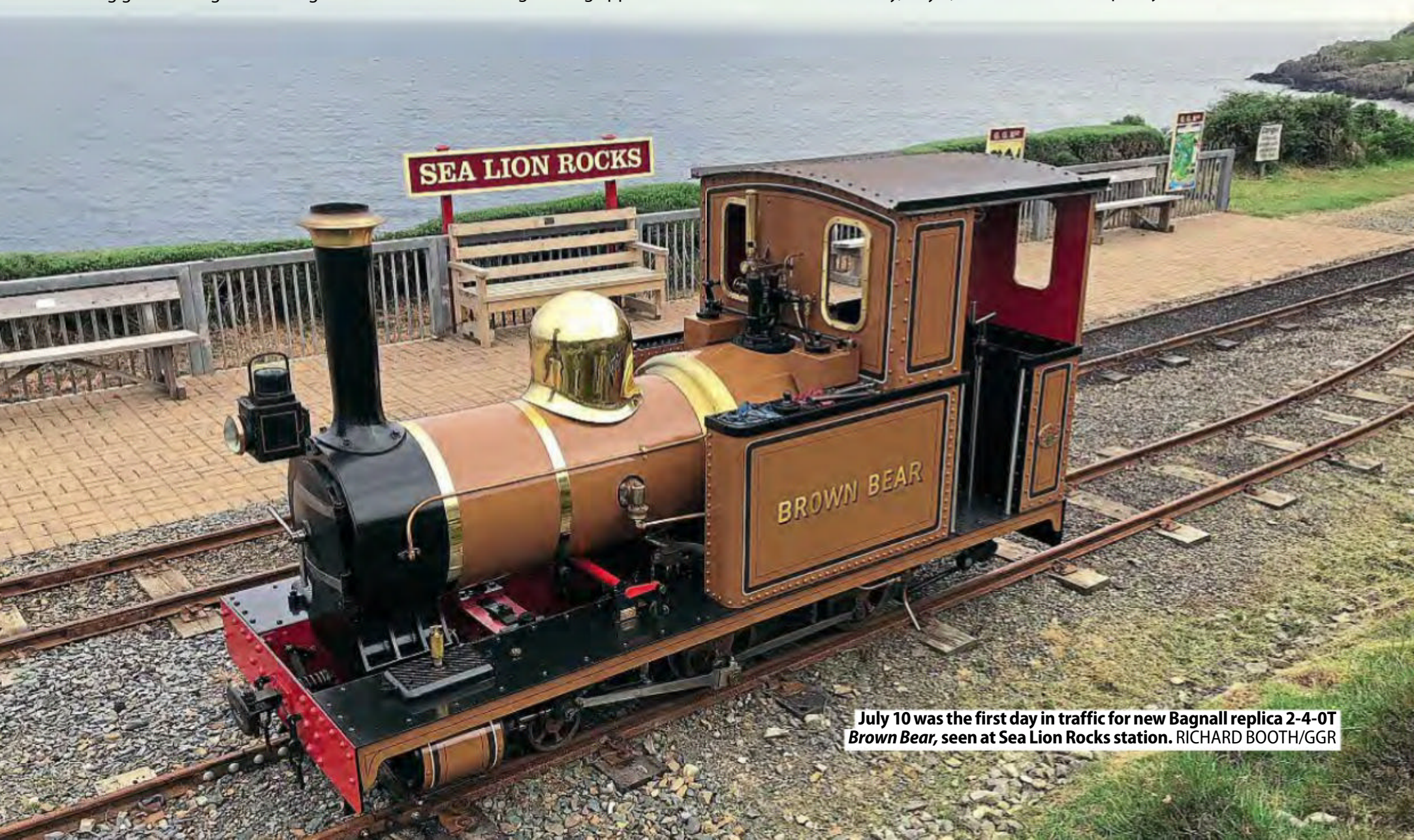
drawing was amended to suit the fact that the firebox on *Polar Bear* is 3in longer than that on *Sea Lion*, and it was decided that the backhead would be flanged and riveted so that the visible parts not under cladding would look original. The hidden parts are all-welded, but the end result is visually superb and the boiler is free steaming.

With limited manpower at the GGR, extra work caused by two unexpected firebox replacements and other factors led to a discussion at the Tallylyn Railway's Tywyn Wharf station with Jack Dibnah and his employers John Fowler Engineering of Bouth, Cumbria, regarding assembly of the kit and commissioning of the locomotive. Accordingly, January 2018 saw the assembled collection of parts delivered to Bouth and the completed locomotive was delivered to the GGR on Monday, July 8,

hauling its first public train two days later.

Brown Bear is the second new-build locomotive to make its appearance on the line this year, following the delivery of replica Bagnall Sipat 0-4-0ST *Otter* which had been built by North Bay Engineering of Scarborough and now Darlington. North Bay was undertaking contract jobs for the GGR, including reassembly of *Sea Lion* after firebox work and offered *Otter* to the line on attractive terms. Its officials jumped at a somewhat unexpected opportunity. *Brown Bear* and *Otter* were scheduled to be officially launched at the line's July 28 gala day, part of the Isle of Man Heritage Transport Festival.

The addition of two newcomers to the fleet will allow *Annie* to be stopped for much-needed attention after 20 years, but it is expected to make a speedy return.



July 10 was the first day in traffic for new Bagnall replica 2-4-0T *Brown Bear*, seen at Sea Lion Rocks station. RICHARD BOOTH/GGR

Production InterCity HST enters the heritage sector 44 years on

By Robin Jones

THE first production Class 43 High Speed Train (HST) power car has been displayed at STEAM – Museum of the Great Western Railway in Swindon, prior to taking its place in the National Collection.

No. 43002 *Sir Kenneth Grange* was taken by low-loader to STEAM for the opening of a unique exhibition of nameplates, and left to start its journey to York on July 18. Its first stop, however, was Ely, Cambridgeshire, where completion of the required paperwork and the final preparations for its permanent display were to be made.

Built in 1975 and launched into service the following year, No. 43002 was the first of 197 production examples of the class, following the building of two prototype units. On May 2, 2016, it was unveiled at Bristol in its original InterCity 125 livery and named after its designer in his presence to mark its 40th anniversary in service. Industrial designer Kenneth Grange, who celebrated his 90th birthday on July 17, and who also came up with the style of the Kodak Instamatic camera in 1963, was knighted for services to design in the 2013 New Year Honours list.

Charity tour

No. 43002's last day in pre-preservation serviced was on June 1, when it hauled a special Great Western charity railtour which raised £30,000 for Action for Children.

The tour included three trips, firstly from Bristol to Paddington, and then a return trip from Paddington to Carmarthen, running outwards via Gloucester and then returning via Carmarthen and Swindon, and finally a run from Paddington to Plymouth nonstop. Back at Laira depot, it underwent cosmetic restoration to showroom condition.

The InterCity 125 units have been hailed by observers as the most successful UK passenger traction of all time. The Class 43 is officially the fastest diesel locomotive in the world with an absolute maximum speed of 148mph and a regular service speed



Above: Pioneer production Class 43 No. 43002 *Sir Kenneth Grange* begins its heritage era life by being displayed outside the STEAM museum on July 17. GWR

Right: The nameplate from No. 43002 *Sir Kenneth Grange* in the new exhibition at STEAM. GWR



of 125mph. The record run was led by No. 43102 and trailed by No. 43159.

The official preservation of No. 43002 is also a landmark in that it marks the entry of the class into the heritage sector, begging the questions as to which others will follow, and might a heritage line ever take a complete set.

Angel Trains technical director Matthew Prosser said: "We at Angel Trains are extremely proud that our locomotive has been chosen to be preserved and put on display at the NRM. As the very first production power car, it led the way in changing InterCity rail travel the length and breadth of the country."

The nameplate exhibition at STEAM includes the new Castle class nameplates produced by Newton Replicas in Nottingham which are being fitted to Great Western's new fleet of Intercity Express Train and which are now operating along routes from South Wales to the south west.

Each IET will have its own identity,

with its name accompanied by an individual coin specifically designed to reflect the person themselves. Amongst the first IETs to be named was No. 800004 *Isambard Kingdom Brunel/Sir Daniel Gooch*.

Naming

This practice is inspired by the original GWR's heritage where its flagship 4-6-0 No. 6000 *King George V* bore a set of commemorative coins.

Great Western deputy managing director Matthew Golton said: "The tradition of naming locomotives has been around since these invaluable machines were invented. They represent what is great about the people and communities the railways serve, recognising courage, sacrifice, admiration and achievement."

STEAM museum manager Frances Yeo said: "These plates are an important part of the history and heritage of the GWR and the region it serves. We are thrilled they will be on display for the rest of the year."

Four charged with Stamford model exhibition damage

FOUR teenagers have been charged with criminal damage after a model railway exhibition in Stamford was wrecked early on May 18.

The boys, three aged 16 and one aged 15, who cannot be named for legal reasons, are

due to appear at Lincoln Youth Court on August 19, accusing of damaging the display by Market Deeping Model Railway Club at Welland Academy.

As reported in issue 255, an online fundraising page, which

was originally set up to raise £500 for the club, received £107,947 in donations from as far away as Australia and Japan, while pop star Sir Rod Stewart gave £10,000 and presenter Jeremy Vine also contributed.

Can Sherlock Holmes or James Bond solve this Severn Valley mystery?

MYSTERY surrounding a 'hush hush' filming contract which closed part of the Severn Valley Railway in July led to wild speculation on social media.

Public services between Monday, July 15 and Wednesday, July 17, were restricted to just the Bridgnorth to Highley section. The price of the Freedom of the Line ticket, which includes free entry into The Engine House, which remained open throughout, was accordingly reduced for the three days.

The railway declined to say what was being filmed on the line, other than that it was "standard closed set filming contract." Unconfirmed lineside gossip pointed to a Hollywood film being in the Edwardian era with an A-list cast of three.

Filming on the Monday saw runpasts at Arley. A diesel towed the camera crew on a flatbed wagon and GWR 2-8-0 No. 2857 was in action. The adjacent road appeared to be closed during filming and passers-by were not allowed on to the road overbridge.

Filming continued at Kidderminster on the Tuesday and Wednesday, where both the station and its car park were closed off to visitors. One visitor who turned up to Bewdley station found security barring his entry.

An SVR spokesman said: "We know little and it's very secret at this stage, not even the volunteers know about it. We apologise for any inconvenience caused."

"Because we rely on our own income to maintain and repair our buildings, locomotives, carriages and wagons, filming contracts are a significant opportunity to contribute to the railway's future."

Local residents spotted trailers, film crews, and a helicopter linked to the filming.

There was speculation that a new Sherlock Holmes movie or even a James Bond film was being made. One web user said that names on the sides of some of the vehicles were those of Sherlock characters. Sherlock Holmes 3 starring Robert Downey Jr and Jude Law is due to be released in 2021.

IN BRIEF

→ GWR Old Oak Common sheds now gone

HS2 has completed the clearance of the GWR sheds at Old Oak Common as work continues to prepare the way for the project's West London 'super-hub'.

The site will be occupied by a new station, designed to link HS2 with Elizabeth line (Crossrail) services to Heathrow and central London, and trains to Wales and the West of England, and it will be one of the busiest interchanges in the UK.

→ Seven Shildon structures in need of repairs

THE Science Museum Group, which owns Locomotion: The National Railway Museum at Shildon, has submitted plans to Durham County Council to repair seven buildings within the Shildon Conservation area, namely the Welcome Building, Soho House, Soho Cottages (Nos. 3 and 4), Soho Shed, the Goods Shed, the Parcel Office and the Black Boy Branch Buildings. The buildings are in a poor state of repair due to a historic lack of maintenance over several years and some have been closed to the public due to their unsafe nature.



Dawn of the capital's latest heritage line

By Robin Jones

LONDON'S newest heritage railway has carried its first passengers.

The 2ft gauge Royal Arsenal Narrow Gauge Railway (RANG) is being built to take visitors to the Crossness Pumping Station in Bexley from the car park 800 yards away.

Two years ago, the London Borough of Bexley granted planning permission for the project, which had its beginnings in a Think Tank session to enhance the pumping museum.

Crossness Pumping Station was designed by the Metropolitan Board of Works' chief engineer Sir Joseph Bazalgette and architect Charles Henry Driver for the eastern end of the Southern Outfall Sewer. Built between 1859 and 1865, as part of Bazalgette's redevelopment of the London sewage system, it features spectacular ornamental cast ironwork that architectural scholar and art historian Nikolaus Pevsner described as "a masterpiece of engineering – a Victorian cathedral of ironwork".

To access the pumping station site over marshland, building contractors Lucas & Aird, laid a 2½-mile standard gauge line from Plumstead. The course of that railway, which was secretly relaid at the start of World War Two, remains substantially intact today, and is largely followed by



Steam outline locomotive *Bazalgette* and the Royal Arsenal Narrow Gauge Railway's first carriage. RANG

RANG, close to the route of the 18in gauge Royal Arsenal Railway.

The new line's train comprises 1986-built restored Severn Lamb steam-outline 4wDH *Busy Basil*, which was renamed *Bazalgette* by Sir Peter Bazalgette, chairman of ITV and president of the Crossness Engines Trust. The locomotive previously ran on the now-closed Bygones Village Museum railway at Fleggburgh in Norfolk.

The Crossness Team volunteers, who restored one of the largest rotative beam steam engines in the world in 2003, began track-laying on December 28 last year. RANG operated its first passenger service on June 23 and a second on July 21 on a 320-yard section of track, while work

on extending line to the entrance station at Lower Webster's Junction continues, with a November target date for completion of this section.

RANG was awarded a grant of £30,000 from the ENOVERT Community Trust for the purchase and restoration of the locomotive and to build an engine shed.

The team has in its possession 28 tons of rail from the former railway at the Ministry of Defence Easttriggs ammunition depot near Gretna to complete the line. However, it needs to raise £9000 to acquire points and also to construct a platform and a ticket office.

The restoration of a second carriage is planned to take place over the winter months.

Cambrian opens extension at Oswestry

By Gareth Evans

CAMBRIAN Heritage Railways (CHR) has opened a significant 295-yard extension to its operational passenger line in Oswestry and has removed the last major obstacle to running trains to Weston Wharf.

Once regarded as an impediment to the re-opening of the former Cambrian Railways Main Line south from Oswestry towards Llynclys, Gasworks Bridge, which takes the railway under the B4579 road, has been the subject of a major civil engineering project to enable trains to pass under the steel girders that help to support it.

The honour of hauling the first passenger train to pass beneath Gasworks Bridge since January 1965 fell to resident Barclay 0-4-OST No. 2261 of 1949 on July 13.

Its trainload of well-wishers enjoyed their journey to the occupation crossing alongside the premises of Travis Perkins, before returning to Oswestry for refreshments in CHR's

popular Buffers tea room. CHR general manager Rob Williams said: "Although not a significant distance, work to achieve this latest phase of the extension was sizeable."

"It means the last major infrastructure obstacle to reach Weston Wharf from Oswestry has been removed."

"The work at Gasworks Bridge involved the line of railway being moved to the centre of the trackbed and the lowering of the formation. The task was made more complex by the presence of a sewer and a gas main crossing the line at this point."

"A further constraint was the need to retain the supporting steel girder structure, which has been in place since the bridge was permitted to carry 44-ton trucks on the road above. This element of the project was delivered thanks to support from Shropshire Council, which owns the line."

As for the future, Rob said: "The aim is to deliver a railway of 1¾ miles between Oswestry station and the



The first passenger train to pass beneath Gasworks Bridge since 1965 was hauled by Barclay 0-4-OST No. 2261 of 1949, seen here heading a train from Oswestry on July 13. PHIL BRADLEY/CHR

Stonehouse Brewery Visitor Centre at Weston Wharf, providing a significant economic boost to the area.

"Our team of volunteers are continuing their good work both at weekends and during the week on the extension. New rail and sleepers are in place on a further quarter mile of line towards Weston Wharf – it awaits final ballasting."

"The project is being delivered by

CHR with support from Oswestry Town Council and the European Development Fund."

Passenger trains are now operating along the extension on weekends in August.

Joint ticketing is available for both a journey in Oswestry and at CHR's other operation at Llynclys, four miles south of Oswestry, where public services are also running at weekends.



Peckett 0-6-OST *Jurassic* arrives at Walls Lane station on July 13 complete with commemorative headboard. GARETH EVANS

Jurassic marks Lincolnshire Coast Light Railway anniversary with sleeper cake

THE Lincolnshire Coast Light Railway (LCLR) celebrated the 10th anniversary of it reopening in Skegness on July 13.

An iced wooden 'cake' was 'fed' to the line's Peckett 0-6-OST *Jurassic* at its Walls Lane station, in the Skegness Water Leisure Park in Ingoldmells by the Mayor of Skegness, Coun Mark Dannatt, accompanied by The Jolly Fisherman, the local mascot.

The 'cake' – which was actually a piece of old railway sleeper – was decorated by 18-year-old Horncastle student Millie Waby, who enjoys baking and icing cakes, but not

normally, ones made of wood for railway engines!

What was the first railway in Britain to be built by enthusiasts on a greenfield site reopened in 2009 on a new site 42 miles to the south of its original Humberston location. Since then, the track has gradually been extended and now totals ¾ of a mile.

LCLR spokesman John Chappell said: "It is extraordinary what has been achieved since May 2009. Who would have thought we would welcome a member of the Royal Family to the railway? Who would

have dared to think that *Jurassic* would steam again with the help of a Lottery grant or that the rusting remains of one of the old wartime wagons from 1917 – the only survivor from those built in Lincoln by Clayton & Shuttleworth – would be transformed into a disabled access carriage? The line has been rebuilt and extended and its historical significance is now widely appreciated."

Watch a video of *Jurassic* in action on July 13 at www.therailwayhub.co.uk/category/video/

Swanage's LSWR T3 overhaul begins, but more money is needed to keep pace

PROGRESS is being made on the overhaul of LSWR William Adams express 4-4-0 T3 No. 563, for which the Swanage Railway Trust recently launched a £350,000 appeal.

As reported in issue 255, on May 18 the trust agreed to allow the now-unique locomotive, which was transferred by the National Railway Museum to its ownership in March 2017, to be returned to steam, following a strip-down and exploratory examination at Bill Parker's Flour Mill workshop at Bream in the Forest of Dean.

It is intended that No. 563 will not only become a flagship locomotive at one of Britain's premier heritage lines but also visit other heritage railways.

More than £30,000 has been spent on the copper for the firebox, but a similar sum will be needed for forming up the inner firebox.

The Flour Mill, a world leader in the restoration and operation of Victorian



The outer wrapper of the firebox of No. 563 being removed at the Flour Mill workshop. BILL PARKER

locomotives, now has the boiler under a temporary outside working cover at the workshop and staff have cut the half sides out ready to prepare the throatplate and backhead corners.

A few more cracks were discovered in the backhead during shot-blasting, although at this stage they are not thought to be too complicated to repair. The Flour Mill has shot-blasted the frames and wheelsets too.

However, the foundation ring is now deemed to be beyond repair, and a

new one will be water jet cut from solid steel. Matt McManus, a trustee of the 563 Group, said: "If anyone wishes to sponsor this item, we expect that it will come in at around £3000. Any help will be gratefully received."

Matt added: "The frames and boiler will shortly be brought into the workshop. However, work will only go at the pace at which we can pay for it."

The 1893-built locomotive's tender is set to be stripped in March and April next year, at Norden on the Purbeck line. A significant amount of needle gunning is required on the frames and wheels before the kit of parts can be sent off to an outside contractor to be reassembled.

→ If you would like to become 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

IN BRIEF

→ Wensleydale Railway hit by vandals and thieves

MINDLESS vandalism reached the Wensleydale Railway on the night of July 20, when thousands of pounds worth of damage was caused by youths who smashed a window in a carriage at Leeming Bar station, ripped out seats and threw them on to the track.

General manager Robert Williamson said it appeared as if the vandals had moved seats around to create makeshift beds in the carriage. Police were investigating.

The damage came after Leeming Bar goods shed was broken into during July, and several high-value machine tools and items of plant equipment were stolen.

→ Lambton tank and Beyer Peacock for Peak Rail gala

PEAK Rail has announced its first mixed traffic gala weekend for August 10/11 with passenger and freight trains working to an intensive timetable.

There will be up to six working locomotives including resident Class 44 D8 *Penyghent* and Class 25 D7659 and on-hire Vulcan Foundry Austerity 0-6-OST No. 72.

In addition there will be Lambton, Hetton & Joicey Railway Kitson 0-6-OT No. 29, courtesy of the North Yorkshire Moors Railway and Beyer Peacock 0-4-OST No. 1827 of 1878 from the Foxfield Railway, plus an as-yet unspecified main line steam locomotive.

→ Landore 08 shunter may be fired up at Llanelli gala

THE Llanelli and Mynydd Mawr Railway (LMMR) will be holding a running day aimed at enthusiasts on Saturday, August 31.

Recently-acquired former Swansea Landore depot shunter No. 08795 will be posed outside for photography throughout the day. Subject to restoration plans remaining on schedule, it is proposed to fire up the 08 for the first time in preservation at some point during the day.

Brake van rides with the line's Sentinel 4wDH diesel No. 10222 *Peter J Griffiths* and train rides behind ex-Netherlands railways Class 600 No. 690 will run between 10.45am and 4pm. With the LMMR actively extending its operational section of running line, it is hoped that a further new section will be in use on August 31.

→ North Norfolk – first gala visitor announced

THE North Norfolk Railway has announced that visiting BR 4MT 2-6-4T No. 80078 will form part of the line-up at its August 30-September 1 gala.

Heritage sector must help save use of coal in face of 'green' legislation

By Robin Jones

A NEW report from a parliamentary group has called on the heritage sector to help secure the future of coal.

The report from the All-Party Parliamentary Group on Heritage Rail, titled 'Steaming Ahead?', identifies concerns about the future availability of coal, drawing heavily on evidence and input from members of the Heritage Railway Association (HRA).

The report offers a six-point plan for steps towards maintaining continuity of coal availability, and environmental mitigation measures. Furthermore, it identifies the HRA as a key player in implementing its recommendations.

The report states that the UK's heritage railways are worth £400 million to the national economy, attracting around 13 million visitors a year, and provide full-time equivalent employment to 4000 people. All of these benefits to the nation are currently threatened by the consequences, albeit unintended, of environmental legislation, requiring an effective end to the burning of coal.

'Steaming Ahead?' identifies steam traction as being one of the biggest draws for both rail enthusiasts and the general public alike. The risks of scarcity driving coal prices ever higher and the potential ultimate unavailability of it represents perhaps the biggest threat to steam traction since British Railways' 1955

Modernisation Plan, said the report.

Without coal, the future of heritage rail in the UK – and all it delivers in terms of economic benefits, employment, education, social cohesion and entertainment – would be in grave doubt, it states.

The HRA has welcomed 'Steaming Ahead?', its chief executive Steve Oates saying: "The APPG report highlights the fact that the true scale of Britain's heritage railway sector simply isn't fully appreciated.

Economic importance

"Our members attract more visitors than the UK's top seven international tourist attractions combined – places like the Tower of London, Stonehenge, St Paul's Cathedral or Westminster Abbey. HRA members operate almost 600 miles of track, with 460 preserved and restored stations – more than double the number of National Trust historic buildings open to the public.

"It clearly wasn't the intention of zero-emissions targets to harm such a large and thriving sector, and the APPG and the HRA are working together to develop a practical solution."

In a recent House of Lords debate,



Heritage Railway Association chief executive Steve Oates. HRA

Department for Digital, Culture, Media & Sport (DCMS) Under Secretary of State Lord Ashton said his department was working carefully to consider how to achieve a balance between environmental

and public health protection and ensuring that the UK's heritage vehicle industry continues to thrive.

He confirmed that DCMS officials are holding meetings with the Department for Environment, Food and Rural Affairs (DEFRA) to discuss the topic, and reiterated DEFRA's previous confirmation that proposals on domestic coal burning would not prevent heritage railways continuing to use the fuels they need.

The parliamentary group's six-point plan proposes that the minister's confirmation is written into future strategy and any subsequent legislation.

It calls on the relevant Government departments (DEFRA, DCMS and Transport) to work with the HRA and coal suppliers, to explore ways to continue and fund the long-term supply of coal.

The plan tasks the HRA with encouraging best practice on

locomotive maintenance and management, in order to minimise CO2 emissions, and proposes that heritage railways explore carbon offset strategies, such as solar power for premises, tree planting, or a green levy on passenger tickets.

It encourages pursuit of joint purchasing and buying group opportunities facilitated with the help of the HRA, and asks the Government to expedite extension of workings for existing opencast mines, and to include a longer transition from coal in Government plans.

Perspective

Steve added: "It's possible to take a doom and gloom approach to the future of coal. The reality is this: UK industry, even today uses almost 12 million tonnes a year. UK heritage rail only uses 26,000 tonnes.

"Among users of coal, UK heritage railways therefore produce only a very small amount of CO2. We have ways to further reduce those emissions and to offset those that can't be reduced.

"Westminster and Government understand the challenge that faces us. The APPG report's recommendations are good ones. By working together, we can meet that challenge.

"We've worked closely with APPG to help shape the plan of action. They've called on us for action and help – and that's what we're here to do."

Austrian Zillertalbahn engine to visit Welshpool for two years!

By Gareth Evans

A STEAM locomotive from Austria is to go on hire to the Welshpool & Llanfair Light Railway (WLLR) for approximately two years.

The Zillertalbahn's newly overhauled U-class 0-6-2T No. 2 *Zillertal* is expected to star in the mid Wales 2ft 6in gauge line's August 30-September 1 steam gala. The Krauss-built locomotive is set to be paired with the WLLR's former Zillertalbahn balcony carriages to form the 'Austrian Train'.

The 1900-built locomotive was expected to arrive in the UK by the end of July. The WLLR said that following further testing, it should enter service on regular passenger trains later in the summer.

The hire of the U-class will not only provide a new and major attraction for passengers but also relieve pressure on the home locomotive

fleet while several key engines are under overhaul.

The WLLR's own Austrian locomotive, 0-8-0T No. 699.01 *Sir Drefaldwyn*, built in 1944 for the German military but which spent all of its pre-preservation life in Austria, is not expected back from overhaul until the end of the year.

Meanwhile, the overhaul of the WLLR's Beyer Peacock 0-6-0T *The Earl* is now underway at the Vale of Rheidol Railway's Aberystwyth works. The 1902-built locomotive is expected back at Llanfair in the middle of the 2020 season.

The Ziller hire period will also cover a planned overhaul of the WLLR's popular former Sierra Leone Railway Hunslet 2-6-2T No. 85, which it is hoped will start as soon as *Sir Drefaldwyn* is completed.

WLLR general manager Charles Spencer, who led the hire negotiations, said: "The WLLR



0-6-2T No. 2 *Zillertal* is seen at the Zillertalbahn during testing following overhaul. JOHN TRAVIS/WLLR

has always valued the historical connection with the Zillertalbahn – and it has been a pleasure working with them on preparations. It has also been an ambition to bring an iconic U-class to the UK to haul its former carriages up the steep

gradients on our line."

As in previous years, every operational steam locomotive engine will be in use during the gala. They will be joined by traction engines, steam cars and lorries, a model railway exhibition and trade stands.



THE Ecclesbourne Valley Railway has picked up its sixth consecutive annual Certificate of Excellence award from TripAdvisor, the world's largest social travel-related organisation, based on the high level of consistent approval ratings from the thousands of passenger on the nine-mile Wirksworth-based line. Operator WyvernRail plc's deputy managing director Tom Tait said: "It is a positive indication that we're doing things right and why so many people from Derbyshire, its neighbouring regions and further afield come to enjoy the line."

Steam runs on summer weekends until September 8, apart from the August 10/11 summer diesel gala and the August 17/18 diesel running weekend, and also on Fridays from August 19-31. Visiting Lancashire & Yorkshire Railway Class 27 0-6-0 No. 52322 is seen in action on a service train. Diesels also run on Tuesdays until September 24 and the award-winning heritage railcars operate on Thursdays until September 26. FRANK RICHARDS/EVR

Moorsline beats Neighbours!

ACCORDING to website Thinkbox which provides audience figures for the programmes on commercial television, mainly for the use of the advertising industry, The Yorkshire Steam Railway, Channel 5's documentary series featuring the North Yorkshire Moors Railway was its seventh most watched programme in its final week.

The reported viewing figures were better than for every episode of Neighbours that week, averaging over a million viewers per episode.

It is not known if Channel 5 intends to commission a third series, but some highly television-attractive events are likely to take place on the NYMR in the coming year, which have been alluded to in already-aired episodes.

These include the first steaming of BR 9F No. 92134 and Cockerill vertical-boilered 0-4-0 steam tram No. 8 *Lucie*, owned by the line's head of traction and rolling stock Paul Middleton and family – plus the replacement of the first and most difficult of the Goathland bridges. Coupled with the high level of human interest in the 'characters' on the railway and the good viewing figures, there must be a realistic chance that a third series will be commissioned.

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£1000 TORRE	£1200 IRCHESTER	£2100 WATFORD	£2550 GLENEAGLES	£6000 CHELMSFORD	£1050 TAYPORT	£1600 BLACKPOOL SOUTH
£1650 TREForest	£3250 PORTHCAWL	£1050 HUMBERSTONE ROAD	£2800 IDMISTON	£1500 COUPAR ANGUS	£3300 ST. CLEARS	£1400 TULLIBARDINE
£1400 DESBOROUGH	£3000 PYLE	£1150 MONTROSE	£2000 CARNOUSTIE	£1750 WELSHPOOL	£2000 BEACONSFIELD	£1700 CRATHES
£1200 LAIRG	£2900 SALE	£3100 WELFORD & KILWORTH	£3100 ST. ANDREWS	£3000 WOODFORD HALSE	£2100 NEWCASTLE	£3100 TONYPANDY & TREALAW

Phone Neil on 01242 620020 or 07836 225711 for further information Email: office@railwayana.com or office@gwr1.com
View more online/more choice, look on our website: www.ukrailwayana.com

Lady McAlpine joins renewed Strathspey push into Grantown

By Robin Jones

LADY Judy McAlpine has become a new figurehead of the project to give the Strathspey Railway a 'somewhere to somewhere' destination by completing its long-awaited extension to Grantown-on-Spey.

The widow of multi-millionaire enthusiast and *Flying Scotsman* saviour Sir William McAlpine, who has been hailed by many as the greatest preservationist of all time, Lady McAlpine has carried on much of his good work in the heritage sector since his death on March 4, 2018.

Amongst her continuing involvement in other railway organisations, she has now become a patron of the Rails to Grantown project, alongside Lady Jean Macpherson of Biallid, whose husband Colonel Sir Ronald Thomas Stewart Macpherson was said to be the most highly-decorated surviving World War Two army officer when he died five years ago, aged 94.

Stakeholder engagement

On July 9, the Strathspey Railway Charitable Trust, which was established in 2008 for the purpose of bringing the railway back to Grantown, hosted an on-train reception in the line's panoramic LMS Officers Saloon at which the two ladies were announced as the project's inaugural patrons. The reception brought together potential supporters and key local stakeholders, including representatives from adjoining landowners, the Cairngorms National Park Authority (CNPA), the Grantown Business Association and the Grantown Initiative, together with railway officials to refresh the trust's funding, community awareness and networking campaigns.

The trust is now preparing to lay the foundations of a major push to Grantown, emulating the success of the Gloucestershire Warwickshire

The late Sir William McAlpine's private Fawley Hill Railway held its first diesel gala on Sunday, June 23, to mark 60 years since the construction at Swindon of its Class 03 D2120. In addition to D2120 working all passenger turns on the normally steam-worked railway, three special photographic run pasts were worked by the railway's 1959-built Hibberd Planet diesel locomotive at the bottom of the bank. A miniature railway outside the museum building also maintained the diesel theme with a Western and Warship in action. D2120 spent most of its working life in the Swansea area, becoming one of the class to be modified with a cut-down cab for the Burry Port & Gwendreath Railway, and was bought by Sir William in 1986.

STUART CHAPMAN

Railway's award-winning and financially-rewarding extension to Broadway, the Bluebell Railway's northern extension to East Grinstead and moves by the Llangollen (Corwen), Churnet Valley (Leek) and Bala Lake railways to establish new termini in these towns.

A trust statement said: "These patron appointments build on the relationship that the ladies have developed with the trust, the romantic memories of visits to the railway with their late husbands and their desire, indeed infectious enthusiasm, to make a difference to the Rails to Grantown project, by engaging with individuals of influence and potentially benevolent corporations."

Trust chairman John Yule said: "The return of the railway to Grantown is not just about the



railway, but more importantly the positive impact it will have on the community and the local economy. Rails to Grantown is a potentially transformative infrastructure-driven local regeneration project that will bring people, spend and jobs to the area, not to mention a rail link to the national rail network in Aviemore – a connection broken by the Beeching cuts of the 1960s.

"As a trust and a railway we are working hard to put the regulatory Transport & Works (Scotland) (TAWS) Order documentation in place to secure the necessary consent from the Scottish Government."

Top priority

"Another current key challenge for the trust is the required circa £2 million funding as our contribution to the replacement of the local authority-removed A95 road crossing at Gaich with a rail underbridge.

"The trust believes that returning the railway to Grantown contributes to the CNPA's strategic economic and transport objectives and authenticity values. It has been identified as the only significant plausible potential economic development project for the Grantown Initiative Action Plan. As the main beneficiary will be the local economy, the Grantown Initiative therefore designates it as top priority.

"The railway's vision is also to increase visitor numbers and the length of stays in Grantown and Aviemore, in part by strong marketing, better linked with

other local attractions (including a planned distillery) and similar themed attractions throughout Scotland and the UK.

"With an overall project cost of circa £10 million, the Rails to Grantown project is costly because it requires, in addition to track-laying, railway infrastructure and fencing by volunteers; a replacement bridge over the River Dulnain (completed with private sector contributions-in-kind in 2014); and a replacement station in Grantown following the removal of the original station by the local authority to make way for an industrial estate." The planned replacement station will be closer to Grantown's historical square and retail centre.

He added that the TAWS Order will be more comprehensive and demanding than previous Light Railway Orders, requiring significant technical and professional inputs, as well as evidence of financial viability, economic assessments and environmental impact surveys.

Furthermore, land use arrangements with a number of different local owners must be agreed. The track was lifted and infrastructure removed despite the Aviemore to Grantown section having been recommended for retention in the Beeching Inquiry in 1964, by the Cairngorms Working Group in 1967, and by the Highland and Island Development Board with the support of the Secretary of State for Scotland in 1968/9, as a tourist facility.



She's no stranger to steam and success in the heritage sector: Lady McAlpine on the footplate of Aviemore-based Ivatt 2MT 2-6-0 No. 46512 E.V. Cooper, Engineer, with volunteer fireman Ken Plant (left) and volunteer driver John Greig (middle) of the Strathspey Railway. SRCT



BR 5MT No. 73082 *Camelot* passes Hazelden with the 9.30am from Sheffield Park on the Bluebell Railway on June 30. Built at Derby in 1955, the 4-6-0 was rescued from Barry scrapyard by the Camelot Locomotive Society in 1979. NICK GILLIAM

IN BRIEF

→ THE Royal Deeside Railway Preservation Society has completed its new West Lodge platform, around a mile from its base at Milton of Crathes station. Volunteers built the platform using 20ft half-height containers laid end to end, with timber decking and fencing, and access ramps, steps and lighting.

→ A £9 million project to convert the disused 1880s goods shed building and adjoining land alongside the Barry Tourist Railway at Hood Road, Barry Waterfront, has been given the green light by the Vale of Glamorgan Council. Developers Loft Co plan to transform the structure into office space, retail units, restaurants and a coffee shop, with a flexible events space for use as an outdoor cinema, farmers' market and pop-up street food zone.

A working shunter for just £1!

By Robin Jones

THE Avon Valley Railway has snapped up what could be the bargain of the century – in the form of a Class 08 shunter in working order for just £1.

No.08663 (D3830) has been sold to the Bitton-based line by Train Operating Company Great Western Railway for less than you might be asked to pay for a spares-only OO gauge model version at a car boot sale.

Starting in 1952, a total of 996 Class 08 diesel-electric shunters were built until production ended in 1962, making it the most numerous of all British locomotive classes. There were also 26 examples of the near-identical but higher-g geared Class 09, and 171 similar locomotives fitted with different engines and transmissions, some of which became

Class 10, bringing the total number of outwardly-similar locomotives to 1193.

More than 80 have entered the heritage sector.

Out-shopped from Horwich Works as D3830 on June 5, 1959, the shunter was first shedded at DanyCraig and subsequently at Landore, Cardiff Canton and St Blazey, before ending up at Bristol St Philips Marsh.

There, it was used to move DMUs and Class 43 High-Speed Train power cars and carriages around the depot.

Fitted with air brakes, it will need to be equipped with vacuum brakes to haul Avon Valley stock.

The line's commercial and business manager Mark Simmons said:

"The Avon Valley Railway would like to thank GWR for its extremely generous sale.



Class 08 No. 08663 arriving at the Avon Valley Railway – a full-size operational locomotive for just £1. AVR

"The Avon Valley Railway Company Limited will also be looking at opportunities for this locomotive

to go on hire to other heritage or industrial works, in order to pay for its future maintenance."

Johnson 'half cab' set for return to action after Barrow Hill purchase

BARROW Hill roundhouse has completed the purchase of Midland Railway Johnson 'half cab' 0-6-0T No.41708 – officially reuniting the roundhouse with the locomotive that spent much of its working life there.

Following its purchase of the long-time resident from the 1708 Locomotive Preservation Trust Ltd for an undisclosed not-for-profit sum, Barrow Hill's first objective will be to have the locomotive fully assessed by industry specialists with a view to returning it to steam, and it plans to launch a fundraising

campaign for its overhaul. The trust will now be wound up.

Barrow Hill Engine Shed Society chairman Professor Mark Robinson said: "We have been trying to bring this Johnson engine into the charity for several years as it forms an important chapter of the Roundhouse story, having been based here between 1947 and 1965.

"We have made a firm commitment to restore No. 41708 and this work will begin with a thorough survey to establish the scale of the challenge we face.

"We will be seeking grants and undertaking fund-raising activities for the restoration, which we aim to begin by 2020; a year that also marks the 150th birthday of the roundhouse.

"I would like to congratulate all involved for making this happen and I would especially like to thank the 1708 Locomotive Preservation Trust for believing in us and trusting us to protect and restore this key historical asset."

No. 41708, which is the only 1F to have been preserved, was bought

from BR and has visited several heritage lines.

It was the star of the show when the roundhouse reopened its doors to the public in July 1998. It made further visits between then and 2002 and returned to its 'home' shed on a permanent basis in 2004, where it has remained on display ever since.

No. 41708 is one of only two locomotives that worked at Barrow Hill that have been preserved, the other being Class 10 D4092, which is also based at the roundhouse.

Avon Valley celebrates its 150th

By Robin Jones

THE Avon Valley Railway is to hold a special event on August 3/4 to mark the 150th anniversary of the opening of its line.

The Midland Railway received Parliamentary approval in July 1864 for a branch from Mangotsfield to Bath, which was officially opened on Wednesday, August 4, 1869. While special celebrations were held on the opening day, at Bath station many local people had come for the thrill of riding on the first train. The initial level of service provided for nine trains each way between Bristol and Bath.

The line became best known for linking the Somerset & Dorset Joint Railway's northern terminus at Bath Green Park station, with the LMS. However, it closed during the late 1960s as a result of the Beeching cuts and due mainly to the Great Western line which also connected Bristol and Bath being just a few miles to the south. The early revivalists set out to reopen the entire line from Bristol to Mangotsfield and Bath but settled on a near-midway starting point with hopes of future expansion.

The anniversary event will feature an intensive timetable using the home fleet of Hunslet 0-6-0ST WD132 *Sapper*, Polish Tkh 0-6-0T 4015 *Karel*, Class 31 No. 31101, and the line's Class 107 DMU, with Fry's Somerdale chocolate factory Sentinel 0-4-0T No. 7942 of 1928 also in operation giving brake van rides at Avon Riverside.

There will be a marquee in the Bitton station car park with exhibits relating the history of the local area, with stands from local groups including the South Los Mines Group, Kingswood Heritage Museum, Bath Museum of Work, Bitton History Society and Fry's History Group, as well as florist and hat stalls.

There will be three model railway exhibits, all representative of the local area – a private model by David Bradley of Mangotsfield; Thornbury and South Gloucestershire MRC's 'St Philips'; and the Taunton Model Railway Group's 'Bath Green Park'.

The car park will also feature a line-up of vintage vehicles, all representing different decades of the railway, shire horses, and morris dancers will be present on the Saturday. There will also be a variety of different live music groups present throughout the weekend.

There will be a bus shuttle service which will operate between the off-site parking at Bitton station, and Warmley signalbox, which will also be open for viewing over the weekend.



Not long into its journey *Katie* romps along with an afternoon train.

Evesham Vale gets off to an early start

Words and pictures by Alistair Grieve

SET on the edge of the Cotswolds, the 15in gauge Evesham Vale Light Railway is often overlooked by enthusiasts in favour of its much-bigger neighbour only a few miles away, the award-winning Gloucestershire Warwickshire Railway.

However, its location, tucked behind the Valley Retail Park on the outskirts of Evesham, nonetheless ensures a steady stream of visitors, and it has become a very popular attraction with families. That was especially evident at the 2019 steam gala, held over the weekend of July 6/7, with trains full and running almost nonstop during the day.

The three resident steam locomotives – 0-4-0 No. 312 *St Egwin*, 0-6-2 No.3 *Dougal* and 0-4-2T *Monty* – were joined for the weekend by two visitors from the Kirklees Light Railway in the form of the geared locomotive *Owl* and ex-Fairbourne Railway favourite 2-4-2 *Katie*.

Alongside these, the exhibition ring had a variety of vintage vehicles on display, some of which took the opportunity to go for a spin down the cut grass footpaths to the delight and surprise of the public.

The timetable was planned to feature a two-train service running at around half-hourly intervals with locomotives swapping over at the terminus. However, the good weather on the Sunday saw large numbers of people turn up and the timetable was discarded in favour of one-in one-out. As soon as one train arrived at the terminus the next one left straight away, the only way to keep the volumes of people moving and not allow the queue for tickets



Monty works a dinner time train round the reverse loop on the outward journey.



Owl drops down from the summit of the line and approaches the tunnel.

to build up. Indeed, the official start time of 10.30am was abandoned as there were long queues by 10am so trains started earlier to cope.

Throughout the day, the revised operation ran like clockwork and the weekend was fault free, with a variety of locomotive combinations to keep

everyone happy. Both visitors more than earned their keep and the flow of passengers were kept happy and more importantly moving. It may not have the glamour of its bigger neighbour and its booming new Broadway destination, but this line still knows how to stage a show.

GCR awarded custody of *Oliver Cromwell* by NRM

By Robin Jones

AS WIDELY predicted for several months, the Great Central Railway (GCR) has been named as the new custodian of BR Britannia Pacific No. 70013 *Oliver Cromwell*.

The GCR and the National Railway Museum have agreed a two-year overhaul loan agreement which paves the way to return the steam icon to running order, both on heritage lines and on the national network. The museum chose the GCR bid for the locomotive over that of Loughborough-based the 5305 Locomotive Association, No. 70013's long-time custodian.

However, the association, led by chief engineer Tom Tighe, will still be heavily involved in the planned overhaul.

The agreement began on July 12 and will run until December 31. Under the deal, the GCR will submit a plan to overhaul the engine and once agreed and completed, a second loan

agreement will be confirmed to cover the operation of the locomotive.

Although the details of the planned overhaul are subject to change, it is believed work will take place at the Great Central Railway using in-house engineering resources.

No significant mechanical or cosmetic changes are planned as part of the overhaul and the precise terms of the operational loan agreement are yet to be confirmed.

NRM head curator and assistant director Andrew McLean said: "This loan agreement is in keeping with the aims of the Science Museum Group's Operational Rail Vehicle Strategy, which reaffirms our commitment to running historically significant engines at heritage railways and on the main line.

"*Oliver Cromwell* has enjoyed a very successful period of operation, it is popular, well maintained and occupies a unique position in UK railway history for hauling the last steam-powered passenger train on



The Great Central Railway has been chosen to return iconic 'Fifteen Guinea Special' star No. 70013 *Oliver Cromwell* to running order. NRM

BR in 1968. I am excited about the prospect of seeing it back in steam."

GCR managing director Michael Gough said: "We are very proud that No. 70013 will be staying at the Great Central and look forward to the day when it will, once again, grace our metals. The GCR has a tremendous pedigree of locomotive restoration and maintenance, including *Oliver Cromwell* and we are delighted that the NRM has recognised this in its selection of the locomotive's

home for the next few years."

Following restoration at Loughborough, the Crewe, 1951-built National Collection engine hauled its first passenger services on the GCR on May 3, 2008. It made an appearance at the National Railway Museum's 1968 and All That event celebrating 40 years since the end of steam, and first main line passenger charter since 1968 came on August 10, 2008 when it took part in a rerun of the 'Fifteen Guinea Special.'

Patriot to be completed at Butterley

THE LMS-Patriot Company board has awarded the contract to complete No. 5551 *The Unknown Warrior* to the Princess Royal Class Locomotive Trust (PRCLT).

The board's decision to choose the PRCLT, based at the West Shed at the Midland Railway-Butterley, from a shortlist of three was based around the ability to establish a good working relationship with the contractor with the clear understanding that it has to be a flexible arrangement to meet all the challenges that project faces.

Company chairman David Bradshaw said: "Our partnership with the PRCLT will see the successful completion of the new National Memorial Engine. The PRCLT has excellent facilities and their expertise will help ensure that *The Unknown Warrior* is finished to the highest possible standards for main line running."

PRCLT chief mechanical engineer Simon Scot said: "We look forward to a successful partnership with the LMS-Patriot Company that will see the completion of this fantastic project and the steaming of the new Patriot."

The project's engineering team and the PRCLT are currently assessing the outstanding tasks with



Pictured are (from left) Steve Blackburn, the LMS-Patriot Company engineering director; Andy Collinson, chairman of LMS-Patriot Enterprises (Patriot Trading Company); Simon Scott, CME of the PRCLT; Kevin West, CME of The LMS-Patriot Project and Nigel Barber, from the PRCLT, standing in front of No. 5551 *The Unknown Warrior* at Crewe Heritage Centre on July 10. BOB SWEET/LMS-PC

the resources that will be available to determine the final programme of work that is required to complete the locomotive. The chassis will then be moved to West Shed imminently.

The final stage of the construction is essentially an assembly job, with most of the large components having been sourced, manufactured, delivered and already fitted. The boiler is the final outstanding and largest assembly to be completed,

with work continuing on it by another contractor.

The LMS-Patriot Project has so far raised more than £3 million, but still needs to raise funds to finish the locomotive, the tender, main line running gear and to purchase a support coach.

→ Donations can be made by sending a cheque to: The LMS-Patriot Company Ltd., The Hub, 17 Eastgate Street, Stafford ST16 2LZ, calling 01785 244156 or by donating online at: www.lms-patriot.org.uk



The damaged Boat of Garten workshop. ANDREW DICK/SCOTTISH FIRE & RESCUE SERVICE

Fire wrecks Strathspey Railway workshop

THE Strathspey Railway's Boat of Garten workshop has been severely damaged by fire. It was reported that the fire started in a nearby workshop, around 250 yards from the station.

Around 35 nearby homes and the adjacent golf club were evacuated as crews from Carrbridge, Grantown-on-Spey, Tomintoul, Kingussie and Aviemore tackled the blaze which broke out around 1.30pm on Monday, July 15.

Services were also halted on the heritage line while the fire was tackled. Nobody was injured.

The Scottish Fire and Rescue Service's Robbie MacDougall said: "This was a challenging incident which required the careful management of risks to protect the public, including the evacuation of nearby homes and the closure of nearby railway lines, as a precaution."

A railway spokesman declined to comment while an investigation was underway.

Homecoming for Newton Heath works war memorial

A LANCASHIRE & Yorkshire Railway (LYR) First World War memorial has been returned to the Newton Heath carriage works site and unveiled more than 60 years after it was moved.

The rededication ceremony on June 28, conducted by train operating company Northern's railway chaplain Mike Roberts, coincided with the 100th anniversary of the Treaty of Versailles, which ended the state of war between Germany and the Allies.

When war broke out in 1914, more than 10,000 LYR workers out of a staff of 37,000 volunteered for the armed forces, and 1422 never returned.

After hostilities ended, the LYR carriage and wagon department in Dean Lane created a war memorial in honour of their 117 fallen comrades, while recording the names of all those in the department who served.

When the carriage works closed, the memorial was taken to Newton Heath Town Hall and it stayed there until the building was demolished.

The components of the memorial were rediscovered years later in the undercroft of Manchester Piccadilly station and were subsequently held for safekeeping by the East Lancashire Railway.

The restoration was funded by the Railway Heritage Trust and carried out by York firm AG Podmore & Sons.

Hayling Seaside Railway up for sale for £310,000

By Robin Jones

THE Hayling Seaside Railway has been placed on the market for £310,000 by its founder Bob Haddock.

The asking price for the mile-long seafront 2ft gauge line includes locomotives and all rolling stock, tools and machinery, the lease from Havant Borough Council and the goodwill.

The line started out as the East Hayling Light Railway (EHLR) after being established by Bob following failed attempts to reopen the legendary LBSCR Hayling Island branch, which closed in 1963.

Bob was a member of the society that, in the mid-1980s, attempted to reinstate the 'Hayling Billy' line, famous for its use of 'Terrier' 0-6-0Ts. However, Havant Borough Council had already decided to turn the disused railway line into a cycleway and footpath, which precluded any chance of rebuilding the line as standard gauge.

Accordingly, some society members decided to create their own railway elsewhere on the island and found a site at Mill Rythe Holiday Camp. Following two years of negotiations, a line was opened there on August 8, 1988.

Six months later, the council invited people to come up with plans and ideas for a railway to operate along the seafront. Bob seized the golden opportunity, but it took more than 12 years to bring his plan to fruition.

Following closure of the EHLR at Mill Rythe, work started in October 2001 on the new line and the building of Beachlands station on land leased



The Hayling Seaside Railway fleet, from left, Motor Rail 4wDH Alan B, Ruston & Hornsby 4wDM Edwin, Alan Keef 0-4-0DH Jack and Ruston & Hornsby 4wDM Alistair. HSR

from the neighbouring Funland Amusement Park. The line finally opened to passengers on July 5, 2003, reborn as the Hayling Seaside Railway.

Following a lengthy period of campaigning to the local authority, work started in early 2018 on a new depot at Eastoke Corner, as the lease on the depot at Beachlands had run out.

The new showpiece depot, highly visible from the main road at Eastoke Corner and instantly recognised as a railway building and as such, a perfect advertisement for the line, was opened in August, 2017.

The railway has two locomotives, Jack, an Alan Keef-built, steam outline diesel hydraulic and Alan B, a totally rebuilt Motor Rail diesel hydraulic. The fleet also includes two other privately-owned locomotives.

The line has five bogie coaches, enabling up to 90 people to enjoy the trip at 7.5mph and carries around

40,000 people per year.

The line has a volunteer society of around 60 members and it runs at weekends and Wednesdays throughout the year, plus every day in school holidays.

Bob said: "I am 72 and it is about time I had a holiday, so I am selling up."

"The railway runs along the unspoilt seafront of Hayling and has marvellous views across The Solent to the Isle of Wight."

"It has become a very popular railway in this thriving holiday and tourist resort."

"Around 95% of the people who visit Hayling Island go past the railway. It has been a real help to businesses."

The sale of the railway is being handled by business broker Zach Dogar, who can be contacted on 07912 513876. Alternatively, email zach@ets-corporate.com

→ Britain's 20 best seaside railways: special summer feature, pages 68-75.

Durango & Silverton Railroad operator faces \$25 million lawsuit over wildfire

THE Durango & Silverton Narrow Gauge Railroad has been accused in a lawsuit of starting one of the largest wildfires in the history of Colorado.

According to the office of US Attorney Jason Dunn, federal investigators found that hot cinders from a steam locomotive ignited brush at around 10am on June 1, 2018, starting the blaze, labelled the 416 fire, 10 miles north of Durango.

Two residents said they saw the fire start moments after a train travelled through a drought-stricken canyon at Shalona Hill.

The wildfire spread to 85 square miles of land in the south west of the state, including the San Juan National Forest, which had to be closed for the

first time. Hundreds of people had to be evacuated.

Fire crews declared the blaze under control by July that year, but it was not completely extinguished until November.

As the fire raged, the 42-mile railroad suspended services for 41 days. Durango's businesses were hit by a \$33 million downturn in trade in June alone.

A statement released by Dunn's office said the authorities estimated that the cost of the damage and tackling the fire, which affected 54,000 acres, could reach \$25 million.

The lawsuit asserts that because the fire was caused by the railroad company, it should be held liable

under federal and Colorado law for all the damages incurred by the United States as a result of it.

In a statement, Dunn said: "This fire caused significant damage, cost taxpayers millions of dollars, and put lives at risk. We owe it to taxpayers to bring this action on their behalf."

Furthermore, local residents and businesses have begun their own legal actions against the railroad, claiming that its operating company knew, or should have known, about the drought conditions.

Railroad owner Al Harper has previously said that if the railroad was found to have caused the fire, he would take "whatever steps necessary to make it right".

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School of thought: Southern Railway Schools 4-4-0 No. 30901 *Winchester* approaches Battle station's Up platform with a Charing Cross-bound train on September 9, 1956. The station building, which is behind the photographer, is a listed Gothic structure that is admired as one of the finest of its kind in the country. At the time of the photograph, the platforms were staggered and did not overlap until after electrification in 1986. RC RILEY/TRANSPORT TREASURY

Classic early-Victorian main line railway architecture saved for future generations

By Geoff Courtney

AN early-Victorian main line station, lauded as one of the country's finest examples of Gothic railway architecture, has received a major refurbishment that has preserved the building and ensured its survival for decades to come.

The station is at Battle, on the London Charing Cross to Hastings line, five miles north of the south coast resort. It was opened by the South Eastern Railway in 1852, is Grade II listed, and it currently handles more than 500,000 passengers a year served by Southeastern.

On giving it Grade II status in May 1987, Historic England described its design as a "Victorian vicarage in the medieval style" while one geographic website recently said that after St Pancras, the station building on the Up platform was the "next-best Gothic railway station in the country". Designed by SER architect William Tress, whose taste ran from Gothic to Italianate, the station includes an atmospheric combined booking hall and waiting room with ornate trefoil windows, and steeply-pitched roofs with decorative tiles and large stepped chimneys.

James Kenton, an associate of Clague Architects, which led the £500,000 project, said: "Securing the fabric of this glorious station was a challenging one in terms of the scale



Battle stations: It may be 167 years old, but Grade II-listed Battle station in East Sussex looks as good as new after a major conservation project described by local MP Huw Merriman as "remarkable".

of the conservation required, and also because Southeastern needed to keep the station's platforms and booking hall open. Battle once again has a station it can be proud of."

The work, which took 10 months, included replacing the roof, rebuilding the chimneys, cleaning the brickwork and re-homing a 3000-strong beehive. Due to its listed status, planning consent for the work made certain stipulations about the materials used, and these were sourced locally whenever possible, including tiles that was hand-made in Wealden clay.

Southeastern managing director David Statham described the station

as an "iconic historic building", while Bexhill & Battle MP Huw Merriman enthused: "The refurbished station looks fantastic. It is a significant local building, and the attention to detail involved in restoring it to its original glory is remarkable. The restoration has not only preserved the building, but it has ensured it will continue to serve passengers and visitors for generations to come."

Among those funding the project were the Railway Heritage Trust, supported by Network Rail, Southeastern, South East Local Enterprise Partnership, East Sussex County Council and Rother District Council,

Vandals target Cambridgeshire parkland miniature line

VANDALS who targeted the dual-gauge Riverside Miniature Railway in St Neots, Cambridgeshire and rendered the track unusable may have jeopardised the future operation of the line, according to the volunteers who run it.

Police were investigating after a

group of youths were seen on the site on Monday, July 1, damaging the CCTV camera and the track, plus equipment belonging to a third party.

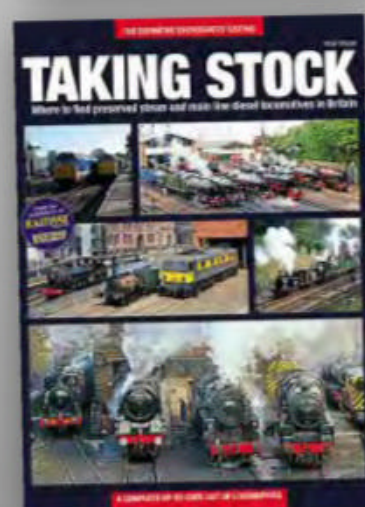
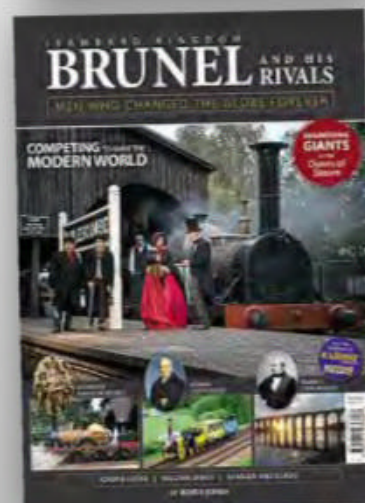
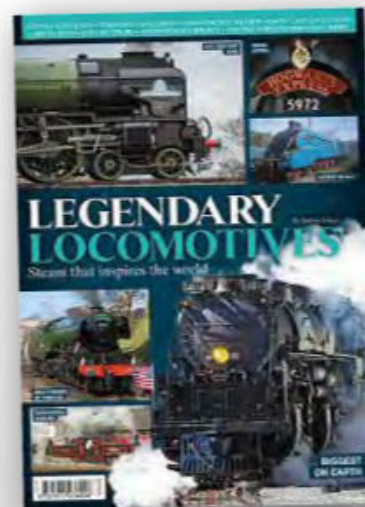
A spokesman for the railway said: "Further vandalism may affect future openings. It saddens us that

the very operation of the railway is now at risk.

"We have clear CCTV pictures of the responsible individuals and we have passed this footage on to the police."

The 7¼in/5in dual-gauge miniature railway is set in parkland.

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6130 £500	84 B £160	88 G £150	87 F £140	86 A £200	82 E £120	DUNDEE £2400	KEYNSHAM & SOMERDALE £650
8728 £500	82 E £120	82 C £150	86 B £180	84 F £120	41 A £110	NORTH BERWICK £2900	TRENTHAM £1050
1623 £600	88 C £225	87 C £120	85 D £430	50 C £120	25 B £110	WORMIT £1050	TORRE £1000
4998 £1200	21 C £500	61 B £210	88 A £210	12 A £140	55 G £150	NORTHAMPTON BRIDGE STREET £4000	TULLIBARDINE £1400
6129 £400	50 C £100	54 D £300	85 F £530	83 C £600	83 D £260	NORTHAMPTON CASTLE £6100	STAFFORD £2500
4970 £242	54 A £210	81 A £180	86 A £200	I B £100	85 B £460	KILSBY & CRICK £1300	RUABON £730
9682 £242	WHITLEY BAY £180	DONINGTON £610	THE ROYAL ALEX' £1500	CONDASTON 1937 £6000	FINCHLEY ROAD & FROGNAL £500	DESBOROUGH & ROTHWELL £1400	SMALL HEATH & SPARKBROOK £1250
6923 £1200	axial £1000	GENTLEMEN £180	Galloway Princess £3500	Freightliner Reliance £1500	BLACKPOOL NORTH £700	GRETTON £1000	TAMWORTH £1150
4692 £400	GENTLEMEN £200	BRADFORD EXCHANGE STATION £2150	Port of Hull £1600	TICKETS AND ENQUIRIES £550	BLACKPOOL SOUTH £1600	KETTERING £2300	TYSELEY £600
4610 £500	LAMPS £185	GOODS STATION £1550	YORK £1600	NOTICE TO ENGINEER £1000	LLANELLY £500	WELFORD & KILWORTH £3100	BUTLERS LANE £650
73146 £500	PORTERS £160	TAXI RANK £680	STATION MASTER £220	WAITING ROOM £220	ALTHORP PARK £1350	LAIRG £1200	LEIGHTON BUZZARD £600
42908 £500	OIL STORE £120	PLEASE HAVE ALL TICKETS READY £130	BOOKING OFFICE £100	LADIES WAITING ROOM £170	OLNEY £1850	LEUCHARS JUNCTION £700	ACOCKS GREEN & SOUTH YARDLEY £870
45560 £2400	TICKETS £120	LOCK UP £225	BOOKING OFFICE £120	CHEPSTOW £600	WOODFORD HALSE £3000	IRCHESTER £1200	BIRMINGHAM £1050
43771 £1400	STATION £160	BISHOP AUCKLAND WEST £420	GOODS OFFICE £440	TAYPORT £1050	PENKRIDGE £800	MIDDLETON JUNCTION £600	BIRMINGHAM £1500
75018 £550	DESBOROUGH STATION £400	WHEELS OF BICYCLES £225	CHAPSTOW £600	PIDDINGTON £1550	ROTHES £800	BLAKE STREET £660	BORDESLEY £760
BEVER PERDUE & CO 1908 £3800	LANCASHIRE £320	LANCASHIRE £300	PIDGINGTON £1550	DIDCOT £650	ST. CLEARS £3300	KEMBLE £660	HEREFORD £1750
LANCASHIRE £320	LANCASHIRE £300	LANCASHIRE £300	LANCASHIRE £300	LANCASHIRE £300	LANCASHIRE £300	LANCASHIRE £300	LANCASHIRE £300

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

New class record for Western name and numberplate set



THE second Stafford Railwayana Auction of 2019 took place on July 6, with the top price achieved going to the 'Western' nameplate and cabside set from 'second in the class' D1001 *Western Pathfinder* – setting a new record for the class at £15,500, writes *Geoffrey Crutney*.

The vendor's husband purchased the set in 1977 for £453, highlighting the continual increase in the value of 'modern traction' plates.

A total of 62 station totem signs were on offer at Stafford, which is believed to be a record offering for the class.



Western Pathfinder under the hammer. JON BLAKE

LEFT: The impressive 'wall of totems' recently offered at Stafford.

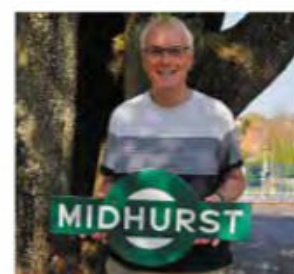
Memories are made of Midhurst

The top-selling Southern Railway station target sign at the debut Mid-Hants Auction on Easter Saturday went to the closed station of Midhurst, which sold for £5,200.

The happy winner of the lot was Paul Clark, who grew up in the West Sussex market town, which finally lost the last of its three former branch lines to passenger services in 1955. Paul is

author of *The Chichester & Midhurst Railway* (Turntable Publications, 1980)

RIGHT: The price of nostalgia: a happy Paul Clark and his Midhurst target.



It's not all about nameplates!

WHEN a gentleman enthusiast in his 70s from Chippenham wrote to us to explain that he was profoundly deaf with learning difficulties and suffering from Asperger's Syndrome and that he would like to attend the Mid-Hants auction specifically to bid on a modern (but now redundant branding) South West Trains station sign for Ash Vale, we made sure that he had a reserved seat at the front, and that one of our representatives came to him before his lot was due to sit through the process with him.

For the grand sum opening bid of £40, the beaming new owner and his sign were driven from the auction to his car at the station car park, loaded up and was waved on his way. It's now cleaned and takes pride of place on his lounge wall. It's not all about nameplates!



Historic GWR horse dray finds home at Llangollen

AN historic GWR horse dray found abandoned in the garage of a deceased former Swindon Works employer arrived at its new home in North Wales in May.

The Llangollen Railway's Heritage Group acquired the dray, which was brokered by Railwayana Auctions UK, after £3400 was raised by volunteers and supporters in just one week, where it will be restored and displayed at Carrog station. The dray was given a ceremonial welcome when it arrived at Llangollen station, where it was greeted by railway volunteers, visitors and reacquainted with former traction in the form of 'Hercules' – a working horse from the nearby Llangollen Canal Wharf. The dray will soon enter the workshop of the daytime BBC TV show *The Repair Shop* and the dray's restoration progress will be featured.

Crowdfunding is ongoing to cover the costs of the dray's purchase, and you can support by visiting www.justgiving.com/crowdfunding/gwr-dray



As seen on TV!

RAILWAYANA Auctions UK proprietor Neil Booth has been in Scotland to take part in a new Channel Four series entitled *Scotland's Wonderful Railways*. Filmed among the glorious architectural surroundings of Wemyss Bay station and at The Museum of Scottish Railways, the production team were also to be found recording at Neil's recent Stafford Auction. Among the chosen interviewees was the lady vendor of the star lot, the Western name and numberplate set (as above).



Filming at The Museum of Scottish Railways.



Interviewing Neil at the Stafford auction.

Now consigning for future auctions

THE second Mid-Hants Railwayana Auction will take place at Perrins School, New Alresford, Hampshire, on October 26, 2019, following a successful launch event on Easter Saturday. The next Stafford Railwayana Auction takes place on February 8, 2020, at The Blessed William Howard Catholic School, Stafford.

Collectors wishing to dispose or to downsize their collection

are welcome to consign items for these sales. We have the lowest commission rates of all the railway auctions and the April and October Mid-Hants sales will be the only specialist railway auctions to be held in the south of England in 2020. We also operate a collection and delivery service. For more information contact Neil on 01242 620020 / 07836 225711 or email office@gwr1.com

Major extension will propel Mangapps into the big league

By Geoff Courtney

MANGAPPS Railway Museum owner John Jolly is celebrating the working venue's 30th anniversary by unveiling an expansion project that will propel the Essex visitor attraction into a major player on the preservation scene.

Under the scheme, on which work has already started, covered space for locomotive and rolling stock restoration and servicing will be doubled, the museum will be substantially extended, and a new carriage shed constructed.

The first part of the £1million project is the new three-road 150ft long carriage shed on which work has proceeded at a pace that enables it to be already in partial use. This will be followed by a 60ft extension to the loco running shed and an 80ft four-road extension to the site's main museum, which is home to a widely acclaimed railwayana collection.

Other elements of the work will be improved public and disabled access and alterations to the museum's three-quarter-mile standard gauge track layout that will allow more frequent trains for visitors. John is also promising additions to his locomotive and coaching stock fleet and railwayana collection.

The museum, near Burnham-on-Crouch, was founded by John and his wife June in the summer of 1989 as Mangapps Farm Railway, 'farm' being dropped 12 years later as farming



Space for more: The three-road carriage shed being built at Mangapps Railway Museum in Essex as part of a major expansion programme. Inset: The interior of the shed, which is already in partial use. Nearest the camera is an ex-Norwich Eastern Railway perishables van, built about 1900, that in 1943 was converted into a rectifier van and later a stores van, in which guise it sat in a siding at Norwich Thorpe for more than four decades before being acquired by John Jolly. Behind this veteran is a 1929 LNER Gresley teak coach, and then a 1921 LSWR brake third. JOHN JOLLY

took a back seat and has now disappeared completely.

The collection of ex-BR diesel locomotives gradually increased, and now includes Class 31s Nos. 31105 (ex-D5523) and 31233 (D5660), Class 47 No. 47579 (D1778), four Class 03 shunters and a Class 04. No. 47579, named *James Nightfall* G.C, is currently on loan to the Mid-Hants Railway. There are also two industrial steam locomotives, two industrial diesels, and a selection of former BR multiple units

and London Transport Tube stock.

Other stock includes more than 80 carriages and goods wagons, making it one of the most comprehensive collections on any UK heritage line, with the former including representatives of the GER – the oldest of which date from 1864 – LNER, LSWR, GNR, SECR, GWR and BR.

Amongst John's collection is a caboose, built by the Canadian Pacific Railway in 1981, and so important is it to the museum the height of the doors of the new carriage shed

is 16ft 1in, to enable this piece of North American railway history to be accommodated under cover.

The museum's railwayana collection comprises thousands of items, and includes nine GWR, LMS, LNER and Standard nameplates, and currently spreads over 10,000sq ft of floor space.

As he surveyed the redevelopment gathering pace, a proud John, who described the project as the equivalent to a relaunch, recalled a quote he made to *Heritage Railway* just five years ago, when the museum was celebrating its silver anniversary: "We started small and have grown steadily. While we will never be a long line, nor have a fleet of big engines, we think that in terms of interest and variety, we can equal, or even surpass, many of the 'big' heritage railways."

With the 30th anniversary of its founding having arrived, along with the workmen, digger trucks and construction equipment, that pride has taken on an even deeper meaning.

Meanwhile, John is gearing up for a large reunion of former Stratford railwaymen, which is being held at the museum on August 17, as reported last issue.

"I am looking forward to it," he said. "One of the things that got me into railways were Saturday tours of the shed and works in around 1957/58. Also, some of our volunteers here are ex-Stratford men."

IN BRIEF

→ PLANS by the National Trust for Scotland for a new permanent snack bar in the visitors' car park serving the West Highland Extension's Glenfinnan Viaduct – a magnet for Harry Potter fans – have been approved by Highland Council. A new car park was approved last year to cope with an estimated 2000 daily summer visitors who arrive to view the viaduct and West Coast Railways' 'Jacobite' steam service passing over it.

→ A VINTAGE lamppost from a disused plot of land in nearby West Bridgford will be used in the Great Central Railway (Nottingham)'s reconstruction of East Leake station. The lamppost resembles the original ones at the station and was recovered with the aid of Simons Developments Ltd, which is building a new Lidl store and houses on the site.



Class 25s D7612 and D7535 approach Hood Bridge with the 2T06 11.40am Buckfastleigh to Totnes Riverside service on July 20, during the South Devon Railway's golden anniversary diesel gala, which also featured guest Class 31 D5518 from the Avon Valley Railway. DWV HUNT

Gender dilemma for locomotive owners and museums after signs vandalised

By Hugh Dougherty

THE Scottish Maritime Museum (SMM), which includes displays on railway-owned steamers, has decreed that ships, locomotives and other pieces of machinery will now be referred to in gender-neutral language. The words 'she' and 'her' have now been officially dropped from displays, print and online material.

Director David Mann took the decision after the term 'she' was scratched off information boards referring to ships.

"As a charity, we can't afford to continually replace costly information boards," said David. "Society has moved on in how objects are referred to, and from now on we'll use gender-neutral language when describing exhibits."

Controversy

The move has sparked controversy and underlines the diverse approach taken by heritage railways and museums across the country. In railway culture, just as ships have traditionally been referred to as 'she', railway locomotives, and steam engines, especially, have often been referred to as 'she', particularly as many carry feminine names, such as the LMS Princess or Duchess classes.

Simon Baylis, the National Railway Museum's PR and communications manager, said the museum received an enquiry about the topic from a member of the public as a result of the SMM story hitting the press.

Simon said: "We've always taken



A3 Pacific No. 60103 *Flying Scotsman* heads south through Deeping St James, between Spalding and Peterborough, on a light engine move on March 18. Should the world's most famous steam locomotive be referred to as 'she'? ROBIN JONES

the stance that objects are gender neutral and this is the case across the Science Museum Group. There will, of course, be members of the public who refer to favourite engines as 'she', especially locomotives such as Duchesses but that's up to them. We usually refer to engines by name and number."

Glasgow Life, which curates the historic steam locomotives in its collection at the city's Riverside Museum, confirmed that gender neutral terms are used for steam locomotives and for all vehicles and models in its collection, while a

quick straw poll of heritage railways showed that few had a policy or had considered the possible impact of the issues raised by the SMM case. Several referred to locomotives as female in their publicity, with footplate crews referring to their charges as 'she'.

Official guidance

The Heritage Railway Association, which issues a series of guidance notes to members on operational safety, artefact collections and governance, does not carry any advice on its website on using or not employing gender-

neutral language. Heritage railways which are accredited museums, have to adhere to the policies of the accreditation bodies, which require gender neutral terminology to be used.

A heritage line volunteer, who did not want to be named for fear of being branded reactionary or targeted on social media, claimed that applying gender neutral language to historic railway locomotives was driven by political correctness and was historically misleading.

He said that when today's preserved engines and coaches ran in every day service, it was normal practice for railwaymen to refer to them as 'she', and if heritage railways are presenting a true, historical picture of the steam age as it was, then such terms should be used today.

"We have to be careful that we are not dictated to by the politically correct or that we start to rewrite history. If a steam loco was referred to customarily during its working life as 'she', and 'she' is now in action on a heritage line, then it is utterly appropriate that 'she' continues to be referred to as female. That is showing no one any disrespect as loco crews have always put their charges on a pedestal and treated them as ladies in every sense of the word," said the volunteer.

→ **Heritage Railway's house style and that of other titles has always been to refer to locomotives as 'it'. However, what do readers think of this issue? Please let us have your views.**

Could you display a classic locomotive nameplate?

THE Railway Correspondence and Travel Society (RCTS) is looking for new 'homes' to display locomotive nameplates from its collection.

In a ceremony at the Buckinghamshire Railway Centre on June 9, the venue's vice president Dave Potter accepted Great Central Railway 11E (LNER D10) Director 4-4-0 nameplate *Sir Edward Fraser*, on loan for public display in the station building at Quainton Road.

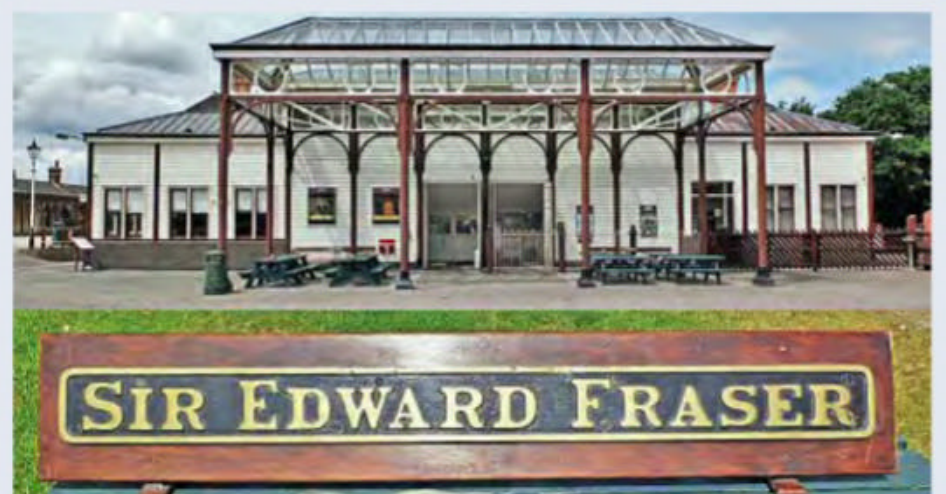
The locomotive was built in 1913 and finally withdrawn in October 1955. It carried four numbers during its life, initially 432 for the GCR, 5432 under the LNER, followed by a change to 2653 in

1946, and latterly 62653 for BR.

Like others of the class, it was named after GCR director board members.

The RCTS currently has other nameplates on display, including one from the straight plates from GWR King 4-6-0 No. 6014 at Didcot, and another King plate is on loan to the Severn Valley Railway, along with that from GWR Saint *Sir Massey Lopes*.

The Bluebell Railway hosts *Beachy Head* and *The Green Knight*, while the Isle of Wight Steam Railway appropriately has *Ryde* from an O2 Class 0-4-4T. *Sheffield United* and *Sheffield Wednesday* are to be found side by side in a hotel in Sheffield,



The *Sir Edward Fraser* nameplate in front of the relocated Rewley Road, Oxford station building at Quainton Road. W J FREEBURY

and the South Yorkshire Transport Museum has *Prince George*.

A statement from the RCTS said: "Appropriate homes are still sought for plates relevant to the LSWR, LNWR and LMS, the latter being a particularly interesting plate from

an LMS Jubilee. If any heritage lines or museums having specific connections to these companies, and having secure display facilities, would be interested in discussing a loan please contact the RCTS at dscchair@rcts.org.uk"

Last-minute line-up change for Mid-Norfolk steam gala

Words and pictures by Brian Sharpe

THE Mid-Norfolk Railway is the exception to the rule in holding its main steam gala in mid-summer.

It also makes efforts to secure big name class 8 Pacific power for the event and 2019 was no exception. Booked to star in the three-day event on June 28-30 were LMS Princess Coronation Pacific No. 6233 *Duchess of Sutherland* and LNER A4 Pacific No. 60009 *Union of South Africa*.

Both Pacifics are main line certified and were booked to arrive over the railway's main line connection at Wymondham. But just days before the event Network Rail advised that neither engine was currently gauged for the route, despite both locomotives having used it relatively recently. The MNR was left looking for replacement motive power for its big event.

BR Standard 4MT 2-6-4T No. 80078 was on the railway for the summer season and Hunslet Austerity 0-6-0ST No. 75008 *Swiftsure* was also visiting, but something bigger was needed to compensate for the non-appearance of the Pacifics.

Fortunately, NERT2 0-8-0 No. 2238 could be made available by the North



USATC S160 2-8-0 No. 5197 arrives at Thuxton with a Dereham to Wymondham Abbey train.

Eastern Locomotive Preservation Group and arrangements were made to move it to Norfolk from its base on the North Yorkshire Moors Railway at short notice.

To make up the four-engine roster, it was initially hoped that regular visitor GWR 0-6-0PT No. 9466 could travel from Quainton Road, but this

did not happen and instead USATC S160 2-8-0 No. 5197 was the fourth locomotive, calling in en route from a gala appearance at the Epping Ongar Railway back to its base on the Churnet Valley Railway.

The 2-8-0 was available for traffic only on the Saturday and Sunday of the gala but nevertheless the railway

was able to recast its timetable to operate a four-engine steam service as planned on those two days, with the main line engines operating between Dereham and Wymondham Abbey, while the Austerity worked shuttles on the northern section, from Dereham to Hoe, with a DMU trailer.



Visiting NERT2 0-8-0 No. 2238 runs round its train at Dereham.



BR Standard 4MT 2-6-4T No. 80078 arrives at Yaxham with a service from Wymondham Abbey to Dereham on June 29.

NELPG's J27 to return to Wensleydale Railway for peak summer season

By Roger Melton

THE North Eastern Locomotive Preservation Group's popular J27 0-6-0 No. 65894 will again provide a steam presence at the Wensleydale Railway (WR) this summer – having previously operated on the line in August 2018.

The J27 has seen regular use at the North Yorkshire Moors Railway and by mid-June it had already clocked up around 1600 miles.

It is not considered powerful enough for the heavy peak season trains, so its operating commitments on the NYMR ended by July 21, to coincide with the start of the Gold

timetable the next day. The 0-6-0's operations on the WR will last from August 2 to September 1 and involve 23 steaming days.

The possibility of including driver experience days towards the end of the hire period, and any potential for an extension to the hire period, will be considered nearer the time.

At the end of the hire period, the 0-6-0 will then return to the NYMR and re-enter traffic there for the rest of the season.

Members of the class were regularly seen on the WR's route between the wars, when a J27 was allocated to Leyburn shed to run freight services along the line.

‘Sunken’ Simplex diesel locomotive runs again on the coast where it ‘drowned’

By Robin Jones

A LOCOMOTIVE that survived the catastrophic 1953 floods on the Lincolnshire coast and helped build many of the properties there has moved under its own power for the first time in more than 45 years.

The 2ft gauge ‘Skegness Simplex’ is owned by the Lincolnshire Coast Light Railway Historic Vehicles Trust, which was given it by one of its trustees who had bought it many years after it last ran, prior to the closure of Skegness Brickworks in 1976, when its plant and machinery – including its internal railway – was sold at auction.

Built by Motor Rail Ltd in 1947, the diesel was delivered new to Mablethorpe contractor WGC Hammond, who used it to move skip-loads of spoil to strengthen the sea defences in Mablethorpe, Trusthorpe and Sutton-on-Sea. It would have been working there during the floods that killed 43 people in Mablethorpe, when it was submerged under seawater and sand. However, it was retrieved by its owners and is believed to have worked on strengthening the

Mablethorpe sea defences to prevent any recurrence of the flooding.

In 1964 it was sold to the Mablethorpe Brick and Tile Company of Alford Road, Mablethorpe, and then sold again in 1970 to CF Rawlinson of the Skegness Brick and Tile Company. It was bought at auction in 1998 by the Lincolnshire Coast Light Railway Trust’s treasurer Paul Walkinshaw.

The railway owns a further five Simplex diesels used in agriculture and industry in Lincolnshire and a private owner has another at its base in the Skegness Water Leisure Park



The ‘Skegness Simplex’ is towed with volunteer Peter Balderston at the controls, by Sark before successfully starting the motor for the first time in 45 years. MIKE NEWBOLD/LCLR

awaiting restoration. Trust chairman Richard Shepherd said: “The ‘Skegness Simplex’ has always been special to us, as it worked within a couple of miles of where our railway is located in the Skegness Water Leisure Park.

“At its first location in Mablethorpe and then in Skegness, it literally helped build the towns – many of the bricks and tiles of which the coast’s hotels, shops, restaurants and homes are constructed were moved by the old loco. It’s a tangible reminder of what was once an important industry in the area.”

Following years of restoration, volunteers recently fixed up a temporary fuel supply and carefully towed the locomotive, proving the chains, clutch and gearbox still function. After a short distance it was found to be possible to prime the fuel pump and the engine struck up.

The ‘Skegness Simplex’ then towed Sark, the locomotive that had moved it, back to the shed. It now requires painting, brakes, cooling system, exhaust and bonnets refitting to return the engine to runnable condition, and is intended for use as a shunter.



The Earl and Countess of Forfar unveil the plaque at Dufftown station on July 2. KDR

Royal couple visit Dufftown Whisky Line

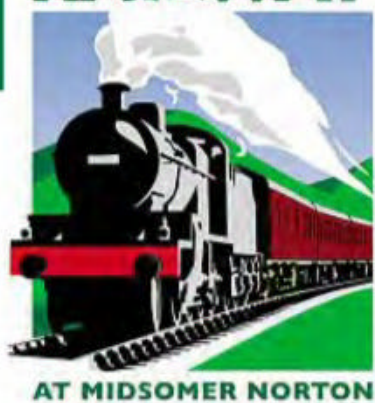
PRINCE Edward and his wife Sophie took a trip in the cab of a DMU while visiting the Keith & Dufftown Railway on July 2.

The royal couple, making their first trip north of the border since being given their new Scottish titles of the Earl and Countess of Forfar, visited Glenfiddich in Dufftown to celebrate the 50th anniversary of the world’s first whisky distillery centre.

After touring the distillery’s production facilities, they visited Dufftown station and met the Whisky Line’s volunteers, before unveiling a plaque to mark their visit.

The Countess sat in the driver’s seat and sounded the horn as the DMU set off for Keith.

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GWR Castle class duet: No. 5043 *Earl of Mount Edgumbe* stands alongside No. 5080 *Defiant* at the Tyseley Locomotive Works Open Weekend on September 30, 2018. GARETH EVANS

Rheidol improves car and coach parking at Devil's Bridge

THE Vale of Rheidol Railway (VoR) has announced its latest improvement project – the enhancement of the car and coach park at the line's Devil's Bridge terminus.

The new facility will allow the existing car park area to be opened up as a pedestrian area for visitors, with a separate coach park and will also be convenient for community events at the recently converted community hall.

The project has received funding through the Welsh Government Rural Communities – Rural Development Programme 2014-2020, which is funded by the European Agricultural Fund for Rural Development and the Welsh Government (EAFRD). The task is expected to be complete by the end of August.

VoR general manager Llyr ap Iolo said: "The existing railway car park is inadequate for the number of tourists who are now coming to the railway and visiting Devil's Bridge.

"The new car park will have space for 78 vehicles, including disabled parking with an accessible path to the station and four coach bays, which will leave the area around the station and cafe to a pedestrian-only area. This will improve the safety and the ambience of the station. We are extremely grateful for the funding we have received from EAFRD and we look forward to welcoming more visitors to the area."

The new pavement being built by Ceredigion Council will also improve access and pedestrian safety into the village.

Garratt facelift contract 'could save St Rollox'

By Robin Jones

ONE of Britain's great steam locomotive building works, which has been facing the axe after more than 150 years, has been thrown a lifeline with an order to restore an articulated Garratt.

North Lanarkshire Council has given Glasgow's St Rollox works, now Springburn rail depot, which is facing closure with the loss of 180 jobs, the task of cosmetically restoring 1956-built 3ft 6in gauge South African Railways GMAM class 4-8-2+2-8-4 No. 4112 *Springbok*.

The Garratt, built locally by the North British Locomotive Company, was repatriated in 1988 and at first was displayed at the entrance to the Plym Valley Railway at Marshall Mills near Plymouth, before being moved to the Summerlee Museum of Scottish Industrial Life in Coatbridge, where it has been displayed in the open.

Responding to concern about its deteriorating condition, the local authority has given the works the task of stripping back and refurbishing the engine. As a result of the order, the Scottish Government, which has resisted calls to nationalise the yard, can grant state aid and keep the works going while owner Gemini Rail tries to find new operators.

The works, nicknamed the Caley, was built in 1856 for the Caledonian Railway, which had moved away from its works at Greenock. It was built on the site of the station of the Garnkirk & Glasgow Railway, which the Caledonian had absorbed, near to the chemical works of Charles Tennant, and was named after the nearby parish church of St Roche.

It rapidly grew to become the main train construction yard in Scotland, bigger than the three other yards



South African 'Cape gauge' articulated North British Garratt No. 4112 *Springbok* has been on open air display outside the exhibition hall at Summerlee Heritage Park in Coatbridge for nearly three decades. HUGH LLEWELLYN/CREATIVE COMMONS

belonging to other companies nearby. However, the final batches of main line locomotives built on site were 30 LMS 4F 0-6-0 freight engines Nos. 4177-4206, completed in 1925, and 10 more of the same, completed in 1928. The site switched from a locomotive building facility to a repair and maintenance centre in 1929, and still performs the role today.

After privatisation in 1995, the works passed through the hands of a series of corporate owners and parts of the massive works were sold off or were abandoned.

Operator Gemini Rail Services has blamed an unsustainable decline in the amount of work at the factory, which repairs all of the rolling stock north of the border, for its moves to close it. Recent work has included overhauls of Class 156 and Class 158 DMUs and Class 320 EMUs for Abellio ScotRail.

Labour MP for Glasgow North

East Paul Sweeney said: "Since the closure of the Caley was announced late last year, my colleagues and I at the Unite trade union have left no stone unturned in our efforts to find a way to keep 160 years of railway engineering in Springburn alive."

The union's regional industrial officer Pat McIlvogue said: "Unite has been working tirelessly to explore every option possible to keep the Caley open and to secure work which will buy more time.

"The initiative to refurbish and refit the locomotive gives us that opportunity. Unite looks forward to discussing this welcome development in greater detail with North Lanarkshire Council and heritage organisations."

Council leader Jim Logue said: "We're delighted to be supporting this innovative proposal by Paul Sweeney MP to ensure the Caley's proud history is preserved."



Drifting downhill, Hawksworth Modified Hall 4-6-0 No. 6960 *Raveningham Hall* passes Eardington Cottage with a matching BR red and cream set. The locomotive is spending the summer on the Severn Valley Railway in exchange for GWR 4-6-0 No. 7802 *Bradley Manor* which is visiting the West Somerset Railway. MAT YARDLEY

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Tales of disused Underground to be showcased in major exhibition

By Robin Jones

A NEW exhibition unveiling secrets of disused London Underground stations, many for the first time, is to open on Friday, October 11.

The Hidden London exhibition at London Transport Museum in Covent Garden will present the largest number of rare archive photographs, objects, vintage posters, secret diagrams and decorative tiles from disused stations that have been brought together in one location.

Visitors will get the chance to experience an 'abandoned' Tube station underworld and learn about stories from Britain's wartime past, such as the Plessey aircraft underground factory which had 2000 members of staff, mostly women, working in the two 2½-mile tunnels on the eastern section of the Central line during the Second World War.

Visitors will be able to discover how Winston Churchill took refuge in the Railway Executive Committee's bomb-proof headquarters deep underground at Down Street station in Mayfair. At 22 metres (72ft) below ground, Down Street was safe from air raids and protected from gas attacks. There were lavatories, washrooms, a typing pool and dormitories for around 40 staff.

Objects on public display for the first time include a 1939 architectural drawing of Down Street station before it was converted into the secret bunker.

Visitors will be able to enter Aldwych station's re-created historic ticket office with an original ticket booth from the station dating from the 1930s, famous Leslie Green tiles from the station, as well as a newspaper stand advertisement announcing the station's closure on September 30, 1994.

The exhibition uncovers why these 'lost' quirks of the Tube network exist. Changes in population, new and expanding Underground lines resulted in lower passenger numbers at stations such as Aldwych, while economic priorities and political pressures have all led to spaces being abandoned.

New lease of life

However, while some sections of the Tube lie 'forgotten', many have been given a new life as film sets, Hidden London tours and even for growing salad leaves. For instance, scenes in the James Bond 2012 blockbuster Skyfall were filmed in the disused sections of Charing Cross Underground station.

King William Street, a station on



Above: Factory workers at the Plessey wartime factory in the Central line tunnels. TFL



Right: On bunks in a deep level shelter in an Underground station in 1944. TFL

the first deep-level electric Tube railway which opened in 1890, became redundant in 1900 when the platforms were found to be pointing the wrong way for a proposed new development – the result of the City & South London Railway deciding to extend further north of London Bridge. A new northward tunnel was built in 1900, bypassing King William Street which was then left abandoned. Today, this disused station is not open to the public.

Air raid shelters

Images of King William Street station are very rare; the few that exist will be on display, including a drawing of the interior of some of the station in 1890 and a diagram showing how unfinished stations were converted to air raid shelters.

During both world wars, Tube stations provided natural shelter from dropping bombs. At the start of the Second World War, sheltering was initially banned on the Underground network, but as the capital came under near-continuous aerial attack, Londoners flocked to Tube stations and this policy was changed. Original shelter tickets, advertising posters warning

of the dangers of air raids, as well as a graph from 1941 showing how infectious diseases could spread demonstrate to today's visitors the harsh realities of life underground during this period of siege.

Life underground

Head curator Matt Brosnan said: "We've tried to emulate the look and feel of life deep underground with a disused ticket office and an eerie stairwell for visitors to climb. Visitors can also rise to the challenge of being a war-time telephone exchange operator, connecting multiple callers at once – while racing against the clock."

A new illustrated Hidden London hardback book, written and compiled by senior museum staff and published by Yale University Press at £25, will be on sale from September 10 at the museum's shop in Covent Garden or online at www.ltmuseumshop.co.uk

Visitors who wish to continue their Hidden London experience can also join tours of disused stations such as Aldwych, Charing Cross, Clapham South, Down Street, Euston, 55 Broadway and Highgate. More details at www.ltmuseum.co.uk

Museum staff vote for walkouts in support of pay claim

THE National Railway Museum's summer season could be hit by strike action after union members voted to stage walkouts over a pay dispute.

Science Museum Group (SMG) members of the Prospect union backed walkouts by 4-1 in protest at a pay rise of 1.5%.

The dispute involves several hundred staff at the Science Museum in London, the National Science and Media Museum in Bradford, the Museum of Science and Industry in Manchester, Blythe House in London and the National Collections Centre in Wroughton, Wiltshire as well as the NRM in York.

Union spokesman Sharon Brown said: "This is a very strong result in favour of industrial action and shows the strength of feeling within the SMG. Our members in SMG love what they do but they cannot carry on with year after year of real terms pay cuts."

"SMG covers some of the top tourist attractions in the country with more than five million people visiting its sites in 2017/18. People will be astonished at how poorly its staff are paid, especially when they see that the director has seen his pay increase by a third in just four years."

Museum reaction

An SMG statement said: "We are disappointed by the outcome of Prospect's ballot and will seek to minimise any disruption to the public's enjoyment of our museums should the union decide to go ahead with industrial action.

"Our pay offer included a 6.9% increase for the lowest paid staff as part of a settlement that saw all employees receive an increase of at least 1.5%. Overall the settlement represents a 2.7% increase in salary costs which we believe was a reasonable offer, given the challenging overall financial picture."

The pay settlement came into effect in April 2019, following discussions with trade unions, and 23% of employees who have benefited from the pay settlement received the 6.9% increase.

County Donegal commissions special badge for 60th anniversary

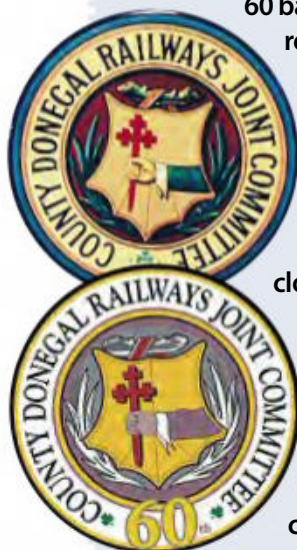
COUNTY Donegal Railway Restoration Limited has commissioned a special badge to mark the 60th anniversary of the closure of the County Donegal Railways (CDR), which falls on December 31. The last trains ran on the 3ft-gauge system on December 31, 1959.

The badge uses the colourful crest of the County Donegal Railways Joint Committee, which was designed in 1906, to mark the joint purchase of the Donegal Railway Company by the Great Northern Railway of Ireland and the Midland Railway of England. The number 60 has been incorporated to mark the anniversary.

The CDR crest incorporates the arms of the O'Donnell clan, and was used on steam locomotives, railcars and trailers until the closure of the railway in 1959, and remained proudly in use on the company's replacement buses until Córas Iompair Éireann took over the CDR road services in 1971. Three shamrocks, situated at the base of the original, have been replaced with the number 60, with two of the shamrocks moved to the side of the number to create the anniversary badge artwork.

County Donegal Railway Heritage Centre manager Niall McCaughan said: "The badges are being made as a limited edition venture, and cost £5 plus post and package. We are considering producing special, County Donegal Railway-themed badges every year, as collectors' items, and we hope that railway enthusiasts will support the 60 badge which

represents one of the ways in which we will be marking the 60th anniversary of the railway's closure this year." → Details of the badges and how to purchase them are at www.donegalrailway.com



Above: The 60th anniversary badge and the County Donegal Railways original.

Bala extension pushes ahead – but must raise £300,000

By Robin Jones

THE Bala Lake Railway (BLR) has taken three major steps in its bid to join the growing number of heritage lines that can boast a town centre presence.

As it is continuing to forge ahead with extending the railway into down-town Bala, the Llangollen Railway, the other line to have revived a section of the GWR Ruabon to Barmouth route, is completing its long-awaited extension into Corwen town centre.

For the extension, two more land purchases have almost been completed, and matters are well in hand for agreeing a deal to have running rights over the flood defences at the north end of Bala Lake.

Natural Resources Wales (NRW), the government body responsible

for the management of the lake, is set to embark on a significant upgrade to the flood defences that protect the town from flooding from the lake. These upgrades coincide with over a quarter of the route of the extension and, with close collaboration with NRW, the civil works required for the extension will be carried out by them.

Stakeholder support

The railway will have to contribute for the additional work required to create the formation for the laying of track, but because of the economies of scale, by being part of a much larger project, the savings will be considerable. For this part of the project, the railway has to raise £300,000. Magnox, the nuclear energy company, owner of the nearby decommissioned power station at Trawsfynydd, has awarded a grant of

£23,000 to cover the additional design work required.

BLR trust chairman Julian Birley said: "I have been involved with capital projects for heritage railways for nearly 25 years, but in that time, I have never come across such universal support for a heritage railway.

"NRW could not be more supportive or helpful in what we are trying to achieve. Matt Jenkins, who is heading up the project for NRW, is going the extra mile to ensure the railway gets what it wants while managing the much larger £6million project for upgrading the flood defences all around the town.

"Support continues in the much wider community, from the county council, the town council, local businesses and residents.

"They all see the huge commercial



Passing trains: Quarry Hunslet 0-4-0STs No. 680 of 1898 *George B* and No. 822 of 1904 *Maid Marian* in action during the gala. With help from *Heritage Railway* readers, £300,000 could soon be raised to allow them to run into Bala town centre. FRED KERR



An aerial visualisation of the Bala Lake Railway's extension into the town centre. BLR



Demonstration freight trains, comprised of slate quarry wagons taken from the line's extensive collection, were run between Llanuwchllyn and Llangower during the gala, in addition to passenger services. Hunslet 0-4-0ST No. 780 of 1902 *Alice* is seen shunting a goods train at Llangower on June 16, while sister Hunslet *Maid Marian* waits with a passenger train. FRED KERR

benefits that the railway will bring in welcoming anything up to an additional 55,000 visitors a year to the town."

The East Lancashire Railway (ELR) has recently concluded a deal by selling 3000ft of rail to the BLR at a price that helps both railways. For the ELR, it is rail that is unsuitable for its uses and, for the BLR, it is another massive saving, obviating the need to buy new rail.

Stunning scenery

Julian added: "With the journey beginning in the town, passengers will be afforded one of the most spectacular views from any railway in the UK, as the train will amble along the north shore of the lake.

"Come rain or shine, open views as far down as Cader Idris, 12 miles away, will be shown in full, and will highlight the beauty of North Wales.

"While support both local and national, and even international, are incredibly valuable, money still has to be raised, and pledges from government, dependent on match funding, are urgently needed.

"Those with the same vision, which is going to leave a valuable, sustainable legacy ensuring the continued successful operation of this heritage railway, can donate via balalakerailwaytrust.org.uk/appeal"



The Bala Lake Railway's June 15-16 steam gala, its biggest event of the year, saw the Moseley Railway Trust's Kerr, Stuart Joffre 0-6-0T No. 3014 of 1916 visiting from the Apedale Valley Light Railway. It is seen heading the 2.10pm Bala-Llanuwchllyn service on June 16. FRED KERR

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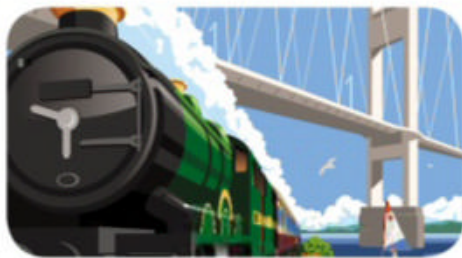
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NYMR offers Grosmont shed tours

THE North Yorkshire Moors Railway is offering public tours of its Grosmont motive power depot on selected dates this year.

The visits, which must be pre-booked, will run on August 9 and 16; September 13 and 20; and October 4 and 25. Starting at 1.30pm and lasting for a minimum of two hours, the experience costs £10 for adults and £5 for children aged 10-15 years.

Unfortunately due to the working environment of the site, wheelchair users, guide dogs/assistance dogs and pets cannot be accommodated. Participants will also need to wear suitable clothing and footwear.

To book, visit www.nymr.co.uk or call 01751 472508.

Slate freight for Bala mini gala

THE Bala Lake Railway will be holding its August Mini Gala over the weekend of August 24-26.

Subject to availability, the line's entire home locomotive fleet will be operational, helping to run an intensive passenger timetable.

Some freight services will also run between Llanuwchllyn and Llangower using slate wagons from the line's extensive historic collection. A further attraction will be the 'Driver for a Fiver'.

Diesel appeal

THE Aln Valley Railway wants to acquire a vacuum-fitted diesel capable of hauling three Mk.1 coaches up a 1-in-47 incline and will consider anything up to the size of a Class 20.

Anyone who can help is asked to email john.hurlbutt@alnvalleyrailway.co.uk



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Mid-Hants buys BR 2MT No. 41312

By Gareth Evans

IVATT 2MT 2-6-2T No. 41312 has been secured for the Watercress Line after it was purchased by the Mid-Hants Railway Ltd from its private owner, John Jones.

MHR Ltd chairman John Trigg said: "This locomotive has been part of the railway for many years under the ownership of John Jones.

"John wished to sell the locomotive but wanted it to stay on the Mid-Hants and gave us first refusal. John has accommodated us in our efforts to find a way to finance it and has been very patient.

"Although there have been many railways who wanted it, John reserved it for us and the purchase has been completed. Former MD Colin Chambers' services in getting a satisfactory conclusion to the purchase have also been invaluable, as has a grant from MHR Preservation Society."

MHR general manager Jason Houlders said: "It's a popular locomotive among staff and visitors alike. It's going into Ropley works in mid-August for bottom end maintenance, which will include attention to the valves and pistons."



Secured for the Mid-Hants: BR 2MT No. 41312 awaits departure from Ropley on June 29. The coach behind the locomotive is Bulleid Brake S4211 No. 4211, the MHR's accessible carriage. GARETH EVANS

The 2MT becomes the second locomotive to be owned by MHR Ltd – the other being BR 5MT No. 73096, purchased in 2017, which is currently stored at Ropley awaiting overhaul.

Built at Crewe in May 1952, No. 41312 spent its entire working career on the Southern region. First allocated to Faversham, it moved to Ashford in June 1959, before relocating to Barnstaple Junction, where it worked over the Torrington branch, putting in some appearances on the Ilfracombe and Exeter line. Moving to Brighton in March 1963, the 2-6-2T migrated to Bournemouth in 1964, where it worked over the Swanage and Lymington branches.

No. 41312 performed the last steam service on the Lymington

branch in April 1967. The last three months of its career were spent at Nine Elms acting as a station shunter for Waterloo. Withdrawn on July 3, 1967, it was bought by Woodham Bros scrapyard. Purchased by the Caerphilly Railway Society, it became the 63rd departure from Barry in August 1974, before later being sold to John Jones. Returned to action at Ropley in 1998, following a move to the MHR, the 2MT was main line certified for a spell.

Four BR Ivatt 2MT 2-6-2Ts have survived into preservation, and all are currently operational. No. 41241 can be found at the Keighley & Worth Valley Railway, while Nos. 41298 and 41313 are at the Isle of Wight Steam Railway.

Brigg footbridge rebuilt for second life in Wensleydale

A CHANCE conversation aboard a Wensleydale Railway train led to a classic Victorian footbridge being restored to its former glory.

Darlington-based bridge builder Cleveland Bridge UK agreed to carry out the work after learning that the footbridge which is to be installed at Leyburn station, was in a poor state of repair.

The heritage railway acquired the 1880s footbridge from Brigg station in Lincolnshire from Network Rail last year and had launched an appeal to fund the work.

However, Jim Mawson, Cleveland Bridge's head of operational delivery, was enjoying a trip on the volunteer-run railway when he began talking to guard and local member Ken Monkman, who told him about the project. The company readily agreed to use its expertise in the bridge building and refurbishment sector to support the railway.

Sections of the footbridge's corroded metalwork have been replaced or repaired by Prest



Helen Ashworth inspects the refurbished footbridge with Cleveland Bridge UK staff Peter Ridley, Liam Cameron, Michael Richardson, John Weir and Gary Kipling. CBUK

Engineering Ltd and the structure shot-blasted and repainted by Cleveland Bridge.

Several of the wooden steps have also been replaced.

The bridge, originally commissioned by the Manchester Sheffield & Lincolnshire (later the Great Central) Railway, will be transported to Leyburn in three sections and installed at Leyburn in September

following the peak visitor season.

Helen Ashworth, the line's volunteer co-ordinator and lead fundraiser, said: "Wensleydale Railway is run by volunteers and relies on the generosity and goodwill of local companies and benefactors to help us continue and improve.

"Cleveland Bridge UK very kindly agreed to restore this footbridge and in doing so has preserved a wonderful piece of railway heritage as well as providing an attractive and practical addition to our station in Leyburn."

Jim said: "Cleveland Bridge is a specialist in bridge refurbishment and rehabilitation and this particular bridge is on a slightly smaller scale than our current contract involving the Humber Bridge! However, our staff have drawn on those same skills, gained from more than 150 years of engineering expertise, to carry out this restoration – safe in the knowledge that this footbridge will continue to be appreciated by passengers using Wensleydale Railway for many more years to come."



The track panels from Network Rail, stored alongside the SVR's formation at the site of the old sugar beet factory. PAUL APPLETON



The 'Osprey' bogie wagons are seen stored on the Stourport line at Bewdley on June 10. PAUL APPLETON

Longest ever train on the Severn Valley?

By Paul Appleton

SATURDAY, June 1 saw what is thought to have been the longest (and heaviest) train to run on the Severn Valley Railway when it received a 21-wagon consist over its Network Rail connection at Kidderminster.

Consisting of 18 'Osprey' track carriers and Sibelco sand hoppers, the train was over a quarter-of-a-mile long and weighed 1684 tons.

Once on SVR metals, it had to set back to Kidderminster buffer stops in Platform One and only just fitted within the Down advanced starter

signal on the 'main' line towards Bewdley, allowing train movements to operate out of Platform Two and along the Loop line out of the station.

The train brought in track panels and materials secured from Network Rail for further use on the SVR. The train was soon split into manageable sections and unloaded by contractor TXM as a reciprocal gesture – the company has the use of part of Kidderminster station (EL1 – engine release line one) outside normal operating times to test air brakes on its rail-borne machinery, getting it signed off before going elsewhere

on the national network.

Having been unloaded with the 'panel grabs' fitted on these machines, this proved to be a lot quicker than if they had been unloaded by the railway's own machines, using chains and slings to do the lifting.

On track for the winter

Half-a-mile of track is now stored alongside the site of the former sugar beet factory near Foley Park and will be used in next winter's relay once extensive repair work on Falling Sands Viaduct has been completed. The opportunity will also be taken to install

a turnout (point) that will lead to the proposed wagon storage shed and sidings on the site of the old British Sugar sidings south of Bewdley tunnel.

Once emptied, the wagons were taken for storage on the stub of Stourport line at the 'triangle' south of Bewdley station, from where they will be retrieved at a later date; while the hopper wagons were coupled up to one of the railway's air-braked Shark ballast brake vans and used on driver experience trains using air-braked diesels on June 3/4, and again for GBRf and Network Rail corporate days on June 5/6 June.

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Also making its Beamish debut at the Old King Coal event was Severn Valley Railway-based Port Talbot Railway/GWR 0-6-0ST No. 813, which is visiting Rowley station for the summer. It first came to the region 85 years ago when it was sold second-hand to Backworth Colliery. MATT DITCH.



Glyder and fellow former Durham Water Board locomotive *Ogwen* in January 2012, shortly before leaving the shed where they were stored for 47 years in the USA. BEAMISH

Repatriated *Glyder* makes debut in home county

By Robin Jones

FORMER Durham Water Board Barclay E class 0-4-0WT *Glyder* – which ended up on the famous Penrhyn Quarry scrap line in 1965 – has returned to steam in its ‘home’ county following repatriation from the USA six years ago.

No. 1994 of 1931, which was originally named *Grey*, made its debut following restoration at Beamish Museum’s June 26-30 Old King Coal event, which recalled the coal mining heritage of the North East.

Originally built for the board’s reservoir construction project at Burnhope, in Weardale, its design bore a striking resemblance to the standard locomotive designs by the German manufacturer, Orenstein & Koppel, with a high-pitched boiler sat on top of (rather than within) the frames, which themselves contained the water tanks.

It was renamed *Glyder* when it was sold second-hand to the Penrhyn Quarry for £60 in 1938. That year it had a new firebox fitted and in January 1939 was regauged. Following its move to north Wales, it was originally

intended to work at Penrhyn on a scheme to extend the LMS standard gauge Bethesda branch to the Penrhyn Quarry workshops and sidings at Coed-y-Parc. However, the scheme was shelved with the outbreak of the Second World War.

Stored at Port Penrhyn until 1952 when it was finally commissioned for the 2ft gauge Penrhyn Railway, still, it is believed, wearing its water board grey livery, *Glyder* was repainted in 1957, and again (or in part) in 1965. It was the last locomotive overhauled at the Coed-y-Parc workshops.

On January 4, 1965, BBC’s Tonight Programme featured a report on the demise of the steam locomotives in Penrhyn Quarry and their replacement by diesels.

It was seen by US American antique dealer CB Arnette who was staying in Glasgow. Although he was not a railway enthusiast, he saw a business opportunity and immediately went to Penrhyn and bought six locomotives for export back to the States, at hugely inflated prices for export, sadly setting the value for UK preservationists who wanted to follow suit.



Barclay E class 0-4-0WT *Glyder* coupled to a freight train on the 2ft gauge colliery line at Beamish Museum on June 27. PAUL JARMAN



Glyder raises a head of steam outside the Beamish pithead buildings on June 19, shortly before its comeback event. PAUL JARMAN

The six quarry engines, *Nesta*, *Cegin*, *Winifred*, *Marchlin*, *Ogwen* – which also worked for the water board – and *Glyder* were loaded onto the SS *Manchester Progress* and on July 23, 1965 set sail for Norfolk, Virginia.

They were auctioned in Tennessee and *Winifred*, *Ogwen* and *Glyder* were bought by businessman Tony Hulman, who wanted to establish a transport museum in Terre Haute, Indiana called the Early Wheels Museum.

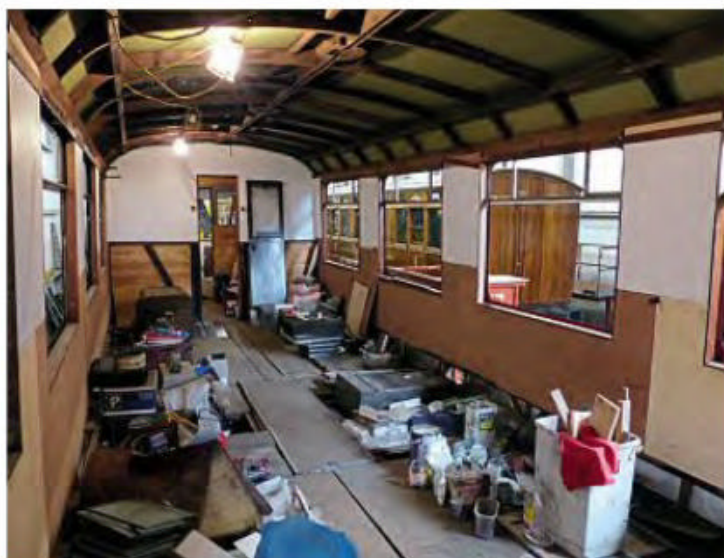
The project did not take off and *Glyder* and *Ogwen* (Avonside 0-4-0ST No. 2066 of 1933 which had originally been named *Durham*) were dry stored in a stable in a forest on the family estate in Terre Haute, 80 miles west of Indianapolis.

As reported in issue 162, in February 2012 a deal brokered by locomotive dealer Martyn Ashworth was struck between the directors of the Motor

Speedway Museum and Bala Lake Railway chairman Julian Birley and industrial locomotive restorer Graham Morris for the repatriation of *Glyder*, *Ogwen* and Quarry Hunslet 0-4-0ST No. 364 of 1885 *Winifred*. *Glyder* was in the same condition as when it had left Snowdonia in 1965.

Glyder and *Ogwen* arrived at Thamesport in Essex and were unloaded on May 1, 2012 and taken to their new home at Beamish Museum. *Winifred* had arrived at Southampton Docks on April 19 and was delivered to the Bala Lake Railway nine days later. There, it was restored in the line’s own workshops and returned to steam in 2015.

Ogwen was subsequently moved from Beamish to a private site where restoration is well advanced and has been earmarked for a return to steam in 2020.



The interior of under-restoration W20W. PHIL BARNES



GWR railcar W20W taking shape again at its Kent & East Sussex Railway home of 45 years. PHIL BARNES

Help get KESR's 'first' traction running again

By Phil Barnes

FUNDING is needed to complete the four-decade-long restoration of one of the three surviving GWR railcars.

One of a fleet of 38, W20W was built at Swindon in 1940 and when new it was allocated to Newport (Ebbw).

Its final duties were from Worcester shed working on the Tenbury branch, including the last services from Woofferton to Kidderminster on July 29, 1961, and on the Bromyard branch in 1962, as the type was displaced by BR first-generation DMUs.

After four years of storage, it was purchased by the Kent & East Sussex Railway and arrived by rail as an 'out of gauge load' in April 1966.

Several years of restoration followed, with it being serviceable by Christmas 1972 and subsequently it had the duty of hauling the KESR's first revenue-earning train in

February 1974. It then ran regularly for six years but was withdrawn in 1980 due to severe body panel corrosion and general rot.

During the 1980s and 90s some restoration work took place but realistically W20W needed major surgery, so a 'wheels up' restoration has been slowly taking place since then.

Restoration progress

Just about all the metal body panels have been replaced, except for both cab roof dome sections. Also, due to water ingress, a fair bit of the timber body/framework has been renewed.

The window top-light ventilators which are set in the wooden structure are original, but will have modern safety glass fitted.

The seat frames are stored but will need recovering. W20W will have an all-new wiring loom, but most of the instruments and

control system components just needed refurbishing. Talking of which, both engines have been fully reconditioned and run, the gearboxes refurbished, and the propshafts and differential units checked and deemed okay; the brake system to stop the railcar has also been overhauled.

The interior side panelling has been renewed and undercoated, while the majority of the outside is now in primer with the final colour scheme to be decided.

However, funding for the seats and interior bodywork is still required. → Funding of this rare machine has always been tight but donations to complete the job can be made to: GWR Railcar Appeal, c/o Kent & East Sussex Railway Co. Ltd, Tenterden Town station, Tenterden, Kent, TN30 6HE, or donate online at cafdonate.cafonline.org/10378#/DonationDetails

Severn Valley's LMS brake restored ready to host Falling Sands exhibition

THE overhaul and repainting of the Severn Valley Railway's six-wheel LMS 'Stove R' passenger brake No. 2886/32919 has been completed at Kidderminster.

Last November, the Severn Valley Railway Charitable Trust announced that it will use the vehicle to host a mobile exhibition as part of the interpretation element of its funding bid to the National Lottery Heritage Fund for repairs to Falling Sands Viaduct – for which it successfully secured £853,800 towards the estimated total cost of more than £1 million in March this year.

The railway had earlier announced that its appeal to raise £397,000 towards the costs had been an outstanding success.

It is planned to start work on the viaduct during winter 2019/20 after the railway's festive season programme of trains and will mean



'Stove R' No. 2886 in its newly applied lined-LMS livery in the carriage works yard at Kidderminster. PAUL APPLETON

the railway will operate only between Bridgnorth and Bewdley until work is complete once the 2020 season gets underway.

Essential repairs to the 142-year-old viaduct have become necessary in order to keep trains running through to Kidderminster.

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Above: One side of the restored 2HAP vehicle carries BR blue and grey livery. SCOTT WIGGLESWORTH



Right: The other side of the completed 2HAP carriage carries Network South East livery. SCOTT WIGGLESWORTH

‘Britain’s busiest’ EMU car restored after five years

By Robin Jones

FOLLOWING a five-year cosmetic restoration, what is believed to be Britain’s busiest surviving rail vehicle – 2HAP two-car EMU No. 4308 – has been unveiled at the Locomotion Museum in Shildon, to mark its 60th birthday.

Nicknamed ‘Project Commuter’, the restoration began in 2014 and, led by Chris Osman from the Network South East Railway Society, involved staff and volunteers at the National Railway Museum

and its Locomotion outstation.

During its main line career in the south of England, No. 4308 travelled a record-breaking 2,700,000 miles and carried an estimated 5.3 million passengers during its working life.

Extensive repairs

Project Commuter began in York where the interior of the car was stripped, and seat cushions and backs were cleaned. Metalwork was cleaned and repainted, aisle ends were varnished and seat bases retrimmed.

At this point, corrosion in the bodysell was found to be worse than first thought and the unit was transferred to Shildon, where the workshop team began the painstaking task of stripping the carriage back to bare metal and replacing damaged metal and timber.

Once all repairs were complete, the body was repainted, with Network South East livery on one side and BR blue and grey on the other – both of which would have been carried at different points in the unit’s history.

Indeed, No. 4308 has become the first and only vehicle in the National Collection to feature a dual livery. The repaint also included details such as the black triangle used to indicate the position of the guard’s van.

Anniversary

By October 2018, the new floor had been laid and seats reinstalled, featuring a specially-manufactured authentic moquette.

To mark the unit’s 60th birthday, and the 15th anniversary of Locomotion

‘Starving’ wartime schoolboy reunited with his potato railway train at LCLR

By Robin Jones

AN 88-year-old pensioner who rode on one of Lincolnshire’s legendary potato farm railways as a 12-year-old schoolboy has been reunited with one of ‘his’ trains.

In the school holidays in 1942/43, Peter Jarvis of Nottingham was drafted into the Lincolnshire Fens to pick potatoes for the wartime food campaign – but the cloud held a big silver lining for him.

Peter was already a keen railway enthusiast, and was delighted when he and his classmates from the High Pavement Grammar School travelled to and from Nocton Fen on the 2ft gauge line to harvest potatoes. The trains comprised Simplex diesels hauling wagons salvaged from First World War trench lines by the Nocton Estates Railway.

His class was billeted in Metherringham Hall near Sleaford and each day they travelled to Nocton & Dunston station on the

LNER Doncaster-Spalding-March line, before transferring to the 23-mile estate network.

The estates line was mostly superseded by road transport in 1959. Meanwhile, Peter had a career as a surveyor and he and his wife Mary eventually retired to live at Winthorpe, near Skegness – around a mile from where the Lincolnshire Coast Light Railway (LCLR) was rebuilt in the Skegness Water Leisure Park at Ingoldmells.

Impressed

The LCLR, the first UK heritage railway to be laid on a green field site, was built in 1958 using equipment from the potato estate railway and was originally located at Humberston, near Cleethorpes, where it operated until 1985.

Peter maintains a strong interest in railways and recently introduced himself on a visit to the LCLR – where he was reunited with his old potato train.

The Class D bogie wagons, the smaller four-wheel ‘ration wagons’ and the only surviving First World War battlefield ambulance van – which were all used for carrying potatoes at Nocton – are preserved by registered charity, the LCLR Historic Vehicles Trust. A pair of the Nocton diesels, now named *Nocton* and *Paul*, are in the heritage line’s fleet.

Peter and his wife were given a tour of the line and saw the only passenger carriage built for the Nocton railway – nicknamed the Queen Mary by estate workers, because of the ‘haughty manner’ of the shooting parties it conveyed around the estate, and which is awaiting restoration.

They were shown one of the Nocton wagons, No. 2572, believed to be the only surviving one built by the Lincoln firm of Clayton & Shuttleworth, and which is now a disabled access passenger carriage – it still bears the shrapnel holes it

received from the German artillery in the First World War.

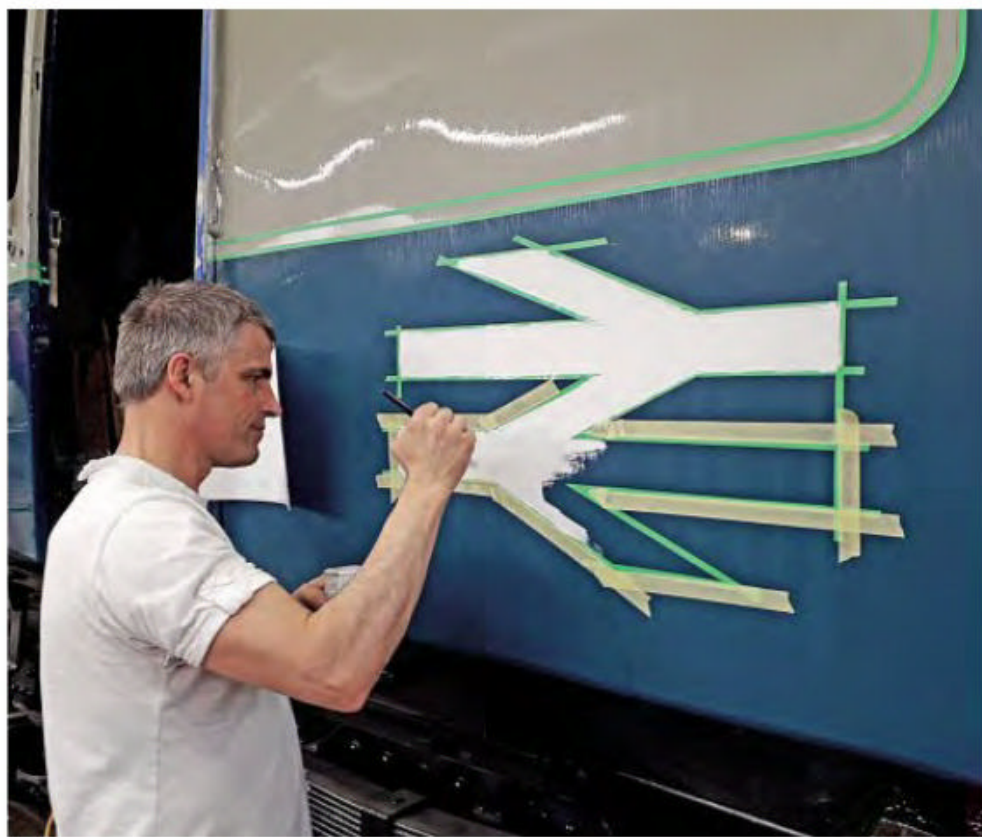
Peter said he was very impressed with all that had been achieved in restoring ‘his’ old potato trains, which took the crop on the first leg of their journey to Lincoln’s Smith’s Potato Crisps factory. He recalled: “The crisps were an essential part of the troops’ diet. Food was in very short supply. We were all ‘small kids’ – probably because we didn’t get much food in wartime – our food was mostly dripping sandwiches.

Memories rekindled

“We would go round the farm, putting spuds in sacks and loading them on to the narrow gauge wagons and then they’d go in the standard gauge trains to the crisp factory in Lincoln.

“The farm also grew sugar beet. We were starving and used to take lumps off the tops of the sugar beet to have something to eat.”

Peter remembered how he



Ian Matthews painting the 2HAP into BR livery. LOCOMOTION

on September 22, the museum organised a public event which gave visitors the chance to inspect the finished carriage's refurbished interior and find out more about volunteering.

Work is now underway to restore the second carriage and is due to be completed by the end of the year.

The class, which comprised 209 sets built at Eastleigh works between 1956-63, formed part of the Southern Region's express fleet, and the name 2HAP – BR Class 414 – indicates that the train is formed of two carriages – only one of which has a toilet compartment.

No. 4308 was built in 1959 for phase one of the Kent Coast electrification, a £25 million scheme that replaced steam-hauled trains from London to Dover, Folkestone, Ramsgate and Sheerness. Along with the rest of the class, it was withdrawn in 1995 and

joined the National Collection in 2006.

Head of Locomotion Sarah Price said: "Since 2006, workshop trainees and volunteers at Locomotion have restored 18 rail vehicles, making a very significant contribution to preserving the UK's railway history – something they can be very proud of."

Future

Chris said: "Without our team of volunteers who were active in York and Shildon, the restoration could not have been completed."

However, there are no plans to return No. 4308 to working order. An NRM spokesman said: "It won't run again. There are plans in the operational vehicle strategy to look at having an EMU that can run using battery power, but the technology's some way off and it won't be the 2HAP that would run at Locomotion."



Recently returned to the Mid-Hants Railway's operational locomotive pool after an 18-year absence, Urie S15 No. 506 was undoubtedly the star of the show at the Urie Locomotive Society's June 29 open event. GARETH EVANS

Urie Locomotive Society welcomes supporters to Ropley open event

By Gareth Evans

THE Urie Locomotive Society held an open event at its Mid-Hants Railway base on Saturday, June 29, to showcase recently-overhauled Urie S15 No. 506.

The 4-6-0 could be enjoyed at close quarters in its shiny Southern wartime black livery with sunshine lettering. As highlighted in our last issue, No. 506 was formally relaunched into MHR traffic on June 2.

Chief among the attractions on offer was the chance to enjoy a short footplate ride on No. 506 within the confines of Ropley yard.

In addition to guided tours of the

MHR's workshops, visitors were also welcomed by members of the ULS team to view the latest progress on the group's other Urie S15, No. 499. As featured in issue 250, No. 499 is currently under restoration, having never run in preservation and is being returned to as near its original as-built 1920 condition as possible.

The society sales cabin, which offers railway and Urie items for sale to help support the group's restoration work, was also open in the picnic area overlooking the locomotive yard.

Watch a video of a footplate ride on No. 506 at www.therailwayhub.co.uk/category/video/



Peter and Mary Jarvis, with Motor Rail 4wDM No. 1935 of 1920 *Nocton*, which ran on the Nocton Estates potato railway when Peter worked there as a schoolboy during the Second World War. LCLR

turned down classmates' evening invitations to meet girls by the local windmill, but he had other ideas. Instead, Peter chose to spend his spare time trainspotting at Blankney & Metheringham station (since reopened, after closure in the 1960s, as Metheringham, where LNER B17 'Sandringham'

4-6-0s would run through.

LCLR spokesman John Chappell said: "We've all been fascinated by Peter's recollections of our historic trains in the Second World War – he's given us a rare glimpse into the role they played in feeding the nation in the most difficult of times."









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Artists to serve up visual feast at Kidderminster Railway Museum

By Geoff Courtney

SOME of the world's leading railway artists will be serving up their annual visual feast at Kidderminster Railway Museum on August 17, when the Guild of Railway Artists' 2019 exhibition opens for a six-week run.

It will be opened by Lady Judy McAlpine, the guild's newest patron and widow of Sir William, who was a great admirer of railway art and the work of the guild, which has a world-wide membership.

The exhibition, titled Railart 2019, will be an unmissable display for many enthusiasts of railway art covering all eras, motive power, and painting mediums, and will be a cause for celebration, as this year marks the guild's ruby anniversary. Guild spokesman Rob Pulham said that it was expected up to 60 paintings would be on display, with most of them available for sale at prices between about £300 and £5000.

Recalling the origins of what has become the country's premier railway art exhibition, Anna Bastin, the guild's exhibition officer, said: "In 1977 the Midlands area group of the Wight Locomotive Society staged an exhibition in Leamington Spa, and 20 artists submitted their work, including David Shepherd. It was a great success, and two years later the guild was formed.

"We are hoping that as we celebrate our 40th anniversary, this year's exhibition will be as enjoyable and memorable as always for the artists themselves and for the many visitors and admirers of their work."

Anna promised a selection of styles on display that would suit all tastes – steam is never the sole work exhibited – and there will also be a souvenir anniversary catalogue, while it is also hoped to stage an exhibition of the guild's early days. She said artists who will have paintings on display include the three Fellows of the guild, John Austin, who is guild president; founder member Philip Hawkins, and Malcolm Root.

One of the works John has submitted is of GWR No. 6010 *King Charles I* on the Down 'Royal Duchy' Paddington-Penzance express at Dawlish against a background of an angry sea.

Philip's work is of LMS Princess Coronation No. 46236 *City of Bradford* in the mid-1950s passing Sears Crossing signalbox on the Up 'Royal Scot' just, says Philip, 38 miles from the buffer stops at Euston and journey's end.

The painting Malcolm has entered is of LNER No. 4470 *Great Northern* emerging from Potters Bar tunnel on the ECML. This Pacific was built at Doncaster in April 1922 as the pioneer of the Nigel Gresley A1 (later A3) class,



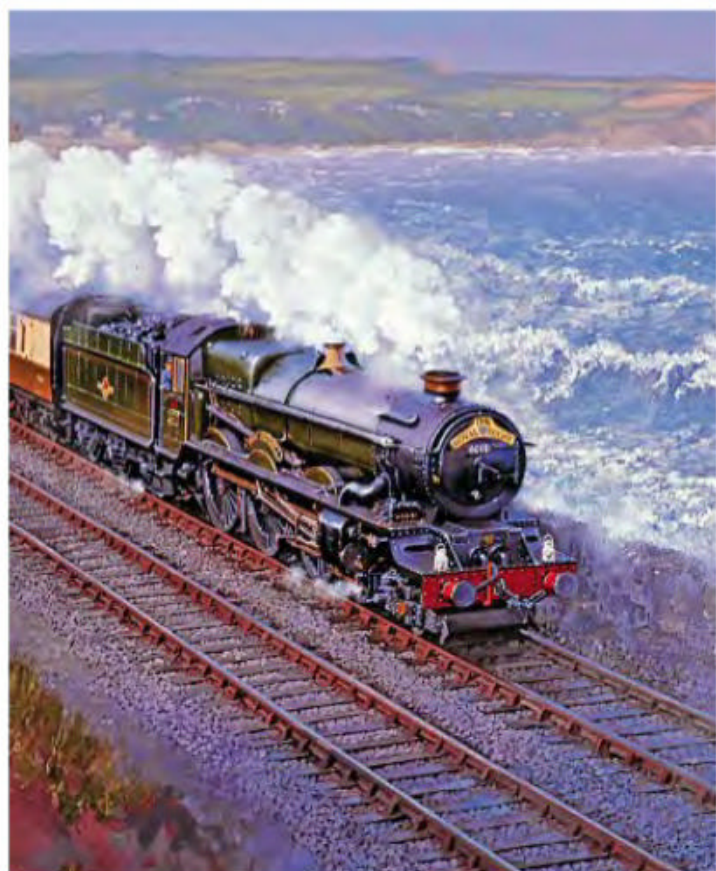
London-bound: LMS Princess Coronation No. 46236 *City of Bradford* heads the Up 'Royal Scot' in a painting by Philip Hawkins that will be exhibited at Railart 2019.

but rebuilt in September 1945 by his successor as LNER chief mechanical engineer, Edward Thompson, and reclassified A1/1. It was renumbered 60113 by BR and withdrawn from Doncaster (36A) in November 1962.

"There is something about a locomotive bursting into the fresh air out of a smoke-filled, sulphurous and claustrophobic tunnel," said Malcolm. Of his choice of *Great Northern* as the subject, he added: "This was a controversial rebuild that has caused strong debate over the years, but

its attractive blue livery, plus the chance to further my knowledge of why Thompson picked this particular locomotive for his experiments, which resulted in an improvement when compared with the original, was my reason for putting brush to canvas to record a slice of railway history."

The exhibition, to which admission is free and will include a poll inviting visitors to nominate their favourite work on display, runs until September 29 and opens daily at 10am.



Beside the sea: A painting by John Austin that will be exhibited at Railart 2019 features GWR No. 6010 *King Charles I* on the Down 'Royal Duchy' at Dawlish.

Tunnel vision: The painting by Malcolm Root of LNER No. 4470 *Great Northern* emerging from the 1214-yard long Potters Bar tunnel on the ECML in Hertfordshire that has been entered in the Guild of Railway Artists' 2019 exhibition.



New museum plan for Clifton Rocks funicular

PLANS to create a new museum highlighting the history of Bristol's Clifton Rocks Railway have been announced.

The top section of the 3ft 2in gauge funicular railway which was hewn through the limestone cliffs of the Avon Gorge more than 125 years ago, has been purchased by Ian Johnson, the businessman who also owns nearby Clifton Observatory.

He is seeking to open a museum at the line's station seven days a week and gradually restore the historic railway to its original Victorian glory.

The railway linked the suburb of Clifton at the top to the paddle steamer landing ferries at Hotwells and Bristol Harbour at the bottom.

The 450ft parallel-tracked gravity-operated railway with a gradient of 1-in-2.2 was funded by the publisher George Newnes, also proprietor of the Lynton & Lynmouth Cliff Railway, and opened on March 11, 1893. While it carried 6220 passengers on the opening day, and 427,492 in the first year of operation, it was never a great success. Sold to Bristol Tramways in 1912, it continued to make losses and was closed on October 1, 1934.

During the Second World War, blast

walls were fitted inside the tunnel and the BBC used it as a relay station, also building an emergency studio there. It doubled up too as an air-raid shelter, and the BBC continued to use part of the tunnel until 1960.

In 2008, a voluntary group became a charitable body, the Clifton Rocks Railway Trust, with the aim of preserving the railway and the wartime structures. However, it is not considered possible to restore the railway to running order because of those structures subsequently built on the trackbed.

Ian said: "Both the railway and the observatory are both incredibly unique venues and iconic parts of Bristol's history. We are excited for our next challenge."

"We hope we can make the area proud, and assist bringing the rich history back to life and building on the amazing work done by the trust so far will be incredibly rewarding."

The trust's Maggie Shapland said: "This is very early days and we know Ian's ideas are broadly in line with ours, which pleases us no end. We are very privileged to be asked to advise and help with the project and take it to its next level as a museum experience."



A hand-coloured postcard of the Clifton Rocks Railway in operation.
ROBIN JONES COLLECTION

Estate railways to be celebrated at bumper Kirklees Light Railway bash

ESTATE railways will be the core theme of the Friends of the Kirklees Light Railway's September 14/15 14th annual steam and diesel gala.

The guests will be *River Irt*, currently celebrating its 125th year, and *Katie*, both visiting from the Ravenglass & Eskdale Railway; Cagney No.44 from the Rhyll Miniature Railway; and *Katie* from the Eaton Hall Railway. Another visitor will be privately-owned *Count Louis*, the final miniature locomotive to be built by Bassett Lowke and long associated with the Fairbourne Railway, which previously owned it.

The home fleet of *Badger*, *Hawk*,

Owl, *Jay*, Tram No.7 and sisters, *Sian* and *Katie* will be in action. Kirklees' own *Katie* nearly ended up operating on an estate railway when it was purchased from the Dudley Zoo Railway by Captain Vivian Hewitt, who intended to run it on a banana plantation in the Bahamas fuelled by coconut husks. However, it made it only as far as Anglesey, before it was bought by the Fairbourne Railway following the death of the captain.

There will be an intensive timetable with departures every 30 minutes from Clayton West and Shelley – and an hourly shuttle service

operating between Clayton West and Skelmanthorpe, plus a driver for a donation experience at Shelley. The redeveloped miniature railway will be in operation and there will be a display of vintage vehicles, models and a photographic exhibition.

There will be an 8pm departure on the Saturday evening with the 'Shelley or Bust' final train of the gala departing at 5pm on the Sunday, hauled by as many available locomotives as possible.

A limited timetable will also run on Friday, September 13, with trains departing at 11am, 1pm and 3pm.

Remembering Britain's navvies

OTLEY'S Grade II listed Navvies Memorial – a model of the crenellated north portal of Bramhope Tunnel and thought to be the only national memorial to those who helped build the UK railway network – was rededicated in a service attended by around 200 people in the grounds of Otley Parish Church on June 15.

Thousands of men worked on the tunnel between 1845-49 and 49 died in the process.

The rededication followed by a screening in the church of a specially commissioned anniversary documentary, *The Navvies Who Built The Bramhope Tunnel*.

Modern plates and totems shine at Stafford sale

THE second Stafford Railwayana Auction of 2019 took place on July 6, with the top price achieved going to the 'Western' nameplate and cabside set from D1001 *Western Pathfinder* – setting a new record for the class at £15,500.

Modern traction nameplates continue to shine, with Class 47 No. 47593 *Galloway Princess* at £3,500 and Class 86 electric nameplate from No. 86242 *James*

Kennedy G.C. made £3,000.

Regarding steam, the brass oval LNER engraved worksplate from A4 *Sea Eagle/Walter K. Wigham*, No. 1852 Doncaster 1937, soared to reach £6000 while the smokebox numberplate from LMS Jubilee No. 45560 *Prince Edward Island* fetched £2400.

A total of 62 totem station signs were offered here, possibly an auction record entry for the class.

The BR(M) pairing of Northampton Castle and Northampton Bridge Street saw £6100 and £4000 respectively, whilst first time out BR(W) St Clears made £3300.

A fully-flanged BR(E) Mablethorpe took £2800 while from Scotland, Dundee Tay Bridge saw £2400 and a nice pairing of Newport-on-Tay West and East examples were not far behind at £2300 each.



Filming took place during the auction in connection with a new Channel 4 series now in production, 'Scotland's Wonderful Railways', to be aired later in the year.

→ For all enquiries regarding future Stafford or Mid-Hants auctions telephone Neil Booth on 01242 620020 or 07836 225711.

West Somerset seaside diesel gala beats budget by 10%

By Robin Jones

AIDED by sunshine following an otherwise wet month, the West Somerset Railway's June 20-22 Vintage Diesels to the Seaside gala proved to be a resounding success, flying in the face of problems encountered in the build-up to the event.

Axle loading restrictions between Bishops Lydeard and Minehead,

which are set to be tackled by a £250,000 programme to relay part of the track this winter, meant that early planned guests Peak No. 46010 and a Class 50 had to be cancelled and lighter substitutes found. These included Class 31 No. 97205 (31163) – but sadly the 31 was declared failed before the gala and more work needed to be done to find a substitute.

In the end, the guests turned out to be a pair of Class 25s, D7535 and D7612, courtesy of the South Devon Diesel Traction group, Class 37 D6948, courtesy of the Growler Group at the Gloucestershire Warwickshire Railway, and a pair of GBRf Class 73/1s, Nos. 73107 and 73136.

These were joined by locomotives from the Williton-based Diesel and

Electric Preservation Group, with a particular high spot being the return to traffic of Class 35 Hymek D7018, after a gap of 24 years following a disastrous engine failure.

It was joined by classmate D7017, giving the rare sight and sound of a pair of these popular WR diesel hydraulics in action.

Another pairing was Class 33s D6566 and D6575, with Class 14 D9526 also working trains. More than 2900 passengers travelled, with fares revenue exceeding the budget target by 10% – a welcome boost to the line which, as previously reported, closed for the first three months of this year with the loss of its spring steam gala.

Another successful part of the event was the beer and cider festival staged at the Washford museum and restoration base of the Somerset and Dorset Railway Trust, which was run and staffed by volunteers from the Somerset Branch of the Campaign for Real Ale.

Some 2000 pints were sold, with supplies running out on Saturday evening, the profits being added to the takings from the gala days.

Together with the successful June 8/9 weekend which, as featured in our last issue, marked the 40th anniversary of heritage era trains running between Bishops Lydeard and Minehead, the month's special events have made a useful funding contribution towards the future of the WSR.

A spokesman for the WSR gala planning team said: "We would like to thank all the locomotive owners who helped to make the three days



Above: Hymeks D7018 (leading) and D7017 climb past Bicknoller with a Bishops Lydeard-bound working including the railway's dining car set, on June 21.
DON BISHOP

Left: Class 37 D6948 dropping down through the woods at Nethercott with a Bishops Lydeard-bound train on June 21.
DON BISHOP

Hundreds wave off LNER-built *PS Waverley* £2.3 million boiler appeal

By Hugh Dougherty

AROUND 300 supporters turned out to 'Wave for Waverley', formally launching the £2.3 million appeal designed to replace LNER-built *PS Waverley's* boilers and boiler room control gear to allow it to sail again in 2020.

They literally 'flagged up' the cash drive on Saturday, June 15, by waving special flags designed to publicise the boiler refit appeal, after *Waverley* Excursions chairman Cameron Marshall told the crowd on deck that the race was on to raise the money.

He said: "If we are to sail in 2020, we need to raise the £2.3m as soon

as possible. It's vital that everyone supports *Waverley* in view of its uniqueness and the very real contribution that it makes to the local economy and tourism offering, wherever it goes.

Race is on for 2020

"If there was only one castle in Scotland, one historic building or church, then everyone, including the Government and councils, would be queuing up to save it. As a priceless piece of industrial heritage, *Waverley* is no different. We must not let it down after 44 successful years in preservation."

Waverley Excursions chief executive

Paul Semple told the enthusiastic supporters: "We are future-proofing the ship for the next 20 to 25 years with new boilers and control gear which will take environmental considerations into account. But the race is on for next year, as it takes six months to manufacture two new boilers and four months to fit them, so we are really up against it for 2020."

"The key is funding, and I appeal to everyone here and all communities, supporters, enthusiasts and public bodies, to support us as soon as possible, to ensure that we can go ahead with the new boilers and sail again in 2020."

Attending the launch were MSP

Jackie Baillie, who has already asked questions in the Scottish Parliament to request Scottish Government financial support, and MSP Neil Bibby. He said: "It's vital that we save *Waverley* not just for Glasgow or Scotland, but for all the places it sails to, such as Liverpool, North Wales, the Bristol Channel, the South Coast and Thames, and I am delighted to be here with Jackie today, as confirmed fans of *Waverley*, to lend our support."

→ Full details of donating to the boiler appeal are at www.waverleyexcursions.co.uk and there is a text donation facility by texting STEAM, following by £10 or £20 to 70085.



Class 25 D7535 running through Doniford Halt with a Minehead-bound service on June 21. DON BISHOP



Class 25s D7612 and D7535 work past Combe Florey with a Minehead-bound train on June 22. DON BISHOP

a success and also thank the owners of the engines whose visit had to be cancelled, for their understanding."

As highlighted in Headline News, pages 8-9, a national £250,000 appeal to raise funds towards relaying part of the track over the coming winter months and so raising the line's axle loading again so heavier visiting locomotives can be run, has raised more than a fifth of the target so far.

However, more resources are needed, and WSR plc chairman

Jonathan Jones-Pratt has written to all shareholders asking them to buy more shares or, ideally if they are UK taxpayers, make a Gift Aid donation to the association or trust instead – as charities they can claim Gift Aid and for every £100 donated, the Government gives tax relief of £25 so making it an effective donation of £125.

→ To obtain a copy of the share application form, visit www.west-somerset-railway.co.uk/shareholders or telephone 01643 704996.



Flagging up the £2.3-million boiler appeal, as supporters join chairman Cameron Marshall and chief executive Paul Semple to Wave for Waverley. WAVERLEY EXCURSIONS



Network Rail volunteers bring the Leighton Buzzard crossing up to scratch. NR

Leighton Buzzard crossing safety improved by Network Rail staff

NETWORK Rail volunteers have helped install modern safety features at a level crossing on the Leighton Buzzard Railway.

A team of six staff usually based in Network Rail's Milton Keynes office, spent the day fitting an anti-trespass guard at a level crossing.

The six volunteers were Andrew Robinson, capacity analysis project manager; Emma Walker, senior network analyst; and network analysts Luke Little, Mike Gregory, Paul Farmer and Fred Noble.

Andrew said: "It was great to be able to get out of the office and spend some time working together in a different environment, while also giving some useful help to a local heritage organisation. It seemed particularly appropriate

that we were able to improve their level crossing safety, given Network Rail's ongoing focus on this area for the national network. We're very grateful to the volunteers at the LBR for giving us this opportunity."

The LBR's Mike Bowley said: "Our regular volunteers were pleased to host and supervise our Network Rail visitors who were able to tackle a physical and meaningful task and complete it to a high standard. During the day, factors such as levels, gauge, check rails, clearances, rail fastenings and track support were demonstrated to the visitors, all of which are relevant on the national network. The LBR was pleased to host the volunteers from Network Rail."

Millers Dale station building becomes a cafe

By Brian Sharpe

FIFTY-ONE years after closure, the Peak District National Park Authority has fully restored Millers Dale station. The building is now in use as an information centre and cafe serving the estimated 100,000 walkers and cyclists who use the Monsal Trail each year.

Millers Dale station was situated on the Midland Railway main line between Derby and Manchester,

close to the junction for the branch into Buxton. The line closed in June 1968 and the track through the station was lifted.

The four platforms remained, as did the ticket office building and goods shed. In recent years the station building has served as a base for the park rangers and provided toilet facilities for the public. The route has been transformed into an extremely popular walking and cycle path.



The ticket office at Millers Dale station on the Monsal Trail in Derbyshire which has become a popular cafe. BRIAN SHARPE

You can help to make Reedham Junction a signalling centre of excellence at Holt!

By Robin Jones

THE largest complete time signalbox in East Anglia has been earmarked for a vibrant second life at the North Norfolk Railway's Holt terminus.

A £35,000 appeal to fund the movement of the GER post-1885 design 60-lever Reedham Junction signalbox as a complete unit has been launched.

The signalbox, which dates from 1904, is located on the Wherry Lines, linking Norwich with Lowestoft to the right and Yarmouth to the left. It is a Great Eastern Railway type 7 design, and fitted with a 60-lever McKenzie & Holland frame.

In October 2018, Network Rail remodelled the layout of Reedham Junction and began the resignalling process, which included the removal of its numerous semaphore signals.

The two-storey wooden structure was decommissioned after the last train passed on the evening of March 22. The final train signalled through the junction was Greater Anglia's 11.30pm Lowestoft-Norwich service, worked by Class 153 DMU No. 153309, which passed at 11.52pm.

Restoration

The redundant structure was subsequently gifted to the NNR. Volunteers have already started dismantling the mechanical and electrical equipment from the boarded-up signalbox and placing it into storage, ready for the move.

However, the railway needs funds



Reedham Junction signalbox is set to become a major attraction on the North Norfolk Railway – but £35,000 needs to be raised. NNR

to build a new base for it at Holt and to cover the associated crean work and haulage. Furthermore, funding is needed for the restoration and repairs, plus a full repaint to be done before the signalling equipment can be installed.

At Holt, it will become far more than just another workaday signalbox, with plans to convert it into a hands-on railway simulator, where everyone from families to signalling enthusiasts will be able to work a 'real' signalbox.

The signalbox will form a key part of the line's Norfolk Railway Life Experience project, which is currently under development. Unlike most signalboxes in preservation, mainly single track with token operation, Reedham Junction will showcase the larger 'boxes with double track absolute block, and a junction too!

Visitors will be able to learn the

art of train regulation: the careful weaving of the Yarmouth holiday express between the Lowestoft fish trains to keep time, splitting the York express for Yarmouth and Lowestoft and in parallel shunting wagons for Cantley factory – or simply ponder at life sitting in a cosy armchair on a dark evening, with only the comforting coal stove and a ticking clock for company.

Incentives

As we closed for press, nearly a third of the appeal target has been raised – but more donations are needed.

Members of the public are being invited to sponsor a piece of the signalbox, possibly dedicated to a loved one. Every sponsor can have their name recorded in the signalbox's train register.

The sponsorship packages include Platinum – £500 in 25 £20 monthly



Reedham Junction in happier times. NNR

instalments, with a dedication plaque mounted next to the diagram, relay cabinet, desk, stove, or frame, plus two years' unlimited travel on the heritage line including special events; Gold – £250 (£10 x 25 months), with a plaque next to your chosen lever, plus two years' unlimited travel excluding special events; Silver – £125 (£5 x 25 months) – your dedication of locking room weatherboards (175 available), plus two years' unlimited travel; and Bronze – £75 (£3 x 25 months – with a third off travel for two years, the last three excluding special events). Straight donations are also being invited.

→ Sponsorship and donations forms are available from www.nnrailway.co.uk Reedham Junction Appeal page, email: enquiries@nnrailway.co.uk or telephone Sheringham station on 01263 820800.

Llangollen bids farewell to popular 4MT tank

THE Llangollen Railway said farewell to popular BR Standard 4MT 2-6-4T No. 80072 on Sunday, June 30, when its 10-year boiler certificate expired.

The final day in service saw Brighton, 1953-built No. 80072 treated as a celebrity by the train crew and members of the Llangollen Standard 4 Trust (LS4T), a registered charity which supports the operation of the engine by the owner, 80072 Steam Locomotive Co Ltd.

A planned £250,000 overhaul will see the boiler lifted for inspection and repair, and the rest of the locomotive, which was bought from Barry scrapyard in 1988, dismantled for attention to its mechanical condition.

Ideal locomotive

LS4T spokesman George Jones said: "Rescued in 1988, the hulk of the engine came to Llangollen in 1995 to progress the work on what turned out as an epic restoration project, which saw

many engineering challenges overcome to return it to steam.

"Since restoration, the engine has been a frequent performer at Llangollen and has made visits to various other heritage railways, where it has proved a popular attraction. As a Class 4 locomotive, it is an ideal engine for operation on lines like the Llangollen Railway.

"The overhaul of the engine calls for the renewal of the original water tanks and coal bunker (total estimate cost £85,000), which are now considered time expired."

→ Anyone who would like to help make an early return of No. 80072 possible is invited to make a donation to the owning group c/o Llangollen Station LL20 8SN.

Right: The train crew with the final departure of BR Standard 4MT 2-6-4T No. 80072 from Llangollen. Left to right are Richie Smith, Mike Williams, Grant Latham and Graham Hoyland. GEORGE JONES



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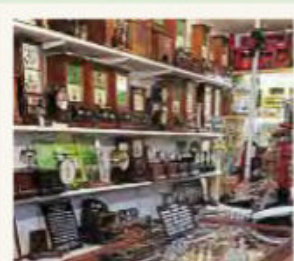
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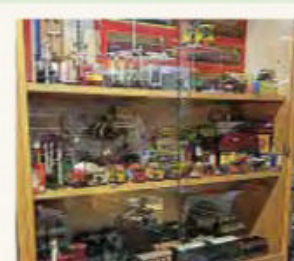
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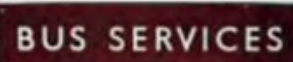
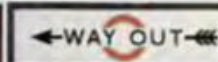
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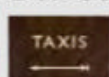
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ALEXANDRA
PALACE
MOORGATE
VIA FINSBURY PARK

Knightsbridge is favourite destination for Underground collectors

UNDERGROUND platform roundel signs dominated the railwayana selection at Transport Auctions of London's (TAL) sale in Croydon on June 29, with the best seller being Knightsbridge on the Piccadilly Line at £1500, followed in second place by Oxford Circus (£950).

These enamel signs didn't have everything their own way, however, as cab destination plates gave them a good run for their money, this category being led by a standard Tube stock plate for Alexandra Palace/Moorgate via Finsbury Park that went for £870. Alexandra Palace and Moorgate would have been the terminals of a Northern Line extension that was planned before the Second World War but never built, meaning Tube trains never ran to the Palace.

Behind at £820 came a Q-stock destination plate for Addison Rd/Neasden, the latter remembered by many 1950s' London trainspotters as the location of BR depot 34E that was home to an army of LNER L1 class 2-6-4Ts. Addison Road was another 'casualty' of the Second World War, as the station was closed to passengers due to bomb damage in October 1940 and was renamed Kensington (Olympia) when it reopened in 1946. Prices exclude buyer's premium of 16%.

TAL director Michael Wickham said: "When a framed roundel for a relatively unusual name like Knightsbridge turns up it can attract substantial interest, and a major highlight of the sale was the small collection of uncommon Underground cab destination plates. I believe we set some records in this category."

→ SOUTHERN Railway 0-4-4T No. E508 was the top seller at a Vectis model train sale at Thornaby on June 21, with a realisation of £500. The O-gauge model was built by Leeds Model Company, which was founded in 1912 and continued production until 1966.

A kitbuilt OO-gauge model of preserved Metropolitan Railway Class A 4-4-0T No. 23 sold for £480, a price matched by an HO-gauge SBB (Swiss Federal Railways) five-car EMU by Roco of Austria. Prices exclude buyer's premium of 25% (inc VAT).

Everton set to top the league at Stoneleigh



THE football club may not be top of the tree – although eighth place in last season's Premier League campaign is far from shabby – but nameplate *Everton* will surely finish ahead of the rest at Great Central's sale on September 7.

The plate, with its brass football, comes from LNER B17 No. 61663, built by Robert Stephenson & Co of Darlington in February 1937 and withdrawn from Stratford (30A) in February 1960. The current record price for a 'Footballer' nameplate is £43,000, achieved by GW Railwayana in November 2007 for *Nottingham Forest* from No. 61666.

A 12th century French abbot, a Cheshire country house, a Gloucestershire grange, a top independent school, an LNWR director, a favourite Royal Navy name, an Admiral of the Fleet, and two racehorses, will also be in the nameplate spotlight.

From the GWR come three representatives, including *Saint Bernard*, carried by No. 2917 that emerged from Swindon in August 1907 and was withdrawn in October 1934, nearly two decades before the last member of the class was taken out of service. In support there is *Hinderton Hall* from preserved No. 5900 (built March 1931 and withdrawn from St Philip's Marsh, Bristol (82B) in December 1963) – and *Aylburton Grange* from No. 6801, which was outshopped by Swindon in August 1936 and became the first member of the class to be withdrawn, from Penzance (83G) in October 1960.

The Southern Railway offers *Shrewsbury* (Schools class No. 30921 built at Eastleigh in November 1933 and withdrawn from Nine Elms (70A) in December 1962), while the LMS provides a Patriot and two Jubilees, the former being *E. Tootal Broadhurst* from No. 45534, an April 1933 Derby product that was withdrawn in May 1964 when allocated to Crewe North (5A).

The Jubilees are *Madden*, from No. 45668, named after Admiral of the Fleet Sir Charles Madden (built Crewe December 1935 and withdrawn from Burton (17B) in December 1963), and

Meteor – a name used by the Royal Navy on nine ships – from No. 45734, also built at Crewe, in November 1936 and pensioned off from Carlisle Kingmoor (12A) in December 1963.

Finally come the two racehorses, the first being *Isinglass* carried by LNER A3 No. 60063 and the second *King's Courier* from A1 No. 60144. The A3 was named after the winner of the 1893 Triple Crown (2000 Guineas, Derby and St Leger) and was built at Doncaster in June 1925 and withdrawn from New England, Peterborough (34E) in June 1964 after a main line life of nearly 40 years.

The horse after which No. 60144 was named was rather less successful, its main victory being the 1900 Doncaster Cup, while the Darlington-built Pacific that carried its name had a main life of just 14 years, from March 1949 to April 1963, at which time it was shedded at Doncaster (36A).

The cabside numberplate from No. 6801, smokebox numberplate from No. 30921, and worksplate from No. 60063, will also be going under Mike Soden's hammer, all separately from their nameplates. Other GWR cabsides are from Nos. 5070 *Sir Daniel Gooch*, 5955 *Garth Hall*, and 6854 *Roundhill Grange*.

Another smokebox is 6800 from GWR *Arlington Grange*, meaning the first two members of the class will feature in the auction, while this category will also offer 7815 from *Fritwell Manor*.

Memories of a BR(M) express will be revived by a headboard from 'The Manxman' London Euston-Liverpool Lime Street train, which I recorded twice on August 6, 1960, at Lichfield Trent Valley. The Down working came

through at 12.49pm hauled by the then-unnamed Class 40 D222, and the Up train at 4.17pm headed by Class 44 'Peak' D9 *Snowdon*.

The Metropolitan Railway will make its presence felt with a selection that includes a Verney Junction/Moorgate St steam locomotive enamel destination sign, a cast iron signalbox door notice, and an 'Ickenham Metro Station' direction sign, while another signalbox item is an LNER Glenfinnan wooden nameboard.

Other Scottish memorabilia are Galashiels and Heriot totem station signs from the Waverley route, and from the other end of the country comes a Lynton & Barnstaple Railway Wooda Bay-Lynton signalling tablet that survived the line's 1935 closure by being used, as were other such tablets, as a paperweight at Eastleigh works.

Another cast iron item is a Forest of Dean Central Railway mile marker from the line that opened in May 1868 and closed in August 1949 – the marker in fact carries the erroneous initials CFDR – while a railwayman's jacket from the London North Western/Midland Railway-owned Ashby & Nuneaton Joint line may be a useful acquisition if the weather turns unexpectedly cold during proceedings. The auction, at Stoneleigh Park, starts at 10am.



No surprise as A4 outpaces the pack – but three others get into five figures

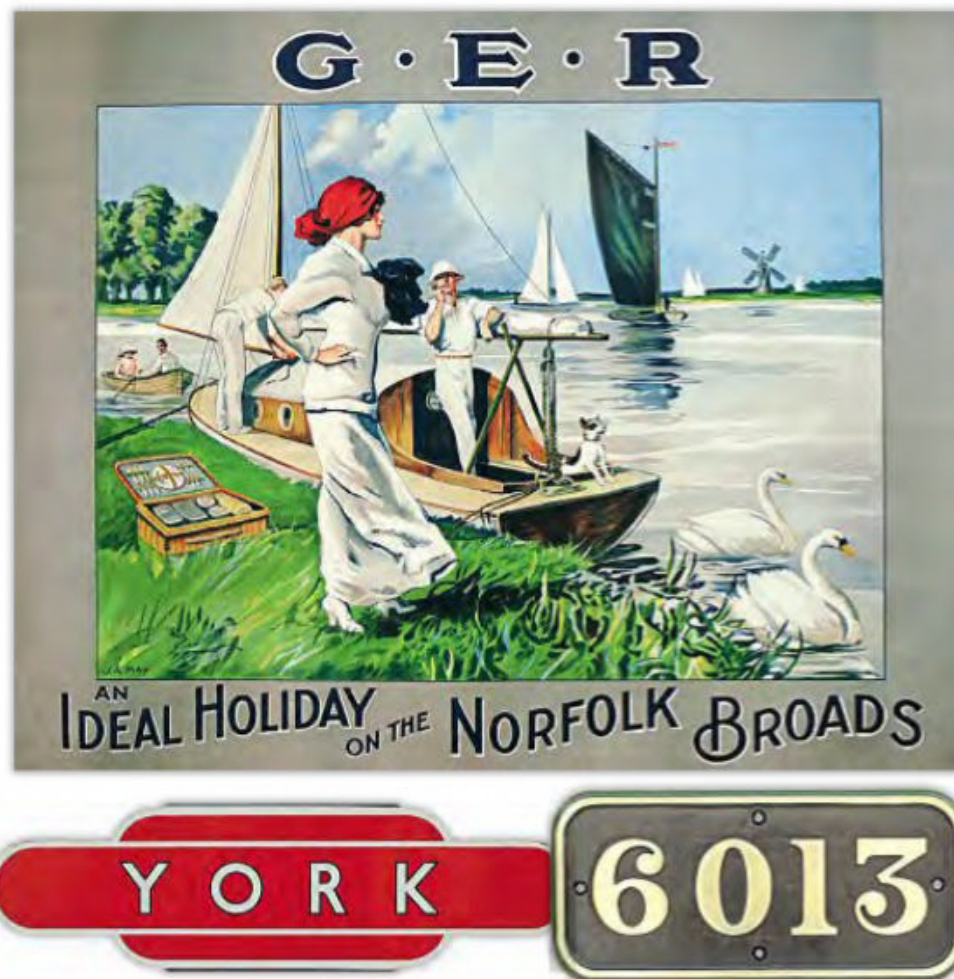
ABSOLUTELY no one in the hall at GW Railwayana's July 13 sale at Pershore High School was surprised that nameplate *Kingfisher* from No. 60024 was the runaway winner, as reported in the news section of this issue – but three other plates at least also made it into five-figure territory, albeit far behind the Gresley A4 Pacific.

Leading this trio was *Knight of the Grand Cross* from GWR Star class No. 4018 (£15,600), followed by *Lamport & Holt Line* from SR Merchant Navy No. 35026 (£10,800).

At this stage, steam gave way to diesel, in the shape of Class 50 Co-Co D437/50037, one of whose *Illustrious* plates went under Simon Turner's hammer for £10,200.

Just below the five-figure landmark at £9600 came *Blandford* (SR West Country No. 34107), while *Lord Collingwood* from another Southern Railway locomotive, Lord Nelson No. 30862, fetched £8500 and *Cogan Hall* (GWR No. 5952) £7100. A second hall, *Mostyn Hall* (No. 5985), went for £5600, and *Hazeley Grange*, from yet another GWR representative, No. 6840, for £5000.

Two nameplates that did not sell were also GWR contenders, and both from the same class – *Shirburn Castle* (No. 5030) and *Stokesay Castle* from No. 5040. Another non-seller under the hammer was *Trevithick* (SR Remembrance class N15X No. 32327), but this plate



went for £7500 after full-time.

Muscling in on the nameplate-fest were a BR(NE) York totem sign (£7100) and a cabside numberplate from GWR No. 6013 *King Henry VIII* (£6200), and knocking at the door was a GER poster by J A May promoting the Norfolk

Broads (£4800). Prices exclude buyer's premium of 11% (+ VAT).

→ Details of other prices achieved, including an iconic headboard and a London Underground platform roundels bonanza, will be published in next month's railwayana column.

Diesel enthusiast Simon Stewart takes over railway online photo auction house

DIESEL enthusiast Simon Stewart has taken over railway negative, photograph and slide online auction specialist Justaclickago from Kaz and Tony Hoskins, who have bowed out after 10 years at the helm.

Simon, 58, who runs a medical lamp business and lives in the Leicestershire village of Woodhouse Eaves, has been an enthusiast since his early teens, and subsequently took up photography once he could afford an Olympus OM-1 system.

"Sadly I didn't have that camera when I was chasing Class 52 Westerns in the 1970s, but I managed to capture the demise of the Deltics and Class 40s," he enthused.

Of Justaclickago, he said: "I will be gradually working on the style of the website and making some alterations to the online auctions." His first auction will open on November 18 and run throughout that week.

In a valedictory statement, Kaz and Tony said: "We would like to express our sincere thanks and appreciation to everyone for their custom and loyal support over the years, and we are confident their business relationship with Simon will be equally fulfilling."



Takeover: Simon Stewart, who has taken over railway photograph online auction specialist Justaclickago, with Devon Diesel Society-owned Class 37 (D)6737 at the North Norfolk Railway's Sheringham station during a visit in 2011. JAN STEWART

Wagon plate heads SRA sale and enters into record books

AN M & W Grazebrook 1951 wagon 'D' plate and matching starplate sold for £1200 at a Sheffield Railwayana postal auction that ended on June 11.

The price, which is believed to be a category record, was also achieved by a Tyer's No. 6 tablet instrument plated Sheringham.

Third at £720 was a BR(S) running-in board from Tavistock North, which was opened by the Plymouth Devonport & South Western Junction Railway in 1890 and closed by BR in May 1968.

Much of it survives, the main building now being self-catering cottages and the goods yard the site of West Devon Borough Council's offices, while the stationmaster's house is being restored as a private dwelling.

Prices exclude buyer's premium of 15% (+ VAT).

Sheffield Railwayana is part of the Great Central group, and this postal sale is run in conjunction with the regular flagship live auctions at Stoneleigh and includes smaller items of hardware.

Station Master first, Billy Butlin second, at Thirsk

NORTH-EAST England railway memories led the way at Thirsk Railwayana's sale on June 15, with the leading realisation of £700 being achieved by a BR(NE) Station Master enamel sign, followed at £380 by a Filey Holiday Camp signalbox wooden nameboard. Prices exclude buyer's premium of 10% (+ VAT).

The Filey camp was served by a short line branching off the Hull-Scarborough line north of Hunmanby. It was opened by the LNER in 1947, two years after the Billy Butlin camp welcomed its first holidaymakers, and the station comprised four long platforms capable of handling the busy summer traffic. Passengers were transferred to the camp by a road train using a subway beneath the nearby A165.

As private cars gradually replaced trains, passenger numbers at the station declined – a scenario being played out across the country – but the station survived until July 1977, while the camp itself closed in 1983.

YOUNG VOLUNTEERS

In addition to engineering-based tasks, members of the NVR Youth Group can also volunteer as station staff at Overton. The station, which serves Ferry Meadows park, with its plethora of walking and cycling routes, is home to a fine tea room. MARTIN VOS/ NVR

NENE'S SKILLS FOR THE FUTURE

Gareth Evans learns about how the Nene Valley Railway runs its youth group, recently boosted by the award of a £24,000 grant from train operating company LNER to further its good work in developing talent for the national and heritage railway sectors alike.





Some of the members of the NVR Youth Group and their leaders are seen at Overton station. MARTIN VOS/ NVR

If you've been fortunate enough to join a heritage line as a young volunteer, you'll be only too aware that experiences gained there can put you in good stead for your future career and life in general.

Opportunities abound to interact with a whole cross-section of society; practising your languages with overseas visitors; learning how to handle situations – be it assisting a passenger with a disability or persuading a railway colleague of the merits of an idea for example; and gaining practical DIY skills such as painting, using power tools or mixing cement. They're all experiences which can help enrich your CV and enable you to talk with passion to a would-be employer at an interview, helping you to stand out from the crowd.

As someone who used to 'hire and fire', it saddened me when a would-be employee would look blankly when I asked whether they had any interests outside work. I wanted them to be passionate about life – and I wanted them to bring that enthusiasm to my team.

Young volunteers are welcome at the Nene Valley Railway (NVR) from the age of 12. Quietly beavering away at Overton (formerly known as Ferry Meadows) on a range of tasks, from running the busy intermediate station in customer-facing roles to engineering-type work in restoring carriages, the railway's young volunteers can gain a variety of experiences.

The NVR Youth Group (YG) recently received a significant boost when a respected main line train operating company recognised its efforts and committed to financially supporting it. East Coast Main Line operator LNER awarded a £24,000 grant to further the NVR's work in developing skills and experiences for young people – perhaps a recognition of the fact several of the YG's members have become committed, valued LNER employees.

Background

Phil Marshall, who is the YG's leader and also a director of the NVR, said: "It's essential to bring young people on board at the railway – particularly when they're 12-14 as that's the age they're starting to gain a little bit of independence.

"If you leave it much later, once they get to 15 or 16, they will have found other interests. By the time they're aged 18, they're in further education or starting out at work – and before too long, they're getting a home and bringing up their own families and you've lost that opportunity.

"Therefore, you have to encourage them to join when they're young. We find they make time for the railway as they're going along. In our experience, 50% remain within the railway's environment, so the success rate is quite high."

Phil stressed: "It's not just what we want from them – it's what they want from us too. We want to provide something that is worthwhile for young people.

"Being supported by LNER makes a tremendous difference. When it comes to some parents, who may be a little doubtful of the value of their children wanting to spend time volunteering on a railway, the initial response

can be that their offspring should be focusing on their academic work.

"They're not initially aware of the career options which are available in railways – and they may not appreciate that if you do want to go and work, qualifications are important – and having some sort of experience is also critical to it.

"LNER has continued with the Virgin Trains ethos that experience of voluntary work is a valuable attribute for would-be recruits.

"It values an applicant's life skills – particularly social skills. Therefore, station duties, serving in the tea room and delivering our Santa trains on the NVR will put them in good stead when they're before the interview panel, which is interested in how an applicant comes over – i.e. their confidence at talking. A lot of young people today interact with their contemporaries via their mobile phone. Coming to the NVR however, they interact with a wide range of people – from two to 100-year-olds and from different backgrounds too."

Phil stressed: "What we're not here to do is to talk about trains. We find the most successful members of our scheme have a passion for railways but they also have interests in other areas. If they're too narrow-minded, they can

"While the younger members require one on one supervision, the older ones can work as a team together. As they progress through the group, the older group members start to supervise the younger volunteers. This forms a good solid bond in the team and addresses the lack of supervisors – so the group feeds itself."

become too focused on the one thing – and they can miss the bigger picture. I put it to parents that when the service train comes into the station, the last thing we want the youngsters doing is running up to take a photo of the locomotive.

“It’s effectively a form of work experience, not a youth club. We have young people from a range of backgrounds – from the public Oundle School to our state-funded local secondary, Nene Park Academy. They all mix in together.

LNER funding

“The grant is a huge boost for us,” said Phil. “To prove to a large commercial organisation that we’re worth investing in financially is quite something – it means a respected external body is seeing the benefit of what we do. Four of our youngsters now work for LNER on stations and as guards.”

The grant has come from LNER’s Customer and Community Investment Fund (CCIF), which allows the firm to work in partnership with charities, customers and the communities located along the East Coast route. Funding of up to £100,000 is available for individual projects from an overall fund of £500,000 and the minimum funding amount is £1000.

Out of the NVR’s £24,000 allocation, £14,000 is to provide accessible and inclusive facilities – which includes the installation of new toilets and improved locker rooms.

£4000 is for publicity – which includes the production of a leaflet and webpages.

“We want a leaflet we can put into schools, enabling the pupils, students and parents to read about examples of people who’ve been to our YG and what they’re doing now,” said Phil.

“To prove to a large commercial organisation that we’re worth investing in financially is quite something – it means a respected external body is seeing the benefit of what we do. Four of our youngsters now work for LNER on stations and as guards.”

“It’s a way of getting them to understand that actually, the rail industry is a good career. A very good way of getting into that is to come to our YG and actually gain some experience of it and understand what the industry is about – and apply with the benefit of a reference from the NVR.

“We want to spread the message. It will benefit young people, the rail industry at large and the NVR.

“We’re also developing our website with the help of that funding. We’re getting our youngsters involved with that too.”

£1000 is to be spent on training for the group leaders – ensuring all those involved in the group’s management are up to speed with what they should and should not be doing.

The balance is to be spent on tools and equipment, including overalls with the new youth group logo.

Projects

The group first began working on rolling stock when it started to help keep the NVR’s travelling post offices operational, which built up the group’s skills base.

A more ambitious project followed – the restoration of 1939-built Danish state railways (DSB) carriage No. 476.

“It was in poor condition – the floor was rotten. The pigeons used to nest in it as they could fly in through the holes,” recalled Phil.

“I put together a paper to my fellow directors explaining that the coach was essential for our Santa operation. I suggested we could restore it for £25,000, which would pay for itself within a year. We actually brought in an additional £70,000 as a result of having the coach!

“It was a first third composite. We decided the third class area was no longer required, so replaced that with a kitchen/ serving area, which we installed. The first class compartments were restored to their original condition, complete with walnut veneered panels. We salvaged the original upholstery too. We also fitted a generator under the vehicle. We turned it round in six months.”

The second vehicle was 1963-built DSB brake No. 475, which was in poor shape, the floor having given way. Restored over a four-month period, the vehicle returned to traffic in time for the 2018 Santa trains.

Therefore, having built up confidence round being able to transform basket cases into working coaches, the group turned its attentions to restoring 1929-built Wagon-Lits restaurant car No. 2975, which had been stored out of use since the year 2000.

“They don’t come any bigger than that,” said Phil. “That coach weighs 55 tons. We’ve targeted ourselves with turning it round within two years, working to a budget of £80,000 from NVR funds. We’ll conserve the wonderful interior as much as possible – including the pantry, complete with its distinctive wine cellar. When the vehicle crossed a border, customs would fit locks on one cupboard and break the locks on the other – so some wines were only available in certain countries. However, the food preparation area, which was partially removed several years ago, will be refitted as a modern kitchen to meet modern standards.

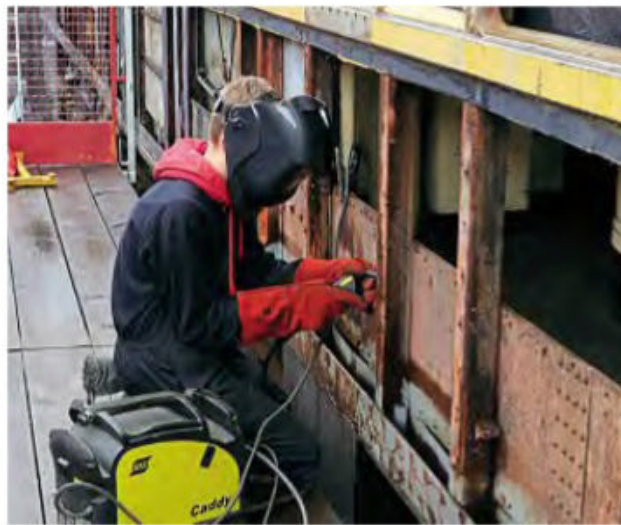
“The heating system remains a challenge for us. Interestingly, these vehicles were actually entirely self-contained. They heated their own water and had an independent heating system. We will be fitting a generator underneath the car to power it, however.”

According to Phil, No. 2975 will further enhance the group’s skills set: “The teaching from this vehicle is particularly extensive. We’ve got fabrication skills; carpentry; upholstery; and unless it’s safety-critical work, everything will be done by volunteers – the majority of which will be done by YG members.

“When it’s completed, YG members will be manning it – we want them to take ownership during the Santa trains. I’ll be the lead on the on-train staff. Therefore, YG members will gain experience of two months of customer-facing work, giving them a valuable feel for the operation of the railway.

Skills and experiences

“We want to teach young youngsters worthwhile things to do – and as such, we



Above left: Youth Group volunteers are continually improving the public areas of Overton station, helping to make it an even more attractive destination for visitors to explore. MARTIN VOS/ NVR

Above: Welding is among the skills which young volunteers can acquire at the NVR. MARTIN VOS/ NVR

Left: Painting is an essential skill for restoration and maintenance. MARTIN VOS/ NVR

don't have specific YG projects. They work on whatever projects are going on at Overton – which are not normally small in scale,” explained Phil.

“We find they dislike being in a classroom environment as they get that five days a week. From our perspective, we want to keep them interested – they're not compelled to come here.

“We welcome young people aged 12 and above. We wouldn't have a 12-year-old inside a coach though as there might be welding or grinding going on. If it's summer, they'll be working on components outside, so they get that contact with the vehicle without being in a dangerous place. Also, from a safeguarding perspective, I like to keep the youngsters outside in as much view as possible.

“While the younger members require one on one supervision, the older ones can work as a team together. As they progress through the group, the older group members start to supervise the younger volunteers. This forms a good solid bond in the team and addresses the lack of supervisors – so the group feeds itself.

“There's something for everyone on the restaurant car project, which can be done in a safe and managed fashion. Older group members who have learned fabrication skills, can actually work on the steel skin of the vehicle. More specialist tasks such as structural work or the removal of asbestos is handled by professionals.”

Phil said not all YG members go on to join the rail industry: “A number have become successful in engineering, with some progressing via university. The fact is that in schools and colleges today, engineering is taught in a classroom, with very little practical elements. Therefore, the railway offers a great opportunity to gain experience of using tools such as spanners and welders.

“We want to provide further opportunities for work experience. Schools and colleges are crying out for places to take their youngsters.

We've got relationships with Oundle School and Peterborough Regional College, who send their students to us.

“We've got established systems in place, so we're ideally placed to welcome them. We find a group of six is the optimum size for that.”

Social media

According to Phil, a heritage railway youth group cannot pretend that social media does not exist and that youngsters shouldn't communicate through it.

“You must embrace social media,” he said. “Originally the policy was that there was to be no outside contact. It didn't work because in practice, the members were forming their own little groups and that started to lead to trouble – people will be people. Therefore, having an official medium moderated by us made things easier. It's a way of embracing it but making it a fun and safe place to be.

“We have an open Whatsapp group that the parents as well as the youngsters have access to. The leaders and the children can communicate within there and the agreement is that all communication outside of being here is to be done through that channel. If I as a leader want to speak directly to a child, I do so via the parent.

“It's often easier to open up a discussion in the Whatsapp forum, which can be monitored by all. That way, it's transparent.

“We have some basic rules – nobody's allowed to chat after 10pm; and no bad language or bullying. Two warnings are issued and if they fail to heed those, the member is banished from the group.”

A call to network

Recognising the importance of the social side, Phil said he would like to see exchanges with other heritage railway youth groups.

“I would like to see a network in place, which could also involve exchanging ideas and best practice,” he said.

RAILWAY CAREER PATH

LNER's funding will mean that more youngsters will be able to benefit like Adam Paice, who joined the Youth Group aged 13 and went on to manage Overton station.

Using the skills and knowledge he gained from the group, Adam was able to start a career in the rail industry and is now a train manager with LNER, which runs the main line rail services through Peterborough.

Rachael Wilson, station partnership project manager at LNER, said: “The work that the Nene Valley Youth Group undertake is fantastic. We have directly benefited from it, with the hiring of Adam, who hit the ground running as a train manager due to the skills and knowledge that he developed. We are very happy to be providing the group with the funds it needs to engage with even more young people within Peterborough.”

“Perhaps this is something that could be developed through the Heritage Railway Association. I think the heritage sector would benefit from working together more closely.

“If friendships can be formed from an early age, it could benefit the whole sector. The younger volunteers of today may be those taking leading roles in the heritage railway movement in the future.”

Phil was not wrong when he concluded: “According to our industry regulator, the Office of Rail and Road, the heritage railway sector needs skilled people, who can help run the railway at a professional level. We can't afford to employ many of these people, but if they're employed in the rail industry locally and they've got a link built up as a youngster with a particular railway, it is hoped they will put that back into 'their' railway – which helps to make us sustainable for the long-term.” **HR**

➔ For more details, visit nvr.org.uk/article.php/39/young-members or email youth@nvr.org.uk.

The current main project is restoring 1929-built Wagon-Lits restaurant car No. 2975. Group members are benefiting from the opportunity to acquire a range of experiences – from fitting a kitchen to metal work and conserving the ornate interior of an historic vehicle. MARTIN VOS/ NVR





HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

LMS Princess Royal Class No. 6201 *Princess Elizabeth* hauled the outward leg of 'The Rolex Express' on June 30 with the luxury 'Northern Belle' stock. The private charter ran from Crewe to Holyhead. The 8P is seen passing the landmark of Conwy Castle. ALAN WEAVER



Waterloo to Windsor steam trains vindicated

By Cedric Johns

STEAM Dreams' bold decision to run four steam trips to Windsor every Tuesday from June 4 up to and including Tuesday, September 3, has been vindicated by the public response.

Both 'Royal Windsor Steam Express' departures from Waterloo and the evening 'Sunset Steam Express' have seen passenger numbers growing each week.

The company's major shareholder David Buck reiterated his earlier statement that the new programme will be repeated next year. He said that passenger response indicated that the current operation would at least prove to be financially viable.

Therefore, what began as a new venture into the unknown has already shown that running steam trains out of Waterloo on a regular basis has captured the public's imagination.

For many, the novelty of travelling to Windsor by train has its attraction, and for others, the trips provide a first taste of a shortened version of main line running with steam.

As expected, the 8am departure from

platform 19 at the height of the rush hour is taking time to build passenger numbers, while the 11.10am and 2.10pm trains have quickly gained popularity with Londoners and tourists alike.

On arrival at Windsor & Eton Riverside and free of passengers, the accompanying diesel hauls the empty stock to South West Sidings, where carriages are prepared for the next trip.

Motive power is usually provided by B1 4-6-0 No. 61306 *Mayflower* or when it requires attention, 'Black Five' 4-6-0 No. 44871 has deputised.

Marcus Robertson, the man who founded Steam Dreams and who acts as an ambassador by talking to travelling passengers, said he is impressed by the concept and the way the new venture has taken off. "It was a bold decision to suddenly add 56 extra trains to an already busy rail tour programme".

Parallel to daytime trains, the 'Sunset Steam Express' which departs Waterloo at 7pm has equally developed a following – so much so that David was more than pleased to announce that seats in Pullman class for each of the Tuesday evening departures have been

fully booked through to and including September 3.

Forthcoming tours

Three days later, 'The Emerald Isle Express' begins what has become an annual visit to Ireland.

The visit, on September 6 to 11, starts with a trip from Dublin to Killarney behind blue compound 4-4-0 No. 85 *Merlin*. Following an overnight stop, options include a steam-hauled trip to Cork or a coach journey around the Ring of Kerry. NCC 2-6-4T No. 4 then enters the tour with a trip to Galway, where a two-day stopover offers many options.

Forthcoming day trips include Bournemouth and Weymouth on August 15, starting from West Brompton. Departing King's Cross, Cambridge, Ely and Great Yarmouth will be the destinations on August 31.

On September 14, a 'Cathedrals Express' will make for the Settle and Carlisle line. It will be hauled by a Class 86 to Carnforth and from Blackburn to London on the return journey. As we closed for press, no designated locomotive had been allocated for the aforementioned trips.

'The Citadel' to return in November with 'Black Fives'

By Gareth Evans

THE sight and sound of double-headed 'Black Fives' is set to return to the north west of England on November 9 when 'The Citadel' tour runs from Manchester Victoria to Carlisle and return.

Mirroring the tours of the same name which operated on November 8 and 10,

2018 and on April 13, this West Coast trip relives the famous 'Fifteen Guinea Special' run in August 1968. The two locomotives will be chosen from a pool of three – No. 45212, 44871 or 45157 *The Glasgow Highlander*. No. 44871, was used for the return leg of the original 'Fifteen Guinea Special', from Carlisle to Manchester in 1968.

Departing Manchester, the train is due to head via Bolton, Blackburn and Hellifield, before continuing through Settle.

After a two-hour break in Carlisle, the train is booked to head back along the West Coast Main Line over the summit of Shap. The steam locomotives will return to the base at Carnforth, with heritage diesel traction rounding off the day.

New Vintage Trains announces trips to Hereford, Bath, York and Chester

VINTAGE Trains has announced a series of charters for the rest of the year in its new brochure.

The programme opens with, as reported last issue, a trip to Gloucester's August 24 'retro' event which features music, vintage cars and vehicles, motorbikes and other cultural and historic attractions. Starting from Solihull, the tour picks up at Dorridge, Warwick Parkway and Banbury.

An evening diner is due to depart Birmingham Snow Hill and Moor Street on September 5.

Two days later, No. 7029 *Clun Castle* is booked to haul the 'White Rose' tour to York, starting from Dorridge and picking up at Solihull, Tyseley (main line), Coleshill Parkway, Tamworth, Burton-on-Trent and Ilkeston.

Next up comes a repeat of the 'Welsh Marches' which ran earlier this year. Departing Dorridge on September 14,

the train stops at Solihull, Tyseley (main line) Moor Street and Snow Hill, with a passenger break at Hereford.

Chester is the destination on October 12, the train beginning its journey at Dorridge, calling at Solihull, Tyseley (main line), New Street and Wolverhampton.

A December trip to Bath Christmas Market is also due to run on a date yet to confirmed.

Two visits to York will be made on Saturdays in the run up to Christmas, December 14 and 21, with the start/pick-up points the same as for the September 7 trip. Steam-hauled throughout by *Clun Castle*, heating assistance will be provided by Class 47 No. 47773. The route avoiding Derby and up the Erewash Valley will allow No. 7029 to make its inaugural stop at Ilkeston. Weather permitting, it is hoped to include a short photo stop at Pontefract.



Tyseley's flagship WR 4-6-0 No. 7029 *Clun Castle* features heavily in Vintage Trains' autumn and winter tour programme. The locomotive is seen here on May 23 while working an evening dining excursion from Birmingham to Worcester. VT says it plans to use its 'REG' water carrier (the vehicle immediately behind the engine) to minimise water stops, therefore reducing the journey times. ROBIN COOMBES/VT



Above: In its final few weeks of operation before the expiry of its boiler certificate, Stanier 8F No. 48151 hauled 'The Dalesman' on July 16. The 2-8-0, which is part of the West Coast Railways fleet, is expected to return to main line service after overhaul. One of the regular scheduled workings this summer, the 12-coach 'Dalesman' ran from Carlisle to Chester. The outbound journey operated via the West Coast Mainline, with steam from Carnforth. The return leg was steam-hauled to Preston, the train being routed via the Settle to Carlisle line. MICHAEL ANDERSON

Left: A timeless steam scene: No. 70000 *Britannia* hauled Saphos Trains' 'The Fellsman' on July 10 from Crewe to Carlisle. The 4-6-2 is seen here on the return, emerging from Birkett tunnel cutting, south of Kirkby Stephen, on the Settle-Carlisle line. MAURICE BURNS

The most famous crosses the longest

By Robin Jones

THE combination of the world's most famous steam locomotive and the longest masonry viaduct across a valley in the UK made for something of a carnival atmosphere. Crowds gathered as A3 No. 60103 *Flying Scotsman* headed the Railway Touring Company's sell-out 'The Yorkshireman' from Ealing Broadway to York across the 1275-yard-long Grade II listed Harringworth Viaduct on Saturday, June 29.

A farmer opened his field overlooking the northern end of the viaduct as it enters Rutland, England's smallest county, so sightseers could park there. Scores took up the offer and parked in return for donations to Seaton parish church, before positioning themselves in the field below to take pictures in unbroken sunshine.

The special passed over the 82-arch structure between Corby and Manton Junction shortly before 10am. There was no repeat of previous incidents of lineside trespass which had hampered *Flying Scotsman* trips in recent months. The trip arrived at its destination on time, again without incident.

Many of those who watched the train stayed on to attend the nearby Harringworth village fete.



National Collection-owned A3 Pacific No. 60103 *Flying Scotsman* crosses Harringworth Viaduct, also known as Welland or Seaton Viaduct, on June 29. ROBIN JONES

The viaduct is mainly used for freight, but in 2009, East Midlands Trains began a single daily passenger service between Melton Mowbray and St Pancras via Corby. The line is also used

as a diversionary route for the Midland Main Line.

Built in 1878 by contractor Lucas & Aird, the viaduct crosses the Welland Valley and its flood plain. Each arch

having a 40ft span, the structure needed about 30 million bricks, most of which were fired on site. Several of the 3500 workers died during its construction.

Southern steam remembered thanks to RTC day trip

By Cedric Johns

THE Railway Touring Company (RTC) marked 52 years since the end of steam traction on the Southern Region on July 9, by running a day excursion with an appropriate locomotive.

Merchant Navy 4-6-2 No. 35018 *British India Line* hauled the 'The End of Southern Steam' from London Victoria to Weymouth and back. This was No. 35018's second visit along the Dorset coast since its heavy overhaul at Carnforth roughly a year ago. The Pacific's first run was made a few days earlier when heading RTC's 'Bournemouth Belle' on July 6.

The appearance of *British India Line* down south saw Southern enthusiasts turn out in numbers to see the engine passing down the South West Main Line twice in a matter of days.

The 'Belle', of course, took the Bournemouth line at Worting Junction and continued along through its old haunts – Winchester, Eastleigh, Southampton, Brockenhurst and the New Forest.

The July 9 trip headed for Salisbury, where the usual crowd turned out at platform 4 to get a close-up of the engine, the first of its class to be redesigned and rebuilt (1956) at Eastleigh, outshopped minus



For the first time since 1964, Merchant Navy No. 35018 *British India Line* passes through southern England, at the head of Railway Touring Company's 'The End of Southern Steam' charter on July 6. The Pacific worked the trip throughout – from London Victoria to Weymouth and return. Seen passing the iconic Battledown flyover near Basingstoke, the hot morning robbed the locomotive of any smoke. PETER HOLLANDS

its air smooth casing.

Departing Salisbury, the train faced the long climb from Wilton South up to Semington, before dashing down through Gillingham (Dorset) en route for Templecombe and Yeovil Junction, where the engine went inside the Yeovil Railway Centre's yard for turning and servicing, the train continuing diesel-hauled to Weymouth.

The 'Merchant' then travelled down to Weymouth tender-first to couple on for the return to Waterloo. Departing Weymouth 47 minutes late, the train was 60 minutes down off Bournemouth, before a water stop was made at Brockenhurst.

Given a clear road and determination on the footplate, the 4-6-2 produced a fine performance, arriving Waterloo

just 13 minutes late.

The 'Dorset Coast Express' also runs from London Victoria to Bournemouth and Weymouth on August 8 and 22, plus September 5.

Other forthcoming RTC tours include 'The Cotswold Venturer' on Saturday, August 24, which is due to run from London Paddington to Worcester, calling at Slough, Reading and Didcot.



The Railway Touring Company kicked off its summer series of steam-hauled trains from York to Carlisle in style on July 7, when A3 60103 *Flying Scotsman* worked the first 'The Waverley' of the 2019 season. The Pacific is seen passing Ais Gill. 'The Waverley' trips operate via Leeds and the Aire Valley to travel over the spectacular Settle and Carlisle line – the next departures for which are booked to run on August 11, 18 and 25. MICHAEL ANDERSON

The 'Shakespeare Express' is back for the summer – with the Bard himself on board!

AFTER a year of inactivity, Vintage Trains has reintroduced its Birmingham-Stratford-upon-Avon summer Sunday 'Shakespeare Express' services, which for the most part will be worked by WR 4-6-0 No.7029 *Clun Castle*.

To date, the only exception is the 'Express' running on August 4, which is booked for haulage by 'Jubilee' 4-6-0 *Bahamas*.

Furthermore, a new addition to the package will be the presence of a character actor playing William Shakespeare himself – reciting sonnets as he passes through the coaches on all journeys.

As usual, passengers boarding trains from the Birmingham end of the line can choose to join trains at Birmingham Snow Hill, Moor Street or Tyseley main line station. Children under 12 can travel free.

Promoted as an hour's ride through the Warwickshire

countryside, the 'Express' provides catering in the form of lunch, afternoon tea or snacks from newly-introduced wicker hampers.

Trains commenced running on Sunday, July 21 and will continue on August 4 and 18, plus September 1 and 15.

As previously reported, the 'Express' has fresh competition from July 28. West Coast Railways has entered the Bard's market with its 'Merchant of Avon' excursions which start from Burton-on-Trent.

Calling at Tamworth, Coleshill Parkway and Tyseley main line, these trains offer the option of riding on a second leg from Stratford, picking up at Dorridge and Tyseley main line, setting down at Moor Street or Snow Hill.

Running dates for the 'Merchant of Avon' are July 28, August 25 and September 8 and 22.

Motive power is drawn from West Coast's Carnforth fleet.

Bulleids steal show at Yeovil Junction

ALTHOUGH the cancellation of a 'Cathedrals Express', due to coincide with the Yeovil Railway Centre's 25th anniversary weekend on July 6/7, was a disappointment, compensation came in the form of visits by Bulleid Pacifics before and after the event.

Steam Dreams had every intention of running a train to Yeovil but was blocked by South Western Railways which added extra services between Salisbury and Gillingham (Dorset), thereby denying a path for steam.

However, West Country 4-6-2 No. 34046 *Braunton* ran from Yeovil Pen Mill for turning and servicing on June 26 and July 3 with Saphos Trains' 'Dorset Coast Explorer'. Top-and-tailed with Class 47 D1944 *Craftsman*, the Bristol-Weymouth excursions followed the former Great Western route to the coast via Maiden Newton and Dorchester West.

The light Pacific drew a crowd of spectators to the centre but it was the appearance of Merchant Navy class 4-6-2 No. 35018 *British India Line* which filled the junction's adjacent car parks – enthusiasts driving in from all directions to see and photograph a locomotive which probably had not been seen at Yeovil since the early Sixties.

Aimed at families, high temperatures and choice of hot weather attractions took their toll on the 25th anniversary event – yet the financial return was reportedly satisfactory.

Plans to extend the centre's south chord following the original GWR broad gauge earthworks – the link was never completed – are on the agenda. Track has been sourced and so has the cost: track and transport totalling £11,000.



No. 61306 *Mayflower* hauled Steam Dreams' Princes Risborough to Weymouth charter on June 27. The B1 is seen passing Totton. DON BENN

Hiccups for *Mayflower* on main line trip to Dereham

By Brian Sharpe

THE Mid-Norfolk Railway has seen incoming diesel railtours over its main line connection at Wymondham and a steam tour started from Dereham several years ago – but Steam Dreams' excursion from Liverpool Street on July 4 was the first incoming steam tour to arrive at Dereham.

Motive power was LNER B1 4-6-0 No. 61306 *Mayflower*. All went well on the outward run in traditional B1 territory from Liverpool Street to Norwich with Class 33 diesel No. 33207 on the rear of the train. On arrival at Norwich, the diesel was scheduled to haul the train out on to the Yarmouth line so that the B1 could head the train round the third side of the triangle to Trowse Junction and on to Wymondham and Dereham.

Signalling the wrong route

However, the signaller sent the train out of the station direct to Wymondham with the diesel on the front and *Mayflower* trailing on the rear. The train was running a little ahead of time, but the signaller's error would start to cause problems once the train arrived at Dereham. The water supply is at the north end of the station but the B1 was on the south end of its train. Time was very tight for servicing the engine and there was now considerable extra shunting necessary leading to departure being 25 minutes down with *Mayflower* back in charge.

This delay was then compounded on arrival back at Norwich as there now needed to be a turning move to get the B1 facing towards Liverpool Street for the return journey. The train passed

Right: West Coast Railways' Class 33 No. 33207 heads Steam Dreams' 'Cathedrals Express' from Liverpool Street past Kimberley Park on the Mid-Norfolk Railway on July 4. In the recently-laid sidings are brand-new Stadler-built Class 755 units for the Greater Anglia main line. Once released into traffic, these units will replace the Class 90-hauled sets which will take the new units' place in the sidings at Kimberley Park. The railtour was scheduled for haulage by LNER B1 4-6-0 No. 61306 *Mayflower* on this section from Norwich to Dereham but a signalling error at Norwich led to the B1 being on the rear of its train instead. BRIAN SHARPE

Trowse Junction 63 minutes late. The B1 had not been scheduled to haul the train from Dereham back to Norwich and had therefore used more water than anticipated so the diesel had to assist on the main line south from Norwich to conserve the B1's water supply.

Tank top-up delays

However, the diesel suffered a coolant leak soon after leaving Norwich and was unable to assist. On arrival at Ipswich, *Mayflower* did not have sufficient water to reach the scheduled water stop in Mark's Tey loop. There was a further long delay until the fire brigade arrived to top up the tender. Most passengers travelled from Ipswich back to London on service trains. The tour continued, still making its scheduled water stop at Mark's Tey and was terminated at Stratford by which time it was 166 minutes late.



LNER B1 4-6-0 No. 61306 *Mayflower* brings up the rear of Steam Dreams' 'Cathedrals Express' from Liverpool Street as it arrives at Dereham on the Mid-Norfolk Railway hauled by Class 33 No. 33207 on July 4. BRIAN SHARPE



On July 20, No. 6201 *Princess Elizabeth* hauled the Railway Touring Company's 'The Cumbrian Mountain Express', where it is seen passing through Settle station. The Princess Royal Class worked the train between Liverpool Lime Street and Carlisle – the outward leg running over Shap and the return via the Settle and Carlisle. ALAN WEAVER

Reliable 'Lizzie' works CME

By Cedric Johns

LMS Stanier 4-6-2 No. 6201 *Princess Elizabeth* is gradually accumulating passenger hauling mileage and proving to be a strong, reliable locomotive on the basis of its recent attention inside West Coast Railways' Carnforth works.

According to the owning group's chairman Clive Mojonier, the big red engine is now in excellent condition, thanks to the efforts put in by West Coast senior engineer John Haddow and his team.

The latest call for the Pacific came when No. 6201 was booked at short notice to head the Railway Touring Company's 'Cumbrian Mountain Express' (CME) working out of Liverpool Lime Street, on Saturday, July 20.

To reach the train's starting point, the 'Express' was diesel-hauled from Crewe with the 4-6-2 trailing at the rear, while

on route the train stopped at Runcorn to pick up before reaching Liverpool Lime Street.

Now positioned correctly, the Pacific at its head, the 'Express' departed Liverpool for Carlisle via the Settle and Carlisle line, making calls at St Helens Central, Wigan North Western, Preston and Blackburn. After a break at Carlisle, the 'Express' returned via Shap.

Princess Elizabeth was also booked to haul the 'Northern Belle' on a private charter on June 30 carrying people involved in the Rolex watch market. Like the trip from Liverpool, the 'Rolex Express' turned out to be a one-way job, 'Lizzie' working a heavy train approaching some 500 tons, from Crewe to Holyhead via Chester, Conwy and Llandudno Junction.

On arrival, No. 6201 departed for turning, the 'Belle's' dedicated Class 57 taking charge for the return journey.



'Black Five' No. 45212 passes the yard at Fort William with the morning working of 'The Jacobite' to Mallaig on May 15. There was a diesel on the rear because of the high fire-risk. DAVID PRICE

West Coast Railways' 'The Jacobite' named as Britain's best steam trip

By Robin Jones

WEST Coast Railways' Fort William to Mallaig summer 'The Jacobite' service has been named as the best steam railway journey in Britain.

'The Jacobite' – which has been made famous by the line's use as the route of the 'Hogwarts Express' in the Warner Brothers Harry Potter series – came first out of a shortlist of seven steam-hauled journeys compiled by Boundless, the events and experiences club for public sector workers.

Helping to judge the winners was railway author Anthony Lambert, who described the 41-mile West Highland Extension as "one of the world's great railway journeys," adding: "Dramatic landscapes fill the window for every minute of the journey (tunnels apart), running beside freshwater and sea lochs

with the islands of Muck, Eigg and Rum in the distance."

He said: "The graceful curve of the pioneering concrete viaduct at Glenfinnan featured in Harry Potter films, and the House of Stuart's last throw of the dice is recalled by the Jacobite monument at the head of Loch Shiel."

Steam ended on the West Highland line in 1962 but returned 22 years later in 1984, as a result of an initiative by ScotRail. In the lead-up to rail privatisation, the steam service was taken over by West Coast Railways in 1995, under the new title of 'The Jacobite', commemorating the uprising under Bonnie Prince Charlie of 250 years before.

From small acorns mighty oaks grew, as, under West Coast Railways' stewardship (with some undoubted

marketing help provided by a certain boy wizard), 'The Jacobite' has steadily expanded to become a world-renowned mainstay of the West Highland economy and the Scottish tourist scene.

The Boundless list placed the Bluebell Railway in second place, offering the best steam journeys in England, because of its dining trains and springtime landscapes, and the Dartmouth Steam Railway was third because of its glorious steam views.

The Ffestiniog & Welsh Highland Railway was placed first in Wales, because of its glaciated Snowdonian scenery.

Also listed in the top seven in the Boundless list were the Vintage Trains day trips from Tyseley, the North Norfolk Railway and the North Yorkshire Moors Railway.

Clan Line storms the Great Western Main Line with the Belmond Pullman

By Don Benn

PULLMAN train operator Belmond headed for a fresh destination with Merchant Navy Pacific No. 35028 *Clan Line* on Wednesday, July 10 – Stratford-upon-Avon – and the locomotive made history on the Great Western Main Line (GWML).

Departing London Victoria, the 4-6-2 ran via Reading and Oxford to Warwick Parkway, where road coaches took passengers to either Warwick Castle or Stratford, with everyone returning to Stratford for the homeward leg.

Meanwhile, the train travelled forward to Tyseley for servicing and then *Clan Line* brought it back on the North Warwickshire line tender-first to Stratford, before returning to London.

When the locomotive's owning group, the Merchant Navy Locomotive Preservation Society (MNLPS) was working on a path for the return from Reading in conjunction with Network Rail, a gap was spotted on the GWML, which alleviated the need to go back via Staines.

The whole run back was brilliant but it was the dash up the GWML that made it very special. The crew changed at



Footplate crew members Dave Proctor and Wayne Thompson are seen with *Clan Line* at Banbury on July 10.

ALAN RAWLINGS

Banbury and driver Dave Proctor then took the train down to Hinksey Yard.

No. 35028 then set off for the fast line, where the train was planned to be switched beyond Ealing. As expected, it was a slow, on-time exit from Hinksey, as the train was back down the yard, so it hit Kennington Junction three minutes late and stayed that way to Didcot North, where it stopped on the curve for other trains crossing on the relief. There, Wayne Thompson changed places with Dave Proctor on the footplate for the record breaking dash.

Finally, it was away 11 minutes late at Didcot East and the MNLPS team on

board feared the worst, as there was a Great Malvern service train only four minutes behind – that had to call at Reading and Slough and the Pullman did not. It actually stayed behind and was only three minutes adrift by the time No. 35028 had turned off at Acton West.

The good news was the Pullman was only four minutes late when it crossed over at Acton West. Didcot East to Acton West was achieved in 42 minutes for the 47½ miles, with speed in the mid-seventies throughout; passing Reading unchecked at an extraordinary 76mph. Remember, this is 2019 and the 485-ton Belmond Pullman steam-hauled by No. 35028. Even the 'Cheltenham Flyer' with No. 5043 *Earl of Mount Edgcumbe* had the mandatory speed restriction through the station, as it was when the through lines were in place at Reading – it was always a 'stop all' station.

Clan Line made history on July 10 and more to the point it has now been demonstrated that there is a fast path on the GWML that works! It was quite a day and there was no diesel in sight.

For the record, the Pullman returned to Victoria on time.

Steam special to mark the reopening of 'faster' Conwy Valley line

NETWORK Rail (NR) is to run a special steam train to Blaenau Ffestiniog on August 3 to mark the reopening of the Conwy Valley line from Llandudno Junction to Blaenau Ffestiniog following the rectification of flood damage caused by Storm Gareth in March.

Starting from Chester, tickets for the train, operated by West Coast Railways on behalf of NR and Transport for Wales, went on sale on July 22. Stanier 8F No. 48151 and newly-overhauled 'Royal Scot' No. 46115 *Scots Guardsman* were thought to be the most likely options.

Llandudno Junction to Llanrwst North reopened to passengers on July 18. The remainder of the line followed six days later, in time for the National Eisteddfod in Llanrwst from August 3-10.

The line was closed on March 16 due to significant flooding, caused by a combination of a high tide and a low-pressure system following Storm Gareth. Six miles of track, Dolgarrog station, 10 level crossings and nine culverts needed significant repairs.

Permanent way teams have replaced ballast, refurbished the level crossings and designed and installed flood culverts and constructed embankments.

Dolgarrog will remain shut while the flood damaged platform is replaced. During the closure, NR seized the chance to complete a range of maintenance and renewal activities, including reviewing the 30mph restriction through Maenan, on the section between Dolgarrog and Llanrwst North, which has been in place following a washout in the 1980s. The line has now returned to 45mph.

The repair work saw the delivery of 9500 tonnes of rock armour and 3000 tonnes of ballast.

We want your news and views

Write to us at *Heritage Railway*, Mortons Media Ltd, PO Box 43, Horncastle, Lincs LN9 6LZ or email editor@heritagerailway.co.uk

MAIN LINE ITINERARY

August

SAT 3: 'The Irish Mail'

London Euston, Holyhead & return.
Steam-hauled: Crewe, Holyhead & return.

Loco: No. 70000 *Britannia*. UKRT

SAT 3: 'The Cumbrian Mountain Express'

Crewe, Carlisle & return.
Steam-hauled: Crewe, Shap, Carlisle, Settle, Blackburn, Crewe.

Loco: No. 45690 *Leander* or No. 45699 *Galatea*. RTC

SUN 4: 'The Royal Duchy'

Bristol Temple Meads, Par & return.
Steam-hauled throughout.
Loco: No. 60009 *Union of South Africa*. RTC

SUN 4: 'The Forth Bridge & Scottish Borders'

Linlithgow, Tweedbank & return.
Steam-hauled: Linlithgow, Tweedbank, Newcraighall, Linlithgow.
Loco: No. 45212 or 45407. SRPS

SUN 4: 'The Shakespeare Express'

Birmingham Snow Hill, Stratford-upon-Avon & return.
Steam-hauled throughout.

Loco: TBA. VT

TUE 6: 'The Dalesman'

Chester, Carlisle & return.
Steam-hauled: Hellifield, Settle, Carlisle & return.

Loco: TBA. WCR

WED 7: 'The Welsh Marches Express'

Crewe, Cardiff Central & return.
Steam-hauled throughout.
Loco: No. 34046 *Braunton* or No. 70000 *Britannia*. ST

THU 8: 'The Aberdonian'

Edinburgh, Aberdeen & return.
Steam-hauled throughout.

Loco: No. 60163 *Tornado*. A1ST

THU 8: 'The Dorset Coast Express'

London Victoria, Weymouth & return.
Steam-hauled: London, Weymouth, Southampton, London.
Loco: No. 60009 *Union of South Africa*. RTC

SAT 10: 'The Cumbrian Mountain Express'

London Euston, Carlisle & return.
Steam-hauled: Carnforth, Shap, Carlisle, Settle, Preston.

Loco: No. 45690 *Leander* or No. 45699 *Galatea*. RTC

SAT 10: 'The Atlantic Coast Express'

London Waterloo, Exeter St Davids.
Steam-hauled throughout.

Loco: No. 35028 *Clan Line*. UKRT

SUN 11: 'The Forth Bridge & Scottish Borders'

Linlithgow, Tweedbank & return.
Steam-hauled: Linlithgow, Tweedbank, Newcraighall, Linlithgow.

Loco: No. 45212 or 45407. SRPS

SUN 11: 'The Torbay Express'

Bristol Temple Meads, Kingswear & return.
Steam-hauled throughout.

Loco: No. 46233 *Duchess of Sutherland*, No. 60009 *Union of South Africa* or No. 6201 *Princess Elizabeth*. TEL

SUN 11: 'The Waverley'

The information in this list was correct at the time of going to press. We strongly advise you confirm details of a particular trip with the promoter concerned.



A1 No. 60163 *Tornado* crosses the A684 road bridge at Garsdale Head, having traversed Dandry Mire viaduct on the Settle-Carlisle line on July 20. 'The North Briton' excursion ran from London King's Cross to Carlisle. MICHAEL ANDERSON

York, Carlisle & return.

Steam-hauled throughout.

Locos: No. 45690 *Leander*. RTC

TUE 9: 'The Dalesman'

York, Carlisle & return.
Steam-hauled: Hellifield, Settle, Carlisle & return.

Loco: TBA. WCR

WED 14: 'The Lakeland'

Crewe, Carlisle & return.
Steam-hauled throughout.
Loco: No. 34046 *Braunton* or No. 70000 *Britannia*. ST

THU 15: 'Steam Dreams Excursion'

West Brompton, Weymouth & return.
Steam-hauled: West Brompton, Weymouth, Eastleigh, West Brompton.
Loco: No. 61306 *Mayflower*. SD

THU 15: 'The Scarborough Spa Express'

Carnforth, Preston, Scarborough & return.
Steam-hauled: York, Scarborough & return.

Loco: TBA. WCR

SAT 17: 'The West Somerset Steam Express'

London Paddington, Minehead & return.
Steam-hauled: London, Bishops Lydeard, Bishops Lydeard, Minehead.

Loco: No. 46233 *Duchess of Sutherland*. RTC

SUN 18: 'The Forth Bridge & Scottish Borders'

Linlithgow, Tweedbank & return.
Steam-hauled: Linlithgow, Tweedbank, Newcraighall, Linlithgow.

Loco: No. 45212 or 45407. SRPS

SUN 18: 'The Torbay Express'

Bristol Temple Meads, Kingswear & return.
Steam-hauled throughout.

Loco: No. 46233 *Duchess of Sutherland*, No. 60009 *Union of South Africa* or No. 6201 *Princess Elizabeth*. TEL

SUN 18: 'The Waverley'

York, Carlisle & return.
Steam-hauled throughout.
Locos: No. 45596 *Bahamas*. RTC

TUE 20: 'The Dalesman'

York, Carlisle & return.
Steam-hauled: Hellifield, Settle, Carlisle & return.

Loco: TBA. WCR

WED 21: 'The William Shakespeare'

Shrewsbury, Stratford-upon-Avon & return.

Steam-hauled: Crewe, Stratford-upon-Avon & return.

Loco: No. 34046 *Braunton* or No. 70000 *Britannia*. ST

THU 22: 'The Scarborough Spa Express'

Carnforth, Skipton, Scarborough & return.
Steam-hauled: York, Scarborough & return.
Loco: TBA. WCR

THU 22: 'The Dorset Coast Express'

London Victoria, Weymouth & return.
Steam-hauled: London, Weymouth, Southampton, London.
Loco: No. 60009 *Union of South Africa*. RTC

SAT 24: 'The Palatine'

London Euston, Crewe & return.
Steam-hauled: Crewe, Wigan, Crewe.
Loco: No. 34046 *Braunton*, No. 46100 *Royal Scot* or No. 70000 *Britannia*. ST

SAT 24: 'Gloucester Goes Retro'

Dorridge, Gloucester & return.
Steam-hauled throughout.

Loco: No. 7029 *Clun Castle*. VT

SAT 24: 'The Cotswold Venturer'

London Paddington, Worcester & return.
Steam-hauled throughout.
Loco: No. 46233 *Duchess of Sutherland*. RTC

SUN 25: 'Steam Dreams Excursion'

London Paddington, Oxford & return.
Steam-hauled throughout.

Locos: No. 60103 *Flying Scotsman*. SD

SUN 25: 'The Forth Bridge & Scottish Borders'

Linlithgow, Tweedbank & return.
Steam-hauled: Linlithgow, Tweedbank, Newcraighall, Linlithgow.

Loco: No. 45212 or 45407. SRPS

SUN 25: 'The Merchant of Avon'

Burton upon Trent, Stratford on Avon & return.

Steam-hauled throughout.

Loco: TBA. WCR

SUN 25: 'The Waverley'

York, Carlisle & return.
Steam-hauled throughout.

Locos: No. 45690 *Leander*. RTC

TUE 27: 'The Dalesman'

York, Carlisle & return.
Steam-hauled: Hellifield, Settle, Carlisle & return.

Loco: TBA. WCR

SAT 31: 'The Aberdonian'

Edinburgh, Aberdeen & return.
Steam-hauled throughout.

Loco: No. 60163 *Tornado*. A1ST

SAT 31: 'Steam Dreams Excursion'

London King's Cross, Lowestoft & return.
Steam-hauled: London, Norwich, Lowestoft, London.

Loco: No. 61306 *Mayflower*. SD

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

A1ST	A1 Steam Trust 01325 488215
BEL	Belmond Pullman 0845 077 2222
PT	Pathfinder Tours 01453 835414
RTC	Railway Touring Company 01553 661500
TEL	Torbay Express Ltd 01483 209888
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

A STEP BACK IN TIME

Fancy a day out with a difference this summer? How about a journey into the past at a railway museum? *Heritage Railway* brings you three very different venues, home to a varied collection of exhibits, large and small, charting the evolution of the railways from the earliest days to the present day – both in the British Isles and in continental Europe.

Head Of Steam Darlington Railway Museum

Imagine stepping back in time. Venture into the original 1840s railway station and explore the platform with its original footbridge, booking office, waiting room, newspaper kiosk and Victorian toilets. Journey through time and admire the historic locomotives including *Locomotion No.1*.

- www.head-of-steam.co.uk
- headofsteam@darlington.gov.uk
- Station Road, Darlington, DL3 6ST
- 01325 405060

Danish Railway Museum

See the museum's full-size and fully functional replica of Denmark's first train engine, ODIN, from 1846, which was completed in 2018, and experience the large collection of vintage trains

- Open daily 10:00-16:00
- jernbanemuseet.dk

Mangapps Railway Museum

Mangapps will be celebrating its 30th birthday over the August Bank Holiday weekend, with more working trains than ever. Being open daily in August, there are new and improved areas to display the splendid expanding Mangapps Collection. Mangapps is no ordinary railway, the must-do place to visit! See the website for more details

- www.mangapps.co.uk
- Southminster Road, Burnham-on-Crouch, Essex, CM0 8QG
- 01621 784898

TABLE ONE: SWINDON TO GLOUCESTER

Date	Thursday, May 23, 2019					
Train	9.15am London Victoria to Worcester Shrub Hill					
Loco	'Black Five' 4-6-0 No. 44871					
Load	9 coaches, 315 tons tare, 340 tons full					
Driver	Ray Poole					
Fireman	Mathew Earnshaw					
Recorder	Don Benn					
Position	9th coach					
Weather	Sunny spells					
	miles	sched	mins	secs	speed	
Swindon	0.00	0.00	00	00		
River Ray	1.59		03	27	55½	
Bremell Sidings	2.71		04	26	65	
Purton	3.71		05	22	67½	
MP 83	5.71		07	11	61½	
Gambols Crossing	6.43		07	53	60	
Minety & Ashton	8.18		09	36	64½	
MP 86	8.71		10	05	63	
Minety Crossing	9.61		10	55	64½	
Oaksey	11.15		12	23	61	
Kemble	13.71	19.00	17	36		
	0.00	0.00	00	00	1¼ mins early	
MP 92	1.00		02	53	40½	
MP 92½	1.50		03	36	44½	
Severn Canal	1.83		04	02	46½	
MP 93¼	2.25		04	35	46	
MP 93½	2.50		04	54	45½	
MP 94	3.00		05	34	45	
MP 94½	3.50		06	13	44½	
Sapperton	3.63		06	24	44	
Short Tunnel						
Tunnel Exit	3.83		06	40	43½	
Summit						
Sapperton	3.88		06	45	44	
Long Tunnel						
Frampton Crossing	5.42		08	35	35*	
Frampton	5.71		09	02	44	
Viaduct Mid						
Chalford	7.07		11	19	40*	
St Mary's Crossing	7.80	6.00	12	13	50/53	
Brimscombe Bridge	8.92		13	33	47*	
Stroud	11.18		16	21	48½	
Stonehouse	13.89		19	18	60	
Standish Jct	15.92	17.00	21	43	40*	
Haresfield	17.27		23	02	57½	
Brookthorpe	18.75		24	47	66½	
Tuffley Jct	21.00		26	51	48*/21*	
Glos Yard Jct	22.07	30.00	29	26	24/19*	
Gloucester Signal	22.47	33.00	30	55	3¼ mins early	

* brakes or speed restriction



Fireman Mathew Earnshaw is seen on 'Black Five' No. 44871 after arrival at Worcester Shrub Hill on May 23. DON BENN

WITH FULL REGULATOR

LOCOMOTIVE PERFORMANCE THEN AND NOW

In his latest column, Don Benn describes more good work by LMS 'Black Five' 4-6-0 No. 44871, running on its own and also with LNER A4 Pacific No. 60009 *Union of South Africa* on a near record-breaking run over Beattock, together with some fine running by Class 86 electric locomotive No. 86259 *Les Ross* – and with 'Black Five' No. 45148 on the 2pm from Glasgow in 1965.

LAST time, I included details of part of Steam Dreams' trip to Worcester on May 23, when LMS 'Black Five' No. 44871 produced a stunning climb of Sapperton bank during which Ray Poole and Chris Birmingham worked the engine hard enough to result in one of the highest power outputs ever known from a Class 5 locomotive. On a beautiful sunny morning we had joined the train at Reading where Ray Poole and Mathew Earnshaw took over from Pete Roberts. The load was nine coaches for 340 tons full and no diesel on the back for once.

I had a seat in the last coach on the milepost side, so was eagerly anticipating a good day out with pure steam. The initial schedule to the water stop at Challow was a very tight 29 minutes for the 27.87 miles, which would have been achievable with a 75mph rated locomotive, but impossible with one restricted to 65mph and with a slow start up the 1-in-82 over the new flyover, even with Ray Poole driving.

At least we were on the down main line and speed soon rose to 65mph just after Pangbourne – and then was held in the 63-65mph range up the easy gradients of the Thames Valley until entering the Challow loop at Wantage Road, except of an unexplained braking down to 55mph at Milton. We took 32 minutes 17 seconds from Reading which had been left just under a minute late, a commendable loss of only three and a quarter minutes. From Challow we left on time and made an unscheduled stop in Swindon in 17 minutes 47 seconds for the 13.55 miles after a maximum speed of 63½mph near Shrivenham.

Assault on Sapperton

Table One shows the continuation from the Swindon restart. After negotiating the restricted section to Swindon Junction, Ray Poole took full advantage of the 1-in-260/308/576 down gradients to milepost 79½ and then the mile of level and 1-in-404 down to Purton to

wind up No. 44871 to 67½ at Purton before topping the two miles of 1-in-330 which finishes just after Gambols Crossing at 60mph. Speed was then held in the 61-64mph range to Oaksey, before easing for the Kemble stop, where quite a few participants left the train to visit Chavenage House.

The highlight of the down journey was now to follow – the lesser known westbound climb to Sapperton. After a short level section this then climbs at 1-in-143 to Coates and 1-in-400/200, before a very short piece of level track over the disused Thames and Severn Canal, then the final two miles of 1-in-100/94 to the summit at the west end of Sapperton tunnel. No. 44871 was thunderous throughout, reaching 46½mph over the canal and then all but holding 44/45mph before a quite superb minimum of 43½mph.

This great effort was worth 1480 equivalent drawbar horsepower (edbh), a very high figure for a class 5 locomotive but eclipsed by the 1690 on the return run. Unlike the eastbound climb, the mileposts are much easier to spot on this section. The train then drifted down the restricted section to Stonehouse, where I recorded a brief 60mph before brakes came on for Standish Junction. No. 44871 then roared up to 66½mph at Brookthorpe before stopping in Gloucester Yard over three minutes early having gained nearly two minutes from Swindon.

Another fast start

After keeping the 11-minute schedule to the Cheltenham stop, we were away from there just over a minute early and treated to an amazingly fast start, reaching 60mph in under two miles and then averaging 63mph exactly over the 13.67 miles from Swindon Road Crossing to Pirton Crossing (we were the wrong side for mileposts on this stretch). The fast start was aided by the 1-in-322/305/297 down gradients as far as Homedown Crossing, just before Ashdown

“The highlight of the down journey was now to follow – the lesser known westbound climb to Sapperton. After a short level section this then climbs at 1-in-143 to Coates and 1-in-400/200, before a very short piece of level track over the disused Thames and Severn Canal, then the final two miles of 1-in-100/94 to the summit at the west end of Sapperton tunnel.”



‘Black Five’ No. 44871 roars up to Sapperton Tunnel passing Frampton Mansel in glorious evening light as the sun dipped towards the approaching bank of cloud on May 23. The 5MT was a hauling a Steam Dreams excursion from London to Worcester and return. ROBERT FALCONER



No. 44871 arrives at Reading with the Steam Dreams’ 9.15am London Victoria to Worcester Shrub Hill May 23. DON BENN

except for a short stretch of 1-in-779 up after Cleeve. The noise from No. 44871 throughout was gorgeous even from nine coaches back.

After threading Abbotswood and Norton Junctions, we were unchecked into Worcester Shrub Hill, reached nearly five minutes early following a demonstration of ‘Black Five’ capability out of the top drawer. Details of the return run were highlighted in issue 256. After arrival at Reading, where Ray Poole and Chris Birmingham were relieved, I had a few words with Ray before he went off to find his digs as this was a lodging turn. He was obviously pleased with the engine and then said to me referring to Sapperton: “Mr Churchill does it with the green one (No. 7029) and I do it with the black one!”

Heritage Electric Les Ross

As regular readers will know, I time any form of traction and one of my favourite class of locomotives from the past is the Class 86 electrics for what they did in such a reliable manner. I had many good runs with them in the post-1966 era after electrification of the West Coast Main line was completed from London. Although nominally restricted to 100mph, I had runs when this was exceeded by drivers making up time.

Probably my finest run was on September 23, 1972 when E3194 on 13 coaches for 470 tons full left Crewe 36 late and ran the 158.1 miles to Euston in 116 minutes 23 seconds, despite a signal stop where Milton Keynes is now and adverse signals approaching Euston, leaving a net time of 107 minutes, giving

TABLE TWO: CHELTENHAM TO WORCESTER

Date	Thursday, May 23, 2019
Train	9.15am London Victoria to Worcester Shrub Hill
Loco	‘Black Five’ 4-6-0 No. 44871
Load	9 coaches, 315 tons tare, 340 tons full
Driver	Ray Poole
Fireman	Mathew Earnshaw
Recorder	Don Benn
Position	9th coach
Weather	Sunny spells

	miles	sched	mins	secs	speed
Cheltenham	0.00	0.00	00	00	1¼ mins early
High Street LC	0.46		01	46	37
Morris Hill LC	1.69		03	19	58½
Swindon Road LC	2.41		04	03	63
Cleeve	3.80		05	18	64½
Tredington LC	5.19		06	35	63½
Fiddington	6.23		07	34	64
Homedown LC	6.63		07	57	65½
Ashchurch	7.26	9.00	08	33	63
Northway LC	7.78		09	03	62/61
Bredon	9.45		10	39	62½
Eckington	12.15		13	18	58½
Defford	13.19		14	32	61½
Pirton LC	16.08		17	10	60
Wadborough LC	16.70		17	49	54*
Abbotswood Jct	17.98	20.00	19	48	30*
Norton Jct	18.78	22.00	21	18	33
M5	19.49		22	22	46/50
A4440	20.11		23	05	48½
Worcester Shrub Hill	21.98	31.00	27	27	4¾ mins early

* brakes or speed restriction

TABLE THREE: NUNEATON TO CREWE

Date	Saturday, February 23, 2019
Train	7.10am Euston to Carlisle
Loco	AL6 class 86/2 Bo-Bo EL No. 86259 <i>Les Ross</i>
Load	10 coaches, 378 tons tare 395 tons gross
Recorder	Don Benn
Position	1st coach
Weather	Mist

	miles	sched	mins	secs	speed
Nuneaton	0.00	0.00	00	00	5 mns late
MP 100	2.91		03	02	93
Atherstone	5.25		04	23	92½
MP 105	7.91		06	16	92/90
Polesworth	9.44		07	15	93/94
Armitage Jct	11.95	9.00	08	52	93
Tamworth TV	12.97		09	30	92½/94½
MP 112	14.91		10	48	92/89
Lichfield TV	19.20	14.00	13	35	92½
MP 118	20.91		14	45	91/94
Armitage	24.02		16	40	93
Rugeley	27.22	18.00	18	50	84
Colwich Jct	30.01	21.00	20	52	65*/90
Stafford	36.47	27.00	25	54	75*/96
MP 136	38.91		27	34	94
Norton Bridge	41.77	31.00	29	30	92½
MP 141	43.91		30	49	91
Standon Bridge	46.32		32	19	97
MP 145	47.91		33	21	95½
Whitmore	50.49		34	57	91
Madeley	53.12	38.00	36	40	97½
MP 154	56.91		39	02	95
				sigs	14*
Crewe	61.01	47.00	44	19	2¼ mins late

start to stop average: 82.6 mph * brakes or speed restriction

HERITAGE RAILWAY

The Brighter Steam News Magazine



TABLE FOUR: LOCKERBIE TO CARSTAIRS

Date	Tuesday, April 30, 2019
Train	GBX11 1318 Carlisle to Edinburgh
Locos	A4 class 4-6-2 No. 60009 <i>Union of South Africa</i> and Class 5 4-6-0 No. 44871
Load	11 coaches, 400 tons tare 420 tons gross
Crews	S Chipperfield and J Rodgers on No. 60009 M Kelly and M Earnshaw on No. 44871
Recorder	A Smeaton
Position	5th coach
Weather	Cloudy, mild and dry

	miles	sched	mins	secs	speed
Lockerbie Down Loop	0.00	0.00	00	00	4 mins early
Lockerbie	0.27	2.00	01	32	23
MP 27	1.44		03	27	47
Nethercleugh	3.13		05	17	59/58½
Dinwoodie	6.19		08	22	60
MP 33	7.44		09	38	59
Wamphray	8.94		11	06	64½
MP 38	12.44		14	32	58½
Beattock	14.19	16.30	16	17	62
MP 41	15.44		17	32	57½
MP 42	16.44		18	35	56
MP 43	17.44		19	41	54½
MP 44	18.44		20	48	53
Greskine	19.44		21	57	52
MP 46	20.44		23	06	52
Harthope	21.44		24	15	53
MP 48	21.44		25	24	52
MP 49	22.44		26	34	49
MP 49½	23.94		27	12	47
Bastock Summit	24.19	30.00	27	31	49
Bodsbury LC	26.03		29	21	67½
Elvanfoot	27.05		30	19	61/58
Crawford	29.54		32	47	64½
MP 56	30.44		33	44	45* sigs
Abingdon	32.66	62.00	39	30	
Down Loop	0.00	0.00	00	00	19 mins late
MP 59	0.77		02	43	38
MP 61	2.78		05	04	61½
MP 62	3.78		06	02	62½
Lamington	5.03		07	14	62
MP 65½	7.28		09	32	55½
Symington	8.39		10	41	58½
Thankerton	10.28		12	32	67½/69
Leggatfoot	11.78		13	56	59½
MP 71	12.78		15	04	44* sigs
Carstairs S Jct	14.93	17.00	19	48	15½*/12*
Carstairs	15.38	24.00	22	21	14*

* brakes or speed restriction

SMT No. 44871 is seen at Worcester Foregate Street during its turning move on May 23 while working Steam Dreams' tour from London Victoria. DON BENN

TABLE FIVE: CARSTAIRS TO CARLISLE

Date	Saturday, July 31, 1965
Train	2pm Glasgow to Liverpool and Manchester
Loco	'Black Five' 4-6-0 No. 45148
Load	10 coaches, 334 tons tare 360 tons gross
Crew	Not recorded
Recorder	Don Benn
Position	Front
Weather	Hot and sunny

	miles	sched	mins	secs	speed
Carstairs	0.00	0.00	00	00	5_ mins late
Strawfrank SB	0.35		01	10	35
Leggatfoot	3.60		05	43	45/42
Thankerton	5.05		07	33	54_
Symington	6.70		09	42	39* sigs
MP 64	9.50		13	32	53
Lamington	10.40		15	12	0*
			15	40	
Wandlemill SB	13.20		21	13	43/45
Abingdon	15.80		25	41	0*
			31	44	
Crawford	18.35		36	58	43½
Elvanfoot	20.80		40	37	49/52½
Bastock Summit	23.90	30.00	44	24	38
Harthope	25.80		46	39	63
Greskine	28.20		48	56	65*/69
MP 42	31.50		52	05	62*
Beattock	33.90	40.00	54	09	68/64
Murthat	36.60		56	43	71½
Wamphray	39.10		58	43	74/70
Dinwoodie	41.90		61	03	72½/74½
Nethercleugh	44.95		63	36	73
Lockerbie	47.85	52.00	66	10	65½
Castlemilk Siding	50.90		69	04	62
Ecclefechan	53.45		71	23	73
Kirtlebridge	56.90		74	56	24* tsr
MP 14½	58.75		77	58	44½
Kirkpatrick	60.65		79	48	63½/65½
Quintinshill	63.30		82	11	62*
Gretna Jct	64.90	71.00	83	56	67
Floriston	67.45		86	09	70½
Rockcliffe	69.45		87	59	64
Kingmoor	71.50		89	52	66½
					sigs
					3*
Carlisle	73.50	81.00	94	59	19½ mins late

net time 77 minutes

* brakes or speed restriction

a net start to stop average of 88.7mph. We topped Madeley bank at 94mph and reached 108mph at Brinklow, before the much lower speed limit at Rugby which applied then and where we passed at 66mph. 106mph at Wolverton was a prelude to the signal stop. Tring was topped at 98mph and the dash for London produced 110mph at Kings Langley and 106mph at Wembley separated by a restricted 74mph at Watford Junction.

It is therefore no surprise that I have a soft spot for No. 86259 *Les Ross*, named after its owner and always time any runs behind it which are usually on the Railway Touring Company's (RTC) 'Cumbrian Mountain Express' from Euston or Crewe to Carnforth. One such run was on the ill fated (for steam that is) train on February 23, 2019 and Table Three shows the running from Nuneaton, where we departed five minutes late to Crewe. The 47-minute schedule for the 61.01 miles was bettered by nearly three minutes despite a signal restricted approach. Nowadays of course the overall speed limit isn't exceeded but the running was determined throughout. AL6 class No. 86259 entered service in January 1966. It was built by BR at Doncaster and weighs 81 tons producing a maximum of 4000 horsepower and with a tractive effort of 60,000 lbs

'Black Five' and A4 on the GBXII

Sandy Smeaton has kindly sent me details of some of the runs on RTC's 'The Great Britain XII' tour on April 30 and continuing the 'Black Five' theme, I have chosen to show details of the run north from Carlisle over the section between the Lockerbie and Abingdon Loops and this is shown in Table Four.

A gleaming No. 44871 was coupled to A4 No. 60009 *Union of South Africa* and the two engines had a load of 11 coaches for 420 tons full to contend with – so super power indeed! The two locomotives set the second fastest time in preservation for the climb of Beattock aided by missing out the booked stop in the Beattock loop.

Sandy describes the run from Carlisle: "The engines came off to be serviced at Wapping Sidings, which inevitably took longer than the 61 minutes allowed. Departure for Edinburgh was 13 late. 60mph was reached between MPs 3½ and 3¾ rising to 65½ at Floriston. From Gretna Junction to MP22, speed was held at 60mph with a rise to 65mph before Kirtlebridge old station site. Despite the usual slow approach to the loop at Lockerbie, we stopped 4¾ minutes less than the 36-minute schedule. Water was taken from the tanker here. The restart was four minutes early with 60mph running resumed, rising to 64½ down to Wamphray. The engines were opened out after MP38 on the approach to Beattock bank with speed rising to 62mph through Beattock. Speed then fell to 52mph at Greskine, but was held at this rate until MP48. On the final section of the climb to the summit, speed fell to a minimum of 47mph at MP49½.

"This was a pleasant surprise as we had been booked to stop in the summit loop, but ran down to stop in Abington loop instead. About three late running services overtook while we waited in the loop, perhaps delayed by the lineside fire at Ecclefechan. The restart was 19 late and the Thankerton dip produced 69 before the slowing for Carstairs.

"Approaching Cobbinshaw summit, we caught up with the 3.09pm Mossend-Tees Dock freight and later at Midcalder Junction, the Class 68-hauled 3.59pm Motherwell – Edinburgh empty coaching stock working. Much slack in the schedule meant we were only 10 minutes late into Edinburgh Waverley's Platform 7."

The time of 11 minutes 14 seconds from Beattock to the summit was the second fastest in preservation – beaten only by a time of 10 minutes 5 seconds by the amazing No. 60532 *Blue Peter* on March 21, 1998. Brian Grierson was the driver that day and the A2 Pacific had 390 tons on the drawbar and the summit was topped at 52mph.

Continuing the 'Black Five' theme this issue, A4 No. 60009 *Union of South Africa* leads 'Black Five' No. 44871 on the climb to Grayrigg with RTC's 'The Great Britain XII' tour on April 30. According to the author, the two locomotives set the second fastest time in preservation for the climb of Beattock that day. DAVE COLLIER



"A gleaming No. 44871 was coupled to A4 No. 60009 *Union of South Africa* and the two engines had a load of 11 coaches for 420 tons full to contend with – so super power indeed! The two locomotives set the second fastest time in preservation for the climb of Beattock aided by missing out the booked stop in the Beattock loop."

'Black Five' on the 2pm Glasgow in 1965

I spent quite a lot of time in Scotland in 1965, not just with the A4s on the three hour Aberdeen to Glasgow trains but also on other services on that line and south of Glasgow to Carlisle by both routes.

One such run was on the 2pm Glasgow to Liverpool and Manchester service on Saturday July 31, 1965. I had arrived in Glasgow St Enoch on the 9.05pm from St Pancras behind BR 7P No. 70010 *Owen Glendower* which had replaced Jubilee No. 45593 *Kolhapur* at Carlisle. We had arrived 27 minutes late after a good run over the Glasgow and South Western route, but had encountered a lot of checks.

I then made three steam-hauled trips between Glasgow Buchanan Street and Stirling before returning to Central station for the 2pm train.

This was booked for a Carlisle Kingmoor 'Black Five' and we had No. 45148 with a load of 10 for 360 tons. The train may have been running in two portions as I have known it to load to 13 coaches at other times. The section from Carstairs to Carlisle is shown in Table Five. It can be seen that the 4-6-0 did well, despite the various checks and gave a net time of 77 minutes for the 73.5 miles, four minutes inside the schedule.

On that day I had runs behind eight different steam locomotives namely, in order Nos. 45593, 70010, 60019, 44903, 44698, 45148, 46115 and 42694 (Beattock banker). My notes suggest that I saw many other steam hauled trains during my travels including those hauled by Nos. 45235, 44972, 45364, 80002, 80018, 44936, 44668, 70008, 70018 and 70040. 1965 was the last year when so much steam could be seen north of Carlisle. **HR**

BRITAIN'S 20 BEST SEASIDE RAILWAYS

Want to get away to the coast for a day or weekend break, or maybe longer? **Robin Jones** and **Gareth Evans** revisit the splendid choice of heritage railways by the sea.

It has taken 40 years, but at last, regular passengers from the national network can complete their journeys to the coast over one of Europe's top seaside heritage lines, namely the West Somerset Railway (WSR).

As highlighted in issue 254, main line operator Great Western Railway has agreed to run a trial series of DMU shuttles from Taunton to the southern terminus of heritage services, Bishops Lydeard, where passengers can change for a trip to Minehead, taking in

the exhilarating views of the Bristol Channel coast as the line weaves its way past the Quantocks Hills and between Doniford Bay, Watchet, Blue Anchor and Dunster.

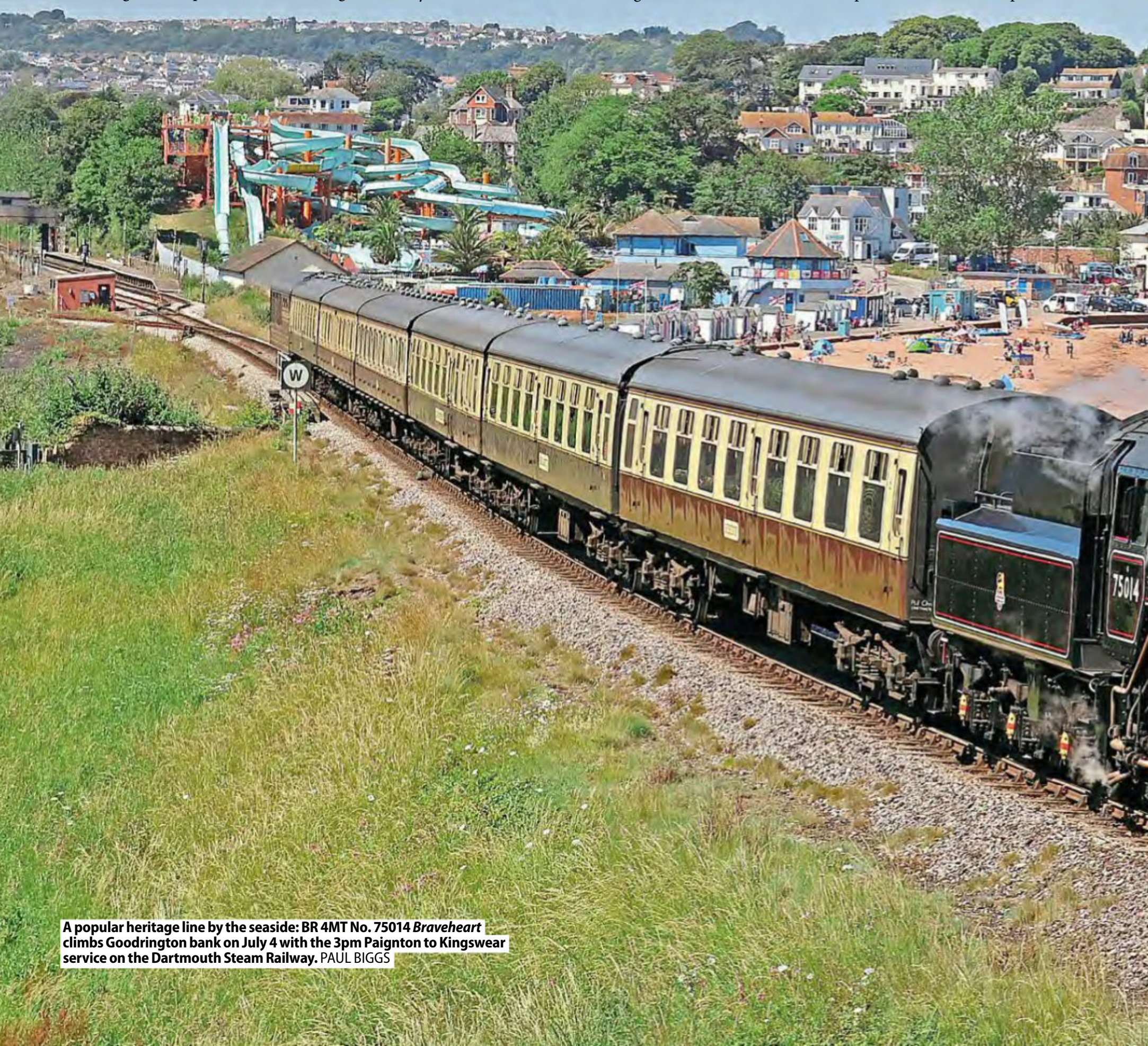
As reported in our News section, the first such shuttle ran on Saturday, July 27, and the experiment with five trains a day will continue until October 5.

Such a service could – and should – have been run after the WSR reached Bishops Lydeard in 1979, but the intransigence of local

trade unionists who feared the loss of a handful of busmen's jobs stonewalled it.

However, the trial has opened a new chapter in the proud history of Britain's seaside railways.

Not only did Britain invent the steam railway locomotive, but its network of railways allowed resorts to spring up all around the coast in Victorian times, forming a plan of the nation's tourist economy. Even though the motor coach and the car replaced the train as the preferred



A popular heritage line by the seaside: BR 4MT No. 75014 *Braveheart* climbs Goodrington bank on July 4 with the 3pm Paignton to Kingswear service on the Dartmouth Steam Railway. PAUL BIGGS

form of mass market travel to the coast in the Sixties, the country has been left with the legacy of what I believe to be, square mile by square mile, the finest set of seaside heritage railways anywhere in the world.

Variety

I began my love affair with seaside railways as an infant, when my family stayed at Goodrington next to, and travelled on, what is today's magnificent Dartmouth Steam Railway. The big difference between today and back then was the fact that BR green diesel hydraulic Warships and DMUs were the mainstay of service on an increasingly-steamless Western Region.

The beauty of Britain's 2019 portfolio of seaside heritage railways is their sheer variety. The North Yorkshire Moors Railway, which broke much new ground by running regular services over Network Rail's Esk Valley Line

into the delightful harbour resort of Whitby, is indeed a stark contrast to Brighton's much shorter Volk's Electric Railway, the oldest surviving operational heritage line in the world.

Today, heritage lines also serve a great purpose in taking holidaymakers away from the beach, rather than simply to it as it the days of old. No tourism promoter likes to talk about bad weather, especially when Britain has long faced competition from competitively-priced Mediterranean breaks, but we cannot escape that it is part of our climate.

Today, when the heavens open, jump on the nearest heritage railway and savour the delights of a changing landscape from the elevated heights of a carriage. Lines like the Ravenglass & Eskdale Railway – which has deservedly just won Large Visitor Attraction of the Year at Cumbria Tourism's Annual Awards – and the Talylyn, Vale of Rheidol, Ffestiniog and Welsh

Highland allow you on such days to experience a magical changing landscape full of waterfalls and raging torrents but in the dry, like no other form of transport can do.

Many resorts still have their seaside miniature railways – a staple feature in the days of steam. We can still enjoy those 'oversize' classic examples like Ravenglass; Romney, Hythe & Dymchurch; Cleethorpes Coast; and Fairbourne, where 'miniature' becomes true narrow gauge.

This feature looks at 20 lines on the UK mainland, which for many people can be accessed by day trips or weekend breaks. They are all splendid, but it would be wholly unfair, indeed, impossible, to single out the best of my personal preferences, because of the marked differences in character, culture and style on offer at each. As such, they are listed in alphabetical order.

Robin Jones ➔





Above: A popular member of the Bo'ness & Kinneil Railway fleet is Caledonian Railway 1908-built Class 439 0-4-4T No. 419. SRPS

Above right: Among the regular performers on the roster at the friendly 15in gauge Cleethorpes Coast Light Railway is Sandy River 2-6-2 No. 24. CCLR



BARRY TOURIST RAILWAY

LENGTH: 1½ (main line) and ½ (branch line).

TYPICAL ROUND TRIP DURATION: 45 minutes – including a tour of the shed, workshop or museum.

WHAT'S NEW IN 2019:

Class 08 No. 08503 is due to return to service in August.

A biomass fuel trial has been underway on steam locomotive *Susan*.

A former Gatwick Express Mk.2F has emerged in the new Barry Tourist Railway carriage livery – which is based on the InterCity 'executive' livery of dark grey and white bands, albeit with a green rather than a red line.

ON THE ROSTER:

Class 101 DMU *Iris II*; Sentinel 0-4-0VBT *Susan*; Class No. 73118; Class 08 No. 08503.

EVENTS IN AUGUST & SEPTEMBER:

- **August 4:** Craft Fair and Barry 10k Race.
- **August 11:** Toy and Train Fair at Barry Island Station.
- **August 17/18:** Barry at War event at Barry Island Station.

BO'NESS & KINNEIL RAILWAY

LENGTH: 5 miles

The Museum of Scottish Railways, Scotland's largest railway museum, and the Display Shed stand a few hundred yards from Bo'ness station.

TYPICAL ROUND TRIP DURATION:

One hour, 4 minutes.

WHAT'S NEW IN 2019:

Work underway at Birkhill station to build a second platform for two-train running.

ON THE ROSTER:

Subject to repairs being completed following its earlier failure at this year's Gloucestershire Warwickshire Railway Cotswold Festival of Steam, Caledonian Railway No. 419 will be back. Also Neilson Reid 0-6-0T NCB No.1 *Lord Roberts* and Hunslet 0-6-0ST NCB No. 19.

A visiting 'Black Five' to be announced, running on select days.

EVENTS IN AUGUST AND SEPTEMBER:

- **August 17/18:** Summer Steam Up – with extra two services by No. 419 hauling the two Caledonian Railway coaches, and Saturday service train hauled by a visiting LMS 'Black Five'. The 3.55pm service will be double-headed with No. 419.
- **August 1-27:** Daily steam services. Weekends and Tuesdays in September.
- **August 31:** 1950s day.
- **September 7/8:** Days Out With Thomas.
- **Sundays in August:** Operator the Scottish Railway Preservation Society will run steam-hauled railtours over the Forth Bridge and to the Scottish Borders using its own Mk.1 stock, starting at Linlithgow and Edinburgh Waverley.



Above: "We're dog friendly," said John Buxton of the Barry Tourist Railway, clutching his dog Rosie in front of Class 101 DMU *Iris II*. BTR

Below: Home to a fleet of delightful narrow gauge-style steam locomotives, the 12¼in gauge Fairbourne Railway in Gwynedd offers fine views of the Mawddach estuary. 2-6-4T *Russell* is pictured here at Barmouth Ferry station. BARBARA FULLER





The Ffestiniog & Welsh Highland Railways offers two unforgettable journeys through the heart of Snowdonia. Double Fairlie *Merddin Emrys* is seen crossing the Cob at Porthmadog with a train for Blaenau Ffestiniog. CHRIS PARRY/FFWHR

CLEETHORPES COAST LIGHT RLWAY

LENGTH: 1 mile
TYPICAL ROUND TRIP DURATION: 20 minutes
WHAT’S NEW IN 2019:
The hub of the line, Lakeside Station, is home to the smallest pub on the planet ‘The Signal Box Inn’ which has just benefited from a brand-new extended beer garden. Services are temporarily running between Lakeside and Cleethorpes Kingsway only.

ON THE ROSTER:
Great Central Railway 04 Class 2-8-0 No. 6284; Sandy River 2-6-2 No. 24, Severn Lamb-built 0-8-2DH *Ceawlin*; and ex-Fairbourne Railway 0-6-0 diesel *Rachel*.
EVENTS IN AUGUST & SEPTEMBER:
■ **September 13-15:** Rail, Ale and Blues Festival. Featuring live blues music, a large variety of real ales and steam trains in action all weekend.

DARTMOUTH STEAM RAILWAY & RIVERBOAT COMPANY

LENGTH: 7 miles
TYPICAL ROUND TRIP DURATION: 30 minutes each way on train from Paignton to Kingswear, plus 5 mins each way on ferry to Dartmouth.
Round Robin: Train from Paignton Queen’s Park to Kingswear, ferry to Dartmouth, river boat with commentary to Totnes (90 mins, depending on tide) and return via bus to Paignton (30 mins)

WHAT’S NEW IN 2019:
As highlighted in issue 256, Pete Best’s USATC S160 2-8-0 No. 2253 *Omaha* is set to make its debut this summer following restoration at the North Yorkshire Moors Railway.

ON THE ROSTER:
BR Standard 4MT No. 75014 *Braveheart*; USATC S160 No. 6046; and WR Nos. 7827 *Lydham Manor* and 7820 *Dinmore Manor*.

EVENTS IN AUGUST & SEPTEMBER:
■ **August 29-31:** Dartmouth Regatta circular river cruise on PS *Kingswear Castle*. Several river cruises aboard the paddle steamer are on offer on other dates.
■ Amongst several steam railway and boat packages on offer is the Sea Train which runs every day until September 30, weather permitting, from Torquay harbour to Brixham and Dartmouth. The cruises last 1hr 45 mins, following by a train trip to Paignton (30 mins) and bus back to Torquay (20mins).

FAIRBOURNE RAILWAY

LENGTH: 2 miles (12¼in gauge, plus ¼ mile 15in gauge).
TYPICAL ROUND TRIP DURATION: 60 mins

ON THE ROSTER:
Darjeeling B class replica 0-4-0STT *Sherpa*; Lynton & Barnstaple Railway replica 2-6-2T *Yeo*; Welsh Highland Railway replica 2-6-4T *Russell*; Hunslet 4wDM *Gwrlil*; and Bo-Bo DH *Tony*. The line’s Curwen 0-6-4ST *Beddgelert* remains on display in the railway’s museum, awaiting an overhaul expected to cost in the region of £30,000, for which an appeal is open.

EVENTS IN AUGUST & SEPTEMBER:
■ **August 24:** Race the Train
■ **August 23-26:** Fairbourne village festival

FFESTINIOG & WELSH HIGHLAND RAILWAYS

LENGTH: 13½miles (FR)/25miles (WHR)
TYPICAL ROUND TRIP DURATION: 3 hours (FR)/ 5 hours (WHR)

WHAT’S NEW IN 2019:
New buildings, stations at Caernarfon and Waunfawr. Pullman carriage on every regular train.

ON THE ROSTER:
David Lloyd George; Merddin Emrys; Linda; Lyd; /Nos. 138, 143.

Events in August & September:
■ **August 4, 11, 18 and 25 + September 15 and 22:** Journey into the Past.



Alan Keef steam outline 0-4-0DH No. 23 of 1988 *Jack* hauls a service train along the Hayling Island shingle foreshore. HSR

HAYLING SEASIDE RAILWAY

LENGTH: One mile, 2ft gauge
TYPICAL ROUND TRIP DURATION: 30 minutes
WHAT’S NEW IN 2019: As reported in News, page 22, the railway is now up for sale at £310,000

ON THE ROSTER:
Alan Keef 0-4-0DH *Jack B* and Motor Rail 4w DH *Alan B*.

EVENTS IN AUGUST AND SEPTEMBER:
The railway runs every day in the school holidays and at weekends and on Wednesdays at all other times
September 14: Classic car show at Eastoke Corner.

LINCOLNSHIRE COAST LIGHT RAILWAY

LENGTH: ¾ mile
TYPICAL ROUND TRIP DURATION: 20 minutes
WHAT’S NEW IN 2019:

Return fares have been held at £1 for the tenth year of operation. Steam each Saturday in August and on August Bank Holiday Sunday (August 25). After a successful trial last year, heritage diesel services are now running each Wednesday in August. An ex-First World War WDLR ambulance van is displayed at Walls Lane station with projection of scenes on the significance of narrow gauge railways, including material from the Imperial War Museum and the German Federal Archives.

ON THE ROSTER:
Peckett 0-6-0ST *Jurassic*; Motor Rails No. 4 *Wilton*, *Nocton*, *Major J.A. Robins R.E.*, No. 6, *Paul*, *Sark* and T3.



The Lincolnshire Coast Light Railway celebrated the 10th anniversary of operating at its Skegness Water Leisure Park home on July 13. Peckett 0-6-0ST *Jurassic* is seen at the line’s Walls Lane terminus. LCLR



Sipat class 0-4-0ST *Georgina*, built by the 20in gauge North Bay Railway's engineering arm, hauls a passenger service, with the North Sea in the background. BERNARD DIXON



The North Norfolk Railway offers fine views of the sea along its scenic route from Sheringham to Holt. LNER B12 4-6-0 No. 8572 is pictured at the head of the line's LNER Quad-Art carriages. STEVE ALLEN

The North Yorkshire Moors Railway offers a magnificent journey through the North Yorkshire Moors National Park from Pickering to Grosmont and then along the main line to Whitby. 'Black Five' No. 45428 *Eric Treacy* is seen at the popular seaside town. CHRIS GEE





This summer you can ride behind the latest addition to the Ravenglass & Eskdale Railway fleet – the restored Krauss Pacific *Whillan Beck*. RER



EVENTS IN AUGUST AND SEPTEMBER:

September 15: steam and heritage diesel in support of Classic Wheels Show on adjacent Skegness Aerodrome in aid of charities.

NORTH BAY RAILWAY, SCARBOROUGH

LENGTH: 7/8 mile

TYPICAL ROUND TRIP DURATION: 25 minutes

ON THE ROSTER:

North Bay Railway Engineering services Sipat class 0-4-0ST *Georgina*, built 2016 and the first steam engine to work the line in 85 years.

Steam outline Hudswell Clarke 4-6-2DHs *Neptune* (built 1931 and the world's oldest diesel hydraulic locomotive), *Triton* and *Poseidon* and 4-6-4DH *Robin Hood*.

EVENTS IN AUGUST & SEPTEMBER:

■ **Daily until August 30:** Meet NorBeRt the North Bay Railway Bear.

■ **September 21/22:** Train gala, with all engines running.

■ **September 28/29:** Residents' Weekend.

NORTH NORFOLK

LENGTH: 5 1/2 miles.

TYPICAL ROUND TRIP DURATION: 1 hour, 15 minutes.

WHAT'S NEW IN 2019:

New addition to this year's timetable are cream tea and gin trains. The buffet at Sheringham has been redesigned and rebranded as The Old Luggage Office. It now offers a larger range of food and drink, including beer and wine. The range of items on sale in the railway's shop has also been enhanced. The line is increasing the use of eco-friendly packaging.

Another improvement is the revamp of the online shop. Tickets for standard operating days as well as special events can now be pre-purchased.

ON THE ROSTER:

LNER B12 No. 8572; BR 4MT 2-6-0 No. 76084; WD 2-10-0 No. 90775 *The Royal Norfolk Regiment*; Class 37 D6732 (37032); Class 31 D5631 (31207); and Class 20 No. 20227 *Sherlock Holmes*.

EVENTS IN AUGUST & SEPTEMBER:

■ **August 6-30:** Summer Sizzling Fun.

■ **August 14, 21 and 28:** Teddy Bears' Picnic.

■ **August 18:** Morgan's Fun Day.

■ **August 30-September 1:** Autumn Steam Gala.

■ **September 14/15:** 1940s Weekend.

NORTH YORKSHIRE MOORS RAILWAY

LENGTH: 18 miles (Pickering-Grosmont) – or 24 miles (Pickering-Whitby).

TYPICAL ROUND TRIP DURATION: 2 hours 20 minutes.

WHAT'S NEW IN 2019:

The return to steam of BR 9F No. 92134, Lambton tank No. 29 and SR S15 No. 825

ON THE ROSTER:

SR Schools Class No. 926 *Repton*; 'Black Five' No. 45428 *Eric Treacy*; BR 4MT 2-6-0 No. 76079; BR 4MT 2-6-4 No. 80136; LNER B1 No. 61264; LNER J27 No. 65894; LNER Q6 No. 63395; and BR Class 25 D7628 *Sybilla*.

EVENTS IN AUGUST & SEPTEMBER:

■ **August 26:** Hunmanby village brass band will be performing in the Paddock at Levisham Station.

■ **September 26/27:** Annual Steam Gala.

RAVENGLASS & ESKDALE RAILWAY

LENGTH: 7 miles

TYPICAL ROUND TRIP DURATION: 80 minutes

WHAT'S NEW IN 2019: Krauss Pacific *Whillan Beck*, the imported 'Train from Spain', now in regular service.

ON THE ROSTER:

River Mite; *River Esk*, *Northern Rock* and *Whillan Beck*. *River Irt* is currently undergoing maintenance in the Ravenglass workshop – visitors can watch work in progress from the new viewing area.

EVENTS IN AUGUST AND SEPTEMBER:

■ **Tuesdays in August:** Drive for a fiver. Participants must have valid driving licence.

■ **Fridays in August:** Kids Free Fridays – free child entry with valid Calling All Stations pass.

■ **August 15, 29:** Steam to the Hills. Travel by steam from Ravenglass to Dalegarth and walk back with a Lake District National Park Ranger guide.

■ **Wednesdays in August:** Wildlife Wednesdays. Join the RSPB at Dalegarth station and follow a wildlife trail.

■ **August 8:** Wild Wild West Lakes. Themed cowboy activities. Children in fancy dress and accompanied by an adult with a valid Calling All Stations pass, travel free on this day.





ROMNEY, HYTHE & DYMCHURCH RAILWAY

LENGTH: 13½ miles

TYPICAL ROUND TRIP DURATION: Up to 2 hours 45 minutes

WHAT'S NEW IN 2019:

Davey Paxman 4-6-2 No. 1 *Green Goddess* is back in 2019 after a major overhaul.

Hythe Venetian Fete Train held on the Royal Military Canal on August 21. The railway is bidding to encourage the use of public transport to cut pollution in Hythe around the event.

ON THE ROSTER:

No. 1 *Green Goddess*; No. 2 Northern Chief; No. 5 *Hercules*; No. 6 *Samson*; No. 8 *Hurricane*; No. 9 *Winston Churchill*; and No. 12 *JB Snell* (diesel).

EVENTS IN AUGUST AND SEPTEMBER:

- **August 4:** Dungeness Lifeboat Station open day: train stopping nearby.
- **September 1:** Bus rally day with more than 40 vehicles.
- **September 14:** Fireman Sam, with local fire brigade safety display. Pre-booking of train tickets essential.
- **September 21:** Dungeness evening diner.

RHYL MINIATURE RAILWAY

LENGTH: 1 mile (15in gauge)

TYPICAL ROUND TRIP DURATION: 10-15 mins

WHAT'S NEW IN 2019:

AUGUST 17/18: Wild West Weekend with Cowboy-themed activities.

ON THE ROSTER:

Barnes Atlantics *Railway Queen* and *Michael*; Cagney No. 44; Bassett Lowke *Prince Edward of Wales*; and diesel *Clara*.

OTHER EVENTS IN AUGUST & SEPTEMBER:

- **August 3/4:** Teddy Bears' picnic.
- **August 26:** Double-header day.

SEATON TRAMWAY

LENGTH: 3 miles (2ft 9in gauge electric tramway)

TYPICAL ROUND TRIP DURATION: 54-56 mins

ON THE ROSTER: Trams Nos. 2; 4; 6; 8; 9; 10; 11; 12; 14; 15; and 16.

EVENTS IN AUGUST & SEPTEMBER:

- **August 4, 9, 16, 15, 30:** Fairy special (new attraction).
- **August 5, 11, 18, 26:** Dinosaur Tram Adventure.
- **August 9, 30:** Wildlife & Landscape Photography Tram.
- **August 7, 14, 21, 28:** Pirate Tram adventure on The Seaton Pearl.
- **August 11, 21 and September 8, 22:** Birdwatching tram.
- **August 24:** Queen Live tribute band.
- **August 26 and September 8, 15, 22, 29:** Driver's Eye Experiences.
- **September 6:** The Story Tram



Above: The Romney, Hythe & Dymchurch Railway's Davey Paxman 4-6-2 No. 1 *Green Goddess* is back in 2019 after a major overhaul. The 15in gauge 1925-built locomotive has been hailed as 'the Flying Scotsman' of the miniature railway world.' RHDR

Left: July 3 saw boiler test day – all four steam locomotives being given a new ticket for the year. A century of running Barnes Atlantics on the line will be celebrated in 2020 when *Joan*, which is currently under repair, celebrates its 100th birthday. RMR

SWANAGE RAILWAY

LENGTH: 5½ miles (Norden to Swanage).

TYPICAL ROUND TRIP DURATION: 65 minutes

WHAT'S NEW IN 2019:

Swindon-built BR Class 2 Ivatt tender 2-6-0 No. 46521 visiting from the Great Central Railway in August.

ON THE ROSTER:

SR unrebuilt Bulleid Pacific No. 34072 *257 Squadron*; BR 4MT 2-6-4T No. 80104 in addition to the above.

EVENTS IN AUGUST AND SEPTEMBER:

- **July 27-August 3:** Annual Swanage Regatta and carnival.
- **August 3:** Evening train from Norden for fireworks displays on Swanage seafront.
- **September 6-8:** Classic transport rally at Harman's Cross close to Harman's Cross station.

TALYLLYN RAILWAY

LENGTH: 7½ miles

TYPICAL ROUND TRIP DURATION: 2½ hours

WHAT'S NEW IN 2019:

Locomotive No. 7 and *Toby* the trolley back in action following overhaul.

App updated – which gives the ability to track a journey along the line and information at each station such as walks and a quiz for youngsters to complete.

New open coach expected to be complete later in the year.



Above: The Seaton Tramway runs from the coast up the western side of the beautiful Axe Valley on the trackbed of the former LSWR branch, to the resort, using a fleet of street trams which are between half and three-quarters the size of the originals. BEN KAPU

Right: As near a microcosm of the Southern Railway/Region as you could hope for today: BR Standard 4MT 2-6-4T No. 80104 passes the towering ruins of the great medieval castle as it arrives at Corfe Castle station with a service train from Norden park-and-ride station. ANDREW PM WRIGHT





The Talyllyn Railway offers a scenic 7½ mile journey from the coastal rest of Tywyn to the hills at Nant Gwernol. No. 1 *Talyllyn* is seen at the delightful intermediate station of Brynglas – which translates from Welsh as ‘green hill’. BARBARA FULLER

ON THE ROSTER:

No. 2 *Dolgoch*, No. 3 *Sir Haydn*, No. 4 *Edward Thomas*; No. 6 *Douglas*; and No. 7 *Tom Rolt*.

EVENTS IN AUGUST AND SEPTEMBER:

- **August 2-4:** Real Ale, Cider & Gin Festival
- **August 9/10:** Young Members’ Gala.
- **August 10:** Late Night Steam.
- **August 13:** Floral Train.
- **August 17:** Race the Train.
- **August 25:** Series 1 Land Rover Gathering.
- **September 24:** Murder Mystery – Dying for an Ice Cream.

VALE OF RHEIDOL RAILWAY

LENGTH: 11¾ miles

TYPICAL ROUND TRIP DURATION: 3 hours

WHAT’S NEW IN 2019:

Station facilities at Aberystwyth have been enhanced, including the construction of a new platform. Following the return of No. 7, all three steam locomotives which worked the line under BR ownership are now operational, providing variety and welcome photo opportunities.

Workshop tours can be booked in advance (subject to availability).

ON THE ROSTER:

2-6-2Ts Nos. 7, 8, 9.

EVENTS IN AUGUST & SEPTEMBER:

- **Daily except Fridays and Sundays in August:** Driver For a Fiver at Devil’s Bridge with Quarry Hunslet 0-4-OST *Margaret*.
- **September 14/15:** Forgotten Engines Steam Festival Weekend.

VOLKS ELECTRIC RAILWAY

LENGTH: 1 mile (2ft 8½in gauge), with modern visitor centre at Aquarium station (opened 2017).

TYPICAL ROUND TRIP DURATION: 30 mins.

ON THE ROSTER: Trams Nos. 6, 7, 8, 9, 10.

EVENTS IN AUGUST & SEPTEMBER:

- **August 5, September 29:** late running evenings with Volks Electric Railway Association volunteers operating the trams



The Vale of Rheidol Railway continues to enhance its offering – with new station facilities at Aberystwyth and upgrades to its rolling stock. Another recent welcome addition is the return to traffic of locomotive No. 7, which is seen at Devil’s Bridge on February 27. ANN EVANS



Volks Electric Railway: Two cars on the world’s oldest surviving electric railway pass at Halfway station. VER

WEST SOMERSET RAILWAY

LENGTH: 20 miles

TYPICAL ROUND TRIP DURATION: 3hrs.

WHAT’S NEW IN 2019:

With the axle limit reduced from red to blue, the line is home to four tender locomotives and a Pannier, providing a varied line-up in terms of motive power.

ON THE ROSTER:

WR Manors No. 7822 *Foxcote Manor* and No. 7828 *Odney Manor*; S&D 7F No. 53808; Class 14 D9526; and Hymeks D7017; D7018.

EVENTS IN AUGUST & SEPTEMBER:

- **September 14/15:** Forties Weekend

HR



A delightful line: WR Manor 4-6-0 No. 7828 *Odney Manor* begins to head inland, leaving behind the Bristol Channel as it approaches Doniford Halt on June 13 with the 4.30pm Minehead to Bishops Lydeard service on the West Somerset Railway. PAUL BIGGS

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- Return to Tywyn Wharf is about 3.22 p.m. where you will be served a traditional cream tea in King's Licensed Café and taken on a guided tour of the Narrow Gauge Railway Museum
- The Victorian carriages are unable to accommodate wheelchairs
- Please Note Advance Booking is advised

*Please let us know if you have dietary requirements.



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LOCOMOTIVE FOCUS

Graeme Bunker-James, David Elliott, Ben McDonald, Alex Morton and DB Cargo driver Tony Jones present *Tornado* with its 25th birthday cake. MIKE GOODFIELD/A1SLT



25 YEARS OF 'IMPOSSIBLE' SUCCESS! ...AND THERE'S MORE TO COME!

Market-leading new-build organisation The A1 Steam Locomotive Trust has been marking two landmark anniversaries – not just from its own history, but that of the heritage sector as a whole, writes Robin Jones.

It may seem hard to believe, but it's 25 years since the construction of 101mph Peppercorn A1 Pacific No. 60163 *Tornado* – held by many to be a 21st-century equivalent of *Flying Scotsman* – officially started on Wednesday, July 13, 1994, at the then British Steel facility in Leeds.

On that day, Dorothy Mather, the trust's late president and widow of Arthur Peppercorn, ceremonially started the CNC Plasma and Oxy fuel profile cutting system which cut the main frames from steel donated by British Steel.

There were those observers who maintained that building a new steam locomotive of this size to run on the UK main line without the benefit of a traditional locomotive works was impossible.

Since then, *Tornado* has not only defied the critics, but has become a celebrity sure-fire crowd-puller wherever it goes over the national network and on visits to heritage railways.

The second major landmark is that it is five years since the building of the trust's second locomotive, the £5 million Gresley P2 2-8-2 No. 2007 *Prince of Wales*, officially began, on Saturday, July 19, when Darlington MP Jenny Chapman and the then town mayor Coun Gerald Lee dedicated the engine's frames.

Since then, the giant locomotive has started

to take shape in Darlington Locomotive Works (DLW) and is now over 40% complete and on target for completion by 2022.

Trust president David Champion said: "What a 25 years it has been! After 18 years of construction and fundraising the new £3 million locomotive was unveiled to the world's press at DLW in August 2008.

Popular performer

"Since completion, No. 60163 *Tornado* has covered over 100,000 miles and seen service on the Network Rail main line and heritage railways right across Great Britain. Some of the highlights have included three Royal Trains, with the first following the naming of the new locomotive by the Prince of Wales and the Duchess of Cornwall in February 2009 in honour of the now-retired RAF aircraft; the 'Winton train' to commemorate the 70th anniversary on the Kindertransport and the rescuing of stranded commuters in Kent."

The 'impossible' project took longer than originally anticipated but *Tornado* was finally unveiled to the world's press outside DLW on August 1, 2008 – the first new main line steam locomotive to be built in Britain for over 50 years, since 9F No. 92220 *Evening Star* was outshopped from Swindon Works, and the first by public subscription.

Frequently headlined in the press and on TV, *Tornado* was the subject of the BBC's 2008 documentary *Absolutely Chuffed: The Men Who Built a Steam Engine* and the real star of BBC *Top Gear*'s *Race to the North* with Jeremy Clarkson on the footplate which first aired in 2009. *Tornado* received worldwide publicity for the Plandampf-style trains marking the reopening of the Settle and Carlisle line in February 2017 and its 101mph test run on the East Coast Main Line on April 12, 2017.

As reported in issue 228, on the return leg from Newcastle Central to Doncaster on a 90mph proving run, *Tornado* hit 101mph between Raskelf and Alne on the approach to York. Accordingly, it became the first UK steam locomotive to reach 100mph for 50 years and the subject of a second BBC documentary, *Tornado – the 100mph Steam Engine*. More recently, *Tornado* had a starring role in the hit movie *Paddington 2*, earning it more adulation worldwide.

The core plan of the success of both projects has been its ability to turn new-build dreams into reality through its ultra-professional fundraising and marketing campaigns. In the case of the P2, fundraising has made rapid progress with over 930 supporters already signed up to the 'P2 for the price of a pint of beer per week' (£2.50



Steam star of the 21st century: the 50th A1 Peppercorn Pacific, No. 60163 *Tornado*, builds up a head of steam as it prepared to depart from York with the 'Yorkshire Pullman' to Scarborough on June 15. ROBIN JONES



Christening No. 2007 *Prince of Wales* five years ago were Jenny Chapman MP and Gerald Lee, the former mayor of Darlington. LAWRIE LOVELESS/A1SLT

per week) covenant scheme – alone estimated to be worth over £1.3 million of the money needed to finish the locomotive.

Fundraising

Furthermore, separate 'clubs' have been set up to focus fundraising on individual parts. With the P2, The Boiler Club (to fund the construction of the boiler through 300 supporters each donating £2000) has reached 178 members with almost £450,000 donated, The Motion Club (to fund forging and machining of the heavy motion through 175 supporters each donating £1000) has reached 141 members with over £175,000 donated, The Tender Club (recently launched to fund construction of the tender through 250 supporters each donating £1500) has reached 25 members with almost £50,000 donated, and the Dedicated Donations scheme (to fund numerous components) has raised around £350,000 with new parts being frequently made available for sponsorship.

Having reached or exceeded their targets, The Founders' Club (to get the project to the point of assembling the frames raised £450,000 from 350 supporters); The Mikado Club (to wheel the locomotive raised £250,000 from 200 supporters); and The Cylinder Club (to fund the design and manufacture the cylinder block raised £120,000 from 100



David Champion (then chairman and now president of The A1 Steam Locomotive Trust) and the late Dorothy Mather (Arthur H Peppercorn's widow and former president) formally start the construction of *Tornado* on July 13, 1994. TED PARKER/A1SLT

supporters) have all now closed.

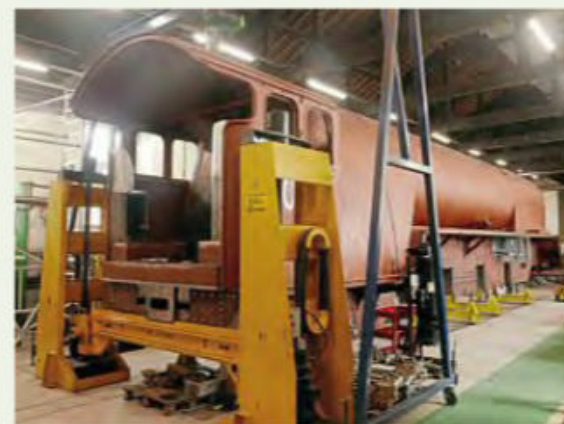
P2 project director and trustee Mark Allatt said: "Just as laying the keel is the formal recognition of the start of a ship's construction, the dedication of No. 2007 *Prince of Wales*' frames five years ago marked the formal start of construction of Britain's most powerful steam locomotive. We are delighted with the level of support that the project to build Britain's most powerful steam locomotive has received since its launch. Thanks to our supporters' continued generosity, over £3.3m has now been donated or pledged."

However, even once the locomotives are completed, there can be no let-up. As reported last issue, two new boilers, for use on both the A1 and P2, have been ordered from DB Meiningen.

David Champion added: "In order to ensure we have the funds available for No. 60163 *Tornado*'s overhauls we need to raise in excess of £250,000 each year. To ensure we keep *Tornado* on the main line where it belongs, we would be delighted to welcome you on board as a covenantor from as little as £2.50 each week." **HR**

→ For details of how to help or where to travel behind *Tornado* visit www.a1steam.com or email enquiries@a1steam.com or call 01325 460163.

Now let's help get that tender behind the P2!



With its boiler cladding in place, P2 2-8-2 No. 2007 *Prince of Wales* stands inside Darlington Locomotive Works on June 15. Now we need the boiler to go inside – and the tender to go behind! ROBIN JONES

THE trust has announced that significant progress has been made in the construction of the 60 ton tender for No. 2007.

The tender frames currently under construction by I D Howitt of Crofton, Wakefield are now fully erected; the baseplate for the tender tank being manufactured by North View Engineering Solutions of Darlington is now complete; and the last of the four tender axles has arrived at Darlington Locomotive Works from Unilathe of Stoke-on-Trent. The appeal to raise £450,000 through The Tender Club has also already raised £50,000.

The completed tender tank is scheduled to be delivered to Darlington Locomotive Works in September, by which time the tender frames are due to be on site.

The four tender axles, eight 4ft 2in wheels (manufactured by principal sponsor William Cook Cast Products Ltd) and other associated components will be dispatched to South Devon Railway Engineering for the wheelsets to be assembled.

If the project is to remain on schedule, the trust needs to take delivery of the tender frames and tank this autumn.

Mark Allatt said: "We have now turned our attention to the tender which is our current major manufacturing challenge.

"Significant progress has been made with all three key parts of the tender – the wheelsets, the frames and the tender tank. We now need to raise a further £400,000 through The Tender Club over the next few months.

"I would encourage all steam enthusiasts who haven't yet contributed to this exciting project to help us to meet these deadlines by becoming a member of The Tender Club or a monthly 'P2 for the price of a pint of beer a week' covenantor."

→ To become a member of The Tender Club, which offers a range of special benefits to members, email enquiries@p2steam.com, call 01325 460163 or visit www.p2steam.com

Right: No. 2007's tender wheels and axles ready for dispatch to South Devon Railway Engineering – RICHARD PEARSON/A1SLT



No. 2007's tender frames at I D Howitt. NIGEL FACER/A1SLT

STAR LETTER

Can we afford complete Stratford to Cheltenham rail route reopening?

REOPENING the Stratford-upon-Avon to Cheltenham railway is a complex problem. In answer to Michael Brockington (Platform, issue 254) I suppose it depends which budget the cost comes out of.

If it comes out of the heritage railway budget, the answer is that there are higher priorities elsewhere. Top priority for me, is getting rolling stock under cover. If that can be done by preserving a 'big shed' engineering works, so much the better.

There has been a battle at Wolverton, we are about to lose the Metro-Cammell works in Birmingham and probably Horwich.

At the moment, there is also a lot of capital tied up in partly-built replica steam engines and locomotives which have worked but now need expensive repairs. Some official assistance would be useful here. Grants are easy to administer but a soft loan or a shareholding might be a better idea. Funding would complement the efforts of voluntary groups, perhaps on a pound-for-pound basis.

If we are talking about the transport capital budget, a good case has been made for Honeybourne-Stratford. A big problem is the cost of the last

little bit from Stratford Racecourse to Stratford Network Rail station. There is already a park and ride bus route, so I suggest a terminus at the racecourse. The enthusiasm is for an easy way of getting tourists from London to Stratford. Clearly, a heritage service could also operate at Honeybourne-Stratford shuttle.

"There are very sound commercial reasons why a heritage railway should not be too long. It is a question of how much hard cash can be extracted from the general public on a day out."

It might be possible to run a park and ride railway from Cheltenham Racecourse through Hunting Butts Tunnel into the town centre. There is no room for a run-round loop so auto-trains or DMUs would have to suffice. It could be the last haunt of the Class 153 railcars.

A lot depends on the 'city fathers' and how they see transport and

environment in the town. There is an expensive blockage near Cheltenham's Network Rail station where a very low road bridge has been built across the old route.

There are very sound commercial reasons why a heritage railway should not be too long. It is a question of how much hard cash can be extracted from the general public on a day out.

Unfortunately, between Honeybourne and Broadway we are stuck with a conventional British Railways line, even if it is technically a light railway. I presume that there is still Network Rail track laid down into Honeybourne, separate from the mainline.

I would like to know a lot more about the bridges. There would appear to be four bridges that carry ordinary road traffic. If county highways wants to run 40-tonne lorries, who pays for what? This was all looked into some years ago when the lorry weights were raised but I don't think there is currently a weight restriction on these structures. It is difficult to see what can be done between Honeybourne and Broadway with anyone's budget.

*Paul Gibbons,
Alfreton, Derbyshire*

Grab opportunities with both hands

I WAS greatly enthused by the buoyant tone of the editorial in issue 256 – thank you Mr Jones. Imagine my dismay then on encountering the sad offering in Platform by Mr Hill.

He mentions twice (as if once weren't too often) "ageing locomotive and carriage fleets". There isn't a preservation society on the planet that escapes this onus. (It is the basic definition of railway preservation.)

He then looks for a comparison to support his argument against more paid staff and cites the West Somerset Railway. I had the distinct impression that their troubles were mainly due to divided loyalties and a resultant clash of personalities (since resolved). Odd – no matter.

Mr Hill goes on to discuss budgeting and suggests there should be a five-year period for "consolidation".

Five years? Five days would be too long. If we look at just a few of the groups that have turned problems to their advantage (the Great Central, the Swanage, the Bluebell and the East Lancashire railways) we can see how chance favours the prepared mind. Opportunity is a transient thing that must be grasped with both hands and exploited lest it fade like mist in the morning sun.

Honeybourne is such an opportunity. What the Gloucestershire Warwickshire Railway needs is a campaign director who will be looking for sponsorship and encouragement from those in Gloucestershire and Warwickshire with money and clout to contribute. There are more than several – go get 'em!

Martyn McGinty, Frome, Somerset

Railways should open cafes earlier

FOR many, preserved railways catering is an important source of income.

Arriving an hour before the first train of the day at a Midlands steam railway gala, I bought a ticket but found the cafe closed. I did buy a coffee before the train left but other passengers who wanted bacon baps to take on the train were turned away.

Some visitors had made a two or three-hour journey to reach the railway in question. Compare this to the Pontypool & Blaenavon Railway, where I enjoyed a full cooked breakfast and a pot of tea before boarding the first train of that line's gala.

Once intensive gala timetables commence, it is difficult to eat meals without missing some of the action. So an earlier opening of cafes could have both financial benefits and happier visitors. Food for thought? (pun intended)

*Peter Greaves,
Walsall, West Midlands*

Tyseley should be applauded for Bloomer project

I WOULD like to congratulate Tyseley Locomotive Works for providing us with a date for delivering the replica Bloomer – not just the locomotive, but a complete Victorian LNWR train to display alongside HS2 when it arrives in Birmingham (issue 255).

It is these early Victorian trains that are so scarce in heritage railways today, but many groups and restored railways have made great efforts to put this right. The Knotty Trust at the Foxfield Railway is one that springs to mind, now striving to bring us its fourth North Staffordshire Railway early vehicle. It's just waiting for someone to paint the appropriate engine in NSR livery.

I dread to think how LSWR T3 4-4-0 No. 563 will appear if it leaves the Flour Mill to join the other five remaining LSWR locomotives, all in the Beaching era BR livery instead of the decorative Victorian sparkle they were created with.

The Bluebell Railway and Buckinghamshire Railway Centre do us proud when they pair up their rolling stock for an early Metropolitan train, not forgetting the Bluebell's SECR train in all its splendour.

In the north, many Manchester, Sheffield & Lincolnshire (MSLR) carriages have been brought back to life in their latter Great Central Railway guise but no effort has been made to re-create the MSLR train. Surely, this is what heritage is all about.

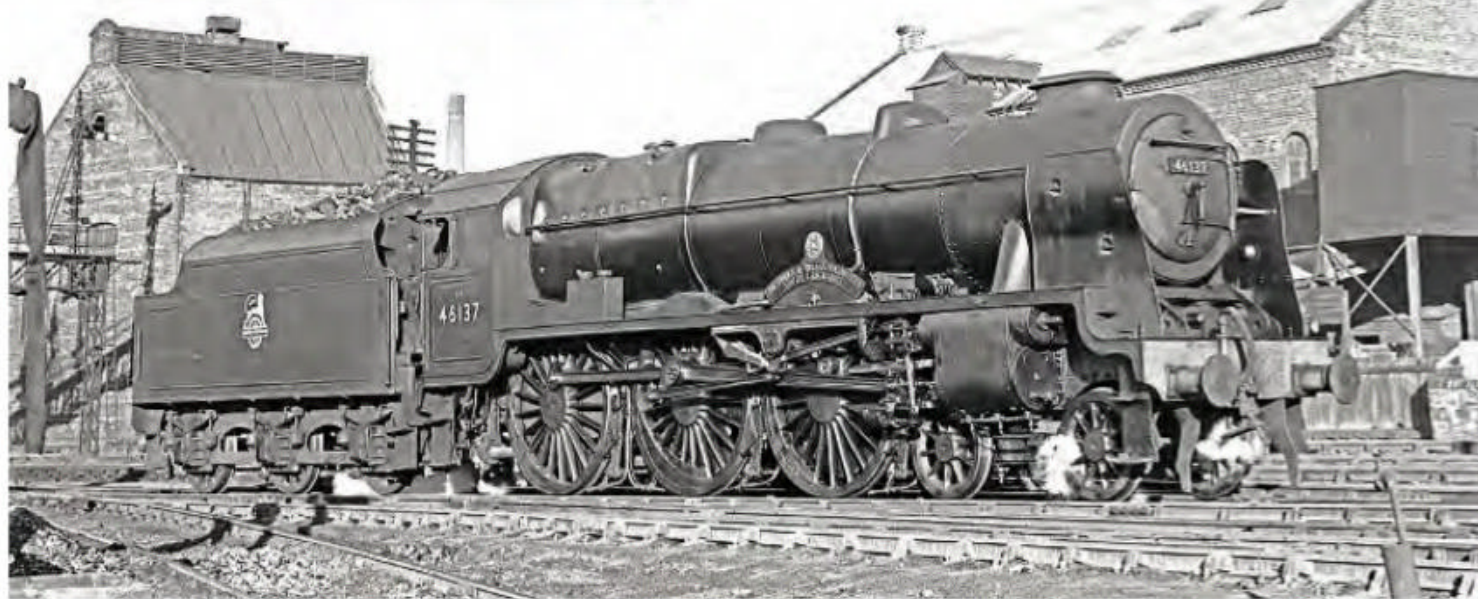
Derrick Martin, Hornchurch, Essex



Jake Orros, chairman of the Vintage Trains Youth Board, cracks a bottle of champagne over the buffer beam of new LNWR Bloomer No. 670 at the Tyseley Locomotive Works open day on June 22. The youth board was established earlier in the year and takes responsibility for developing a programme of activity to engage young people in Britain's railway heritage and represents all areas of Vintage Trains activity, reporting to the board of trustees. ROBIN COOMBS



Great Scot: LMS No. 46137, whose name *The Prince of Wales's Volunteers South Lancashire* (inset) was incorrectly listed in successive Ian Allan Combines, is ready for work at Dalry Road shed, Edinburgh, on August 17, 1955. TRANSPORT TREASURY



Ian Allan also made nameplate errors

I WAS interested to read Geoff Courtney's article in last month's issue about the steam locomotives that carried incorrectly-spelt names, but it wasn't only the railway companies that made mistakes – Ian Allan Publishing did too in its ABC spotters' books.

One engine that seemed to cause them confusion was LMS Royal Scot No. 46137 *The Prince of Wales's*

Volunteers South Lancashire. In the 1944 Combined Volume, the name was listed as *The Prince of Wales's Volunteers (South Lancs.)*, which amounted to three errors, while further combines incorrectly persisted with the brackets into the 1960s, albeit with both Wales's and Lancashire printed correctly.

Another was LNER B1 No. 61240 *Harry Hinchcliffe*. This was spelt correctly in

the 1948, 1953 and 1964 Combined Volumes, but was listed as *Harry Hinchcliffe* in both the 1957 and 1959 volumes.

And oddly, LNER B17 No. 61618 *Wynyard Park* became *Wynford Park* in the 1957 combined, but not in any other of these issues either before or after as far as I can ascertain.

Michael Throssell, Kempston, Beds

REVIEWS EXTRA

BRITISH RAILWAY LOCOMOTIVES COMBINED VOLUME 1948

(Hardback, Crecy, 256pp, £13.50, ISBN 9781910809600).

INTENDED for short-trousered schoolboy trainspotters, Ian Allan's legendary abc guides caused a defining ripple in popular railway publishing when they first appeared, and are now not only sought-out collector's items but key works of reference for historians.

The latest reprint combines the four volumes covering the Western, Southern, London Midland and Eastern/North Eastern regions following Nationalisation in 1948.

ESSENTIAL REFERENCE GUIDE

→ Off the Shelf: page 92.



The Standard feature of Ian Allan ABC covers

REGARDING Geoff Courtney's musings on Ian Allan ABC spotters books (News, issue 256), I think it can safely be said that the use of BR Standards on the covers had nothing to do with BR but more likely simple economics.

The image is an artist's line drawing, A N Wolstenholme featured regularly. Clearly, it would be cheaper to commission one drawing, rather than four, with the added advantage that it could be used on the combined volume.

In 1948/9/50 one edition only appeared. The SR booklet failed to appear in 1950, and so you had to buy the combined!

From 1951, two editions per year, standard locomotives were used on each edition until 1956 (early) except that the late 1953 edition, which was an oddity, had two regional locomotives on WR/SR – and two different ones on

LMR/ER. From 1956 (late) until 1960, regional images returned.

In 1961, the WR/SR combined (No. 92220 *Evening Star* on the cover). It was the same in 1962 – regional images. For 1963 and 1964, the LMR/ER were also combined into one booklet. 1965-7 had one booklet, steam only.

From 1957 separate parts (5/6) started to appear for diesels and electrics, but such featured in the SR booklet until 1960.

Combined volumes used regional images for 1948-50, but Standards as per separate parts 1951-56 (early).

Dust jackets were the norm until 1955, thereafter laminated covers were provided. Oddly a reprint in 1956 reverted to a dust jacket, the lamination had proved faulty.

Combined volumes continued until 1989.

D Cousins, Swinton, Manchester

Could Llanberis be relinked by rail to Caernarfon?

A NUMBER of years ago I suggested, in a letter to the Ffestiniog Railway magazine, passed to the Welsh Highland Railway (WHR), extending the Llanberis Lake Railway (LLR) over more of the Padarn Railway trackbed, then diverting over the standard gauge Llanberis branch trackbed to its junction with what is now the WHR.

What I did not then know was that even before the quarry at Llanberis closed, there had been a proposal for a similar extension and diversion, but onto the branch trackbed into the town. Then in 2001 the Welsh Development Agency did a feasibility study of an almost identical proposal to the one I made to the FR/WHR. Although this has not yet come to anything, and bearing in mind also the earlier idea, it seems likely there is at least no fundamental problem in realising a rail link to Llanberis from the site of the previous junction, which would now be made with the WHR.

Perhaps now that a suitable terminus station exists at Caernarfon, the idea of linking again to Llanberis needs revisiting.

Provided agreement can be made between WHR and LLR over running rights, and funding and other commercial matters can be resolved, a rail link between Caernarfon and Llanberis should have huge potential, both to increase tourism and as importantly, to reduce car usage by the tourists.

If one day the national rail network is also extended back to Caernarfon itself, then visitors to the area would find it makes sense to leave their cars at home. The rail link to Llanberis would also mean a link to the Snowdon Mountain Railway, and an ascent of Snowdon could be followed by a walk down to Rhyd Ddu to catch the WHR train back to Caernarfon. A grand day out indeed! On another day, this circular trip might be made in reverse.

What with that and the destinations available by continuing down the WHR, and perhaps onto the FR, visitors could have a full program without the stress of driving and finding somewhere to park, and without adding to increasing road congestion. It has to make sense.

Michael Huber,

Lindford, Bordon, Hampshire

Widespread problems of vandalism and graffiti need stamping out

I READ 'Security spotlight/trouble on the line' in issue 255 with dismay and disgust. I had no idea the problems with vandalism and graffiti were so widespread in our heritage railways. The problem with graffiti, especially, is even worse on our national railways.

Try a journey into London from Tonbridge and see what awaits you from about Lewisham. Graffiti seems to

cover everything from walls to bridges. A similar sight is found from Paddington towards Reading. Even in the Kent and Sussex countryside however, all bridges seem to have been targeted.

Graffiti is a crime under the Criminal Damage Act 1971 and can carry a 10-year sentence. Has any such sentence been issued? Ten years should surely act as a deterrent. I wonder if the national

railways report every graffiti attack to the police and whether they are recorded as crimes. I suspect that there are far too many graffiti attacks to be reported to the police and that as a consequence very few if any offences are investigated.

One possible solution for both heritage and national railways would be to make a 'Good Citizen' course and exam compulsory in schools where

students would have to be taught good citizenship. This would involve teaching good behaviour as opposed to bad behaviour in all areas of citizenship including vandalism and graffiti. Then our young people are able to make clear decisions about their behaviour and this could help them choose to act responsibly.

Robert Higgins, email

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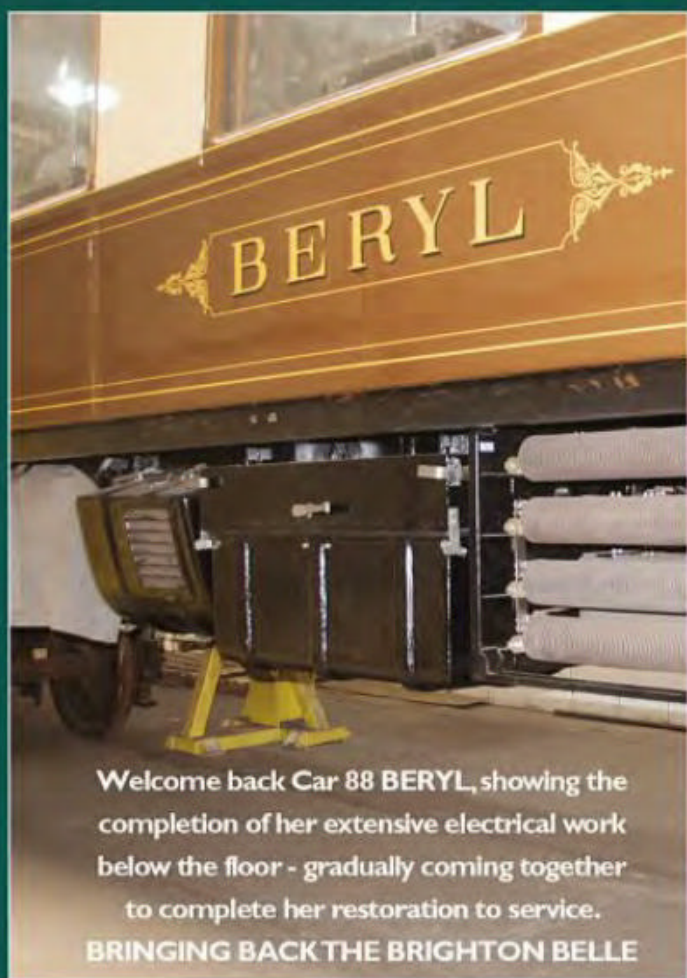
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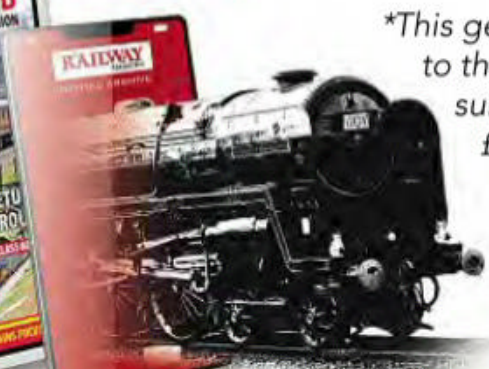
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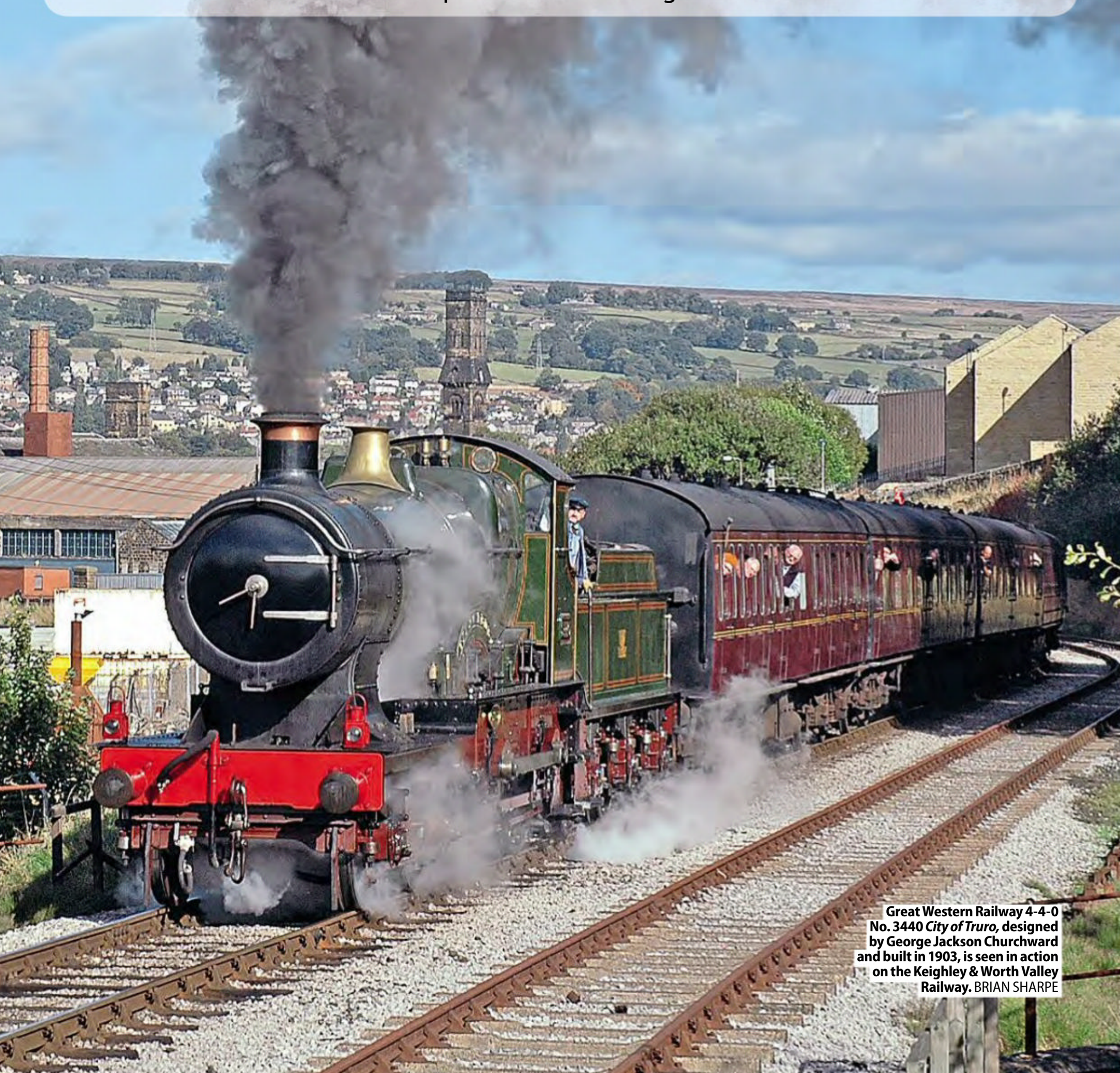
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GREAT STEAM ENGINEERS OF THE TWENTIETH CENTURY

PART NINE: THE 1900s

The first decade of the 20th century saw considerable experimentation in steam locomotive design, not all of which met with unqualified success but which, as **Brian Sharpe** outlines, led to important developments that would shape locomotive design in the future.



Great Western Railway 4-4-0
No. 3440 *City of Truro*, designed
by George Jackson Churchward
and built in 1903, is seen in action
on the Keighley & Worth Valley
Railway. BRIAN SHARPE

Right: Built in 1902, Midland Railway compound 4-4-0 No. 1000 is seen at Steamtown Carnforth in May 1980. BRIAN SHARPE

At the turn of the century there were locomotive superintendents who had been in their jobs for over 30 years. Born soon after the dawn of the steam age, these engineers had designed engines that were modern and successful in their day, but 1870s-style 4-2-2s and 2-4-0s were now looking decidedly ancient beside the latest designs from the new generation of locomotive engineers.

Francis Webb had been the chief mechanical engineer of the London & North Western Railway since 1871 and had experimented with two-cylinder compound 2-2-2-2s but had built some effective 2-4-0s and, later, compound 0-8-0s. He also built some four-cylinder compound 4-4-0s and 4-6-0s.

After his stint as chief mechanical engineer on the Lancashire & Yorkshire Railway from 1886, John Aspinall had become its general manager in 1899. In this capacity he was to introduce electrification and greatly expand the transport of coal. Aspinall was to receive a knighthood in 1917 for his contributions to the war effort and national transport system.

Aspinall was replaced as CME by Henry Hoy, who had been Horwich works manager. Hoy remained in his post only until 1904 when he left to become works manager of Beyer Peacock in Manchester. During his time as CME, he introduced only one new class of locomotive but he was heavily involved in the design and building of the electric stock for the Liverpool-Southport electrification, which became operational in 1904.

George Hughes was born in 1865 in Benwick, Cambridgeshire and became chief mechanical engineer of the Lancashire and Yorkshire Railway in 1904. His locomotive designs were largely developments of existing types, such as the Class 6, a superheated development of the Class 5 2-4-2T, the Class 28 0-6-0 and various 0-8-0s, plus some small Railmotor 0-2-2Ts and 0-4-0Ts – but included the Class 8 Dreadnought 4-6-0 and 4-6-4T Dreadnought tank.

Hughes' main claim to fame during his career with the L&Y was for designing a locomotive that unfortunately was never built because of the outbreak of the First World War; a 2-10-0 for heavy mineral trains. Hughes' L&Y designs never found favour with the LMS after the 1923 Grouping and none have survived.

During Hughes' time at the L&Y, an experimental electric locomotive, rebuilt from a 2-4-2T, was introduced in 1912 for goods traffic. This had four 150hp motors and could pick up current from the third rail on the main line or from overhead lines in the Aintree and North Mersey yards. It was scrapped in 1919.

Wilson Worsdell succeeded his brother as locomotive superintendent on the North Eastern Railway in 1890. With a rapid growth in mineral traffic at the beginning of the 20th century, the NER urgently required powerful locomotives. Wilson Worsdell had produced a 4-6-0 for passenger services in 1899 and followed this with an 0-8-0 version for heavy freight traffic.

The T class 0-8-0 was strong, simple and reliable, with piston valves that were proving to be reliable by the time of construction in



1901, although 50 were built with slide valves and classified T1. The engines proved highly successful and were the forerunners of the later well-known NER 0-8-0 classes.

Worsdell was also involved in the NER's first electrification project; the North Tyneside suburban route, which was a third rail system at 600v DC and was inaugurated in 1904.

Midland compounds

The NER William Worsdell/von Borries two-cylinder compound 4-4-0 formed the basis for an initial batch of five Midland Railway 1000 class 4-4-0s designed by Samuel Johnson in 1902. These were followed from 1905 onwards by 40 of an enlarged production version, where all the Smith fittings were replaced by a simplified starting arrangement incorporated into the regulator, designed by Johnson's successor, Richard Deeley, making the engines simpler to drive. They had a layout of one high-pressure cylinder inside the frames, and two low-pressure cylinders outside.

In 1875, Richard Deeley had become a pupil of Samuel Johnson at Derby works. He succeeded Johnson in 1903 and progressed with the company's use of compound 4-4-0s started by Johnson but disagreed with the MR board over its small engine policy and resigned at the end of 1909 to be succeeded by Henry Fowler.

The original Johnson locomotives were all subsequently rebuilt as Deeley compounds, including the now-preserved No. 1000, which was rebuilt with a superheater in 1914.

Despite being significantly rebuilt, when No. 41000 was withdrawn in 1951, it was retained at Derby for preservation, eventually being restored to MR livery in 1914 condition as No. 1000.

It even became one of a very select number of BR's preserved engines to be returned to steam, working occasional railtours from 1959 until it was put on static display in the Museum of British Transport at Clapham in

1962. It is currently on display after a further period of operation in 1980-83.

Great Eastern

James Holden's time at Stratford on the Great Eastern Railway had proved extremely productive and the popular and successful S46 Claud Hamilton 4-4-0s are usually credited to him, as he was the chief mechanical engineer when No. 1900 was built in 1900. However, Holden was actually out of the country at the time and Stratford's chief draughtsman Frederick Russell was responsible for most of the design work.

Claud Hamilton was the largest express locomotive on the GER. A very attractive locomotive in its royal blue livery, it quickly won a gold medal at the 1900 Paris Exhibition. Initially 41 were built, but the next batch was fitted with Belpaire fireboxes – 70 were constructed and classified D56. The last four were built with superheaters.

However, James Holden would be best-remembered for an unorthodox one-off locomotive. There was a scheme for an electrified railway out of London to the suburbs served by the GER and the proposers of the scheme claimed that their electric trains would accelerate to 30mph in 30 seconds. Holden resolved to obtain the same performance with steam traction to try to fight off this unwanted competition.

The unique 'Decapod' 0-10-0T developed mainly under Holden's chief draughtsman Frederick Russell, was built in 1902 with a massive boiler with Wootton firebox, three cylinders each, with its own blastpipe cone, and 10 small driving wheels. Its acceleration was lively; exceeding the 30mph in 30 seconds target. Holden knew that the civil engineer would never allow the engine to run in service, but it served its purpose and the electric railway was never built.

Holden held office from 1885 to 1907 and was succeeded by his son Stephen in 1908, who enlarged the Claud Hamilton 4-4-0 into

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the capable S69 class 4-6-0, which became the LNER B12. His most lasting contribution was that of standardisation, which Gresley wisely did not interfere with after the Grouping; leaving the Great Eastern lines with standard locomotives, many of which lasted to the end of steam in East Anglia.

Superheating

At the turn of the century, compounding was being tried by several railways and although it resulted in economies, another invention was found to produce the same economies at much lower cost.

In 1905 the simple locomotive claimed superiority with the introduction of Wilhelm Schmidt's firetube superheater. This largely overcame the major problem of condensation in the cylinders of simple locomotives and gave an increase in power output by as much as 20%.

The introduction of superheating was the last but probably the single most important development for the steam locomotive. Superheating increases the power output of a locomotive by as much as 25%, with equivalent savings in coal and water, over non-superheated engines. Its widespread use from 1910 coincided with the needs from the railway operators for heavier trains to be hauled at higher speeds.

The first design for a locomotive superheater was put forward in 1850. However, its use was not advanced for another 50 years until developments in metallurgy and lubricating oils capable of withstanding the severe cutting action of highly superheated steam, made superheating a practical proposition. Success was achieved largely due to the work of Dr. Wilhelm Schmidt, assisted by Dr Robert Garbe, chief mechanical engineer of the Berlin division of the Prussian State Railways and Jean Baptiste Flamme, chief mechanical engineer of the Belgian Railways.

Steam generated in a boiler is known as saturated steam due to a high moisture content since it is in contact with the water. In a superheated boiler this steam is passed through the regulator valve and main steam pipe to the superheater header and into the superheater elements within the large

flue tubes. This superheated steam is then returned to the superheater header to be sent to the cylinders. The moisture that was present in the saturated steam is turned into additional steam and if its temperature is raised high enough, the steam approaches the condition of a perfect gas, progressively expanding as more heat is absorbed.

Superheating became almost universal practice on all but shunting locomotives and from 1908 it was also fitted to compound locomotives resulting in equally large savings.

Southern

On the London & South Western Railway, Drummond's first designs in the 1890s were highly successful, with his M7 0-4-4Ts and T9 4-4-0s proving to be some of the most long-lived of steam engines. Drummond continued to design useful classes after the turn of the century but also experimented, with varying degrees of success.

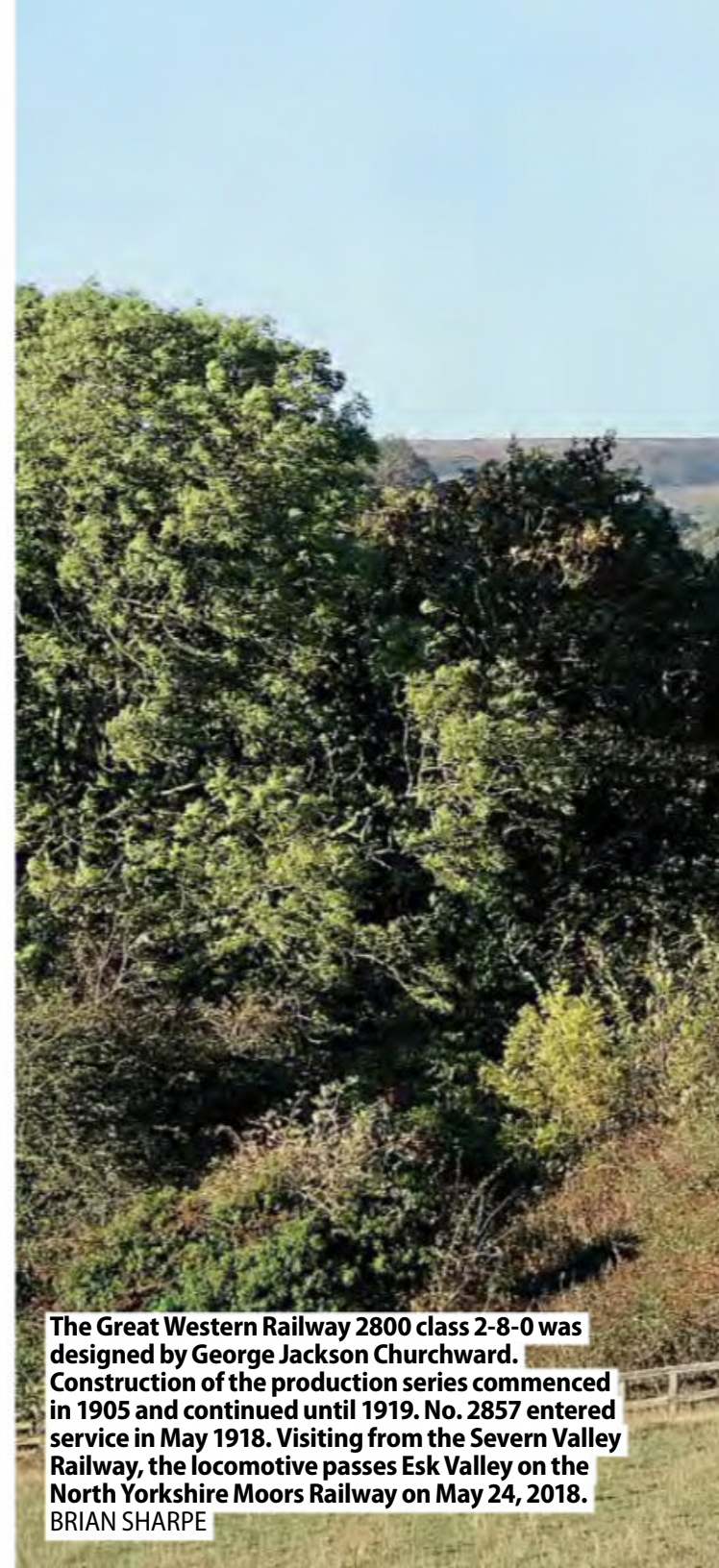
He tried such wheel arrangements as 4-2-4T and even built a prototype T7 class 'double single' 4-2-2-0 in 1897. Five similar locomotives were built in 1901, classified E10. The layout was unusual and influenced by Francis Webb's three-cylinder compounds introduced in 1883 on the LNWR with two pairs of uncoupled driving wheels.

As they were not compounds, Drummond's aim appears to have been to obtain maximum grate area in a period where low-pitched boilers were the norm and the firebox had to be set low between the frames. The engine had a boiler that was much longer than Drummond's standard boilers.

Another unusual feature of both types was the valve gear. The valves for the inside cylinders were operated by Stephenson valve gear and the valves for the outside cylinders were operated by Joy valve gear.

There had been much earlier experimentation with the concept of a steam railcar that had met with little success, but the idea was revived in 1902 when Drummond built two K11 class railcars for an LSWR branch line between Fratton and Southsea.

Steam railcars were introduced for two main reasons – either to compete with the new electric tramways that were vying for traffic



The Great Western Railway 2800 class 2-8-0 was designed by George Jackson Churchward. Construction of the production series commenced in 1905 and continued until 1919. No. 2857 entered service in May 1918. Visiting from the Severn Valley Railway, the locomotive passes Esk Valley on the North Yorkshire Moors Railway on May 24, 2018.
BRIAN SHARPE



Great Western Railway Star class 4-6-0 No. 4003 Lode Star was designed by George Jackson Churchward and built in 1907. ROBIN JONES

in suburban areas or to provide an economic service on lightly used country branch lines.

Drummond's first unit was lent to the Great Western Railway, returning with favourable reports. But when they were introduced in the summer of 1903, the units struggled with passengers on the gradients on the line and it was discovered that the GWR had trialled the unit on level track and without passengers. The units were rebuilt with a bigger firebox and boiler and they proved successful, with the GWR also building its own units shortly afterwards.

Drummond's success with his 4-4-0 designs meant that the LSWR was adequately equipped with express motive power. However, trains were being accelerated and at the same time they were getting heavier. The 4-2-2-0s were not the answer, but Drummond felt that a 4-6-0 was needed. He gave his F13 4-6-0 a huge boiler to feed four cylinders. The new design had Stephenson valve gear for the inside cylinders and Walschaerts valve gear for the outside, creating a heavy and unduly complex locomotive.

The first of five F13s was out-shopped from Nine Elms in 1905, coupled to a Drummond 'watercart' eight-wheeled tender to carry sufficient coal and water for long journeys; the LSWR lines never having been provided with water troughs. The design had been intended to operate expresses between Salisbury and Exeter, but they only lasted a year, before being demoted to hauling coal trains between Salisbury and Southampton, a far cry from their intended role.



Drummond persisted though, following the F13 with the E14, G14, P14 and eventually the T14 'Paddlebox' 4-6-0s. All had the same problem of excessive coal and water consumption and only the T14s were ever even remotely up to the job, and even then they suffered from overheated axleboxes. What should have been Drummond's finest designs were easily his worst.

The South Eastern & Chatham Railway had been created in 1899 with Harry Wainwright as locomotive superintendent. His first designs began to appear in 1900. In almost all cases the actual design work was supervised by Surtees, the chief draughtsman, with Wainwright specifying broad requirements and also deciding the finish and livery.

Fifteen R1 class 0-4-4T suburban passenger engines, based on Kirtley's R class of 1891, were built by Sharp Stewart & Co in November and December 1900. These were to lead to the subsequent H class. The B class 0-6-0s would lead to the C class and the M class to the D and E class 4-4-0s that, when later rebuilt, were considered some of the best British inside-cylinder 4-4-0s.

Many of Wainwright's engines survived in service until almost the end of steam traction in Britain in the 1960s, and are regarded as some of the most elegant designs of the period. Examples of the P class 0-6-0T, H class 0-4-4T, C class 0-6-0 and D class 4-4-0 have been preserved, along with a Wainwright rebuild of a South Eastern Railway O class 0-6-0.

Douglas Earle Marsh was born at Aylsham, Norfolk in 1862, and was educated at Brighton

College and University College London. He worked for the GWR under William Dean, becoming assistant works manager at Swindon in 1888. In 1896 he became the chief assistant mechanical engineer of the GNR under Henry Ivatt at Doncaster, where he played a part in the design of Ivatt Atlantics.

Marsh succeeded Robert Billinton as the locomotive, carriage and wagon superintendent of the London Brighton & South Coast Railway (LBSCR) in November 1904. Marsh's locomotive classes included two designs of 4-4-2; the H1 and H2 classes, and four designs of 4-4-2T. In 1910 he designed two 4-6-2Ts, but his least successful design was the C3 class 0-6-0.

In 1910, the LBSCR urgently needed new large express passenger locomotives and Marsh was able to obtain a set of drawings from the GNR of Ivatt's Atlantic design, which he had worked on at Doncaster. Marsh made only detailed amendments before ordering five of them from the manufacturer, but he

did increase the boiler pressure from 175psi to 200psi. The class soon proved to be successful, working the London to Brighton expresses, including the heavy Pullman services 'Brighton Limited' and 'The Southern Belle'.

During 1911, Marsh was on sick leave and his assistant Lawson Billinton, son of Robert, was granted the authority to construct a further six Atlantics incorporating a Schmidt superheater. The five new H2 4-4-2s were built at Brighton and again they were immediate successes. Although replaced on the top duties by larger engines, the Atlantics remained in service until after the Second World War, when a reduction in work led to the withdrawal of the five H1s. Four of the H2s remained in use until 1956. No. 32424 *Beachy Head* was the last survivor, withdrawn in April 1958 and scrapped at Eastleigh.

Although no examples of Marsh's designs have survived, a GNR Atlantic boiler was discovered at a factory in Essex and it was

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purchased by the Bluebell Railway which, in October 2000, announced its intention to reconstruct a Brighton H2 Atlantic and chose No. 32424 *Beachy Head*, which was cut up at Eastleigh just before the Bluebell was formed. The LBSCR Atlantics were built to drawings modified from the GNR design, and so the boiler is entirely correct for the new locomotive. Good progress is being made at Sheffield Park and the locomotive is expected to steam in the near future.

Marsh also rebuilt many of his predecessors' locomotives with larger boilers, thereby creating classes such as the A1X and B2X. In 1907 he introduced an example of the Schmidt superheater on one of his I3 class 4-4-2Ts, with dramatically improved results. He is noted for replacing the Stroudley yellow livery for passenger locomotives with his umber livery and removing their names.

However, Marsh's period in office was not a particularly happy one. Brighton Works built up a serious backlog of locomotives awaiting repair, which Marsh was partly blamed for, and he was never popular with the workforce. He resigned on the grounds of ill health in July 1911, following accusations of irregularities in his accounting.

The LBSCR considered electrification of some of its routes in 1900 and the nature of its system made it an obvious candidate for such a project. Third and fourth rail direct current electrification had been chosen for the underground tube railways and the Metropolitan Railway and District Railway in London, the Mersey Railway in Liverpool and the Lancashire and Yorkshire Railway Liverpool to Southport line. But the LBSCR proposed electrification of its main line, and ultimately to Portsmouth and Hastings, and therefore decided on a high-tension overhead supply system at 6600v AC.

Although the Midland Railway line from Lancaster to Morecambe and Heysham had been the first to use overhead lines, the LBSCR lines were far longer. The system chosen was of German origin and the first section, opened on December 1, 1909, was the South London Line connecting London Bridge with Victoria via Denmark Hill, which was an immediate success and other routes were to follow.

Webb retires

Francis Webb finally retired from his job as chief mechanical engineer of the LNWR in April 1903. George Whale was appointed as his successor and he is credited with the development of Webb's Precedent 2-4-0 into the Precursor 4-4-0 and the commencement of the conversion of the many varieties of LNWR heavy freight 0-8-0s into what eventually became known as the G2 class. He had a fairly short reign until 1909, when Charles Bowen Cooke took over.

Webb had built 282 0-8-0s, but all except the first one were compounds. When George Whale took over, he began rebuilding the 0-8-0s in several ways. For example, 36 Class Bs became 2-8-0s but remained as Compounds; 26 retained their original boilers and were later designated Class E; but 10 of those converted from May 1906 were provided with larger boilers and later designated Class F.

Charles John Bowen Cooke was born in Orton Longueville, Peterborough. While CME of the LNWR he was responsible for the introduction of several new locomotive designs, including the George the Fifth 4-4-0s and Claughton 4-6-0s. He was the first to add superheating to the railway's locomotives.

Great Central

John Robinson, the son of a locomotive engineer, was born in Newcastle-upon-Tyne

and educated at Chester Grammar School. In 1872 he commenced an engineering apprenticeship with the GWR at Swindon as a pupil of Joseph Armstrong. In 1878 he became assistant to his father at Bristol, and in 1884 he joined the Waterford and Limerick Railway as locomotive carriage and wagon assistant superintendent and he was promoted to superintendent the following year.

In 1900 Robinson joined the Great Central Railway (GCR) as locomotive and marine superintendent, succeeding Henry Pollitt and, in 1902, he was appointed chief mechanical engineer. Within a year, Robinson initiated an extensive programme of locomotive construction and modernisation. He would go on to produce many locomotive designs for the newly-formed GCR, particularly for express and heavy freight traffic on the recently-opened London extension.

Robinson's first passenger locomotive design for the GCR was the 11B 4-4-0 in 1901, but this was clearly based on an older design and Robinson quickly realised that something much bigger was needed and he was influenced by Churchward's progress on the GWR.

The Class 8 was the first of Robinson's 4-6-0 designs and it would become a basis for his Atlantics, as well as other 4-6-0 designs. Designed for a new fast fish service from Grimsby, they were also later used for passenger traffic, but were still known as 'fish engines' throughout their lives.

Robinson ordered two 4-4-2s and two 8C 4-6-0s from Beyer Peacock for comparisons to be made. Design work was performed by Beyer Peacock based on Robinson's 4-6-0 design.

The experiments led to the decision to build further Atlantics rather than 4-6-0s – the opposite of Churchward's decision to build 4-6-0s for the GWR. Robinson is noted for

Great Western Railway steam railmotor No. 93 in main line action on the Looe branch in Cornwall. BRIAN SHARPE





Designed by Henry Ivatt and built in 1902, Great Northern Railway C1 4-4-2 No. 251 is seen on display at Barrow Hill Roundhouse. BRIAN SHARPE



South Eastern & Chatham Railway C class 0-6-0 No. 592, designed by Harry Wainwright and built in 1902, in action at Sheffield Park on the Bluebell Railway on May 11, 1983. BRIAN SHARPE

designing an extremely successful superheater, which would go on to become standard on the LNER after 1923, but he was slow to fit it to his older designs.

North of the border

William Paton Reid was born in Glasgow in 1854 and apprenticed to the North British Railway's (NBR) Cowlairs railway works in 1879. After being assistant locomotive superintendent to Matthew Holmes, he was promoted to locomotive superintendent in 1903 to succeed Holmes.

Reid modernised and rebuilt existing engines and introduced superheating to the NBR, but introduced several new classes, particularly 0-6-0s and the Scott and Glen 4-4-0s. He is best remembered for one design, which was his largest and most powerful, the Class H North British Atlantic. The NBR needed new locomotives and the board approved the construction of 14 heavy express passenger locomotives in 1905. The designs were drawn up by chief draughtsman Walter Chalmers, but the NBR had some very tight curves and an Atlantic design was felt to be more suitable than a 4-6-0.

The 14 locomotives were constructed and in 1906 and although they were built quickly, the company advertised its new timetables before the engines were ready. The chief civil engineer felt they were too heavy and would damage the track and they were too big for the NBR's turntables. However, they settled down to give good service and established themselves as the most powerful passenger locomotives on the NBR network. Eight more were built later.

John McIntosh had taken over as chief mechanical engineer on the Caledonian Railway (CR) in 1895 and he quickly turned the railway's motive power situation on its head with the introduction of the massive Dunalastair 4-4-0s.

McIntosh went on to develop six different classes of 4-6-0 for the CR. In 1903, the railway had no passenger locomotives larger than 4-4-0s, and the heaviest trains over its main line between Glasgow and Carlisle still required double-heading, despite the introduction of the Dunalastairs. McIntosh designed a large 4-6-0 based on the Dunalastair and two locomotives were built in 1903, which immediately became the Caledonian's flagship locomotives, even though their performances did not live up to expectations – it was soon clear that banking assistance was still required over Beattock. Also, until 1906, the CR had no turntables long enough for the 49 class. The large 49 and 903 classes, with 6ft 6in driving

wheels, were for express passenger traffic; the intermediate 908 and 179 classes, with 5ft 9in driving wheels were for mixed traffic; and the small 5ft-wheeled 55 and 918 classes were for the Oban line and express goods traffic respectively.

By 1906, experience with the 49 Class enabled McIntosh to design an improved version and the installation of new turntables at major engine sheds presaged the arrival of five new locomotives. The first of these, No. 903, was named *Cardean* after the country estate of one of the CR directors, and it immediately became the company's new flagship locomotive, with its name becoming a nickname for the whole class. The Caledonian gave the new locomotives a great deal of publicity but even so, the performance of the 903s was still unremarkable.

None of the 4-6-0s was equipped with superheating when built, but all seven locomotives were rebuilt with Schmidt superheaters and new cylinders during 1911. These modifications reduced coal consumption but made little difference to the locomotives' performance. McIntosh did not build any more large passenger 4-6-0s, although he did construct smaller 4-6-0s for goods traffic. He also introduced a 2-6-0 in 1912, which was a rebuild of the 30 class 0-6-0, the 600 class 0-8-0 in 1901 and 492 class 0-8-0T in 1903.

Great Western

William Dean had been in charge at Swindon since 1877. He had produced his standardised Dean goods 0-6-0 and some elegant 4-2-2s for express service and was highly regarded in the industry.

He also designed the 2600 Aberdare 2-6-0, built between 1900 and 1907. These locomotives were a freight version of the 3300 and 4120 classes, and were designed for hauling coal trains between Aberdare and Swindon. Dean was ill during his final years as chief locomotive engineer, and he increasingly allowed his assistant, Churchward, to take on the day-to-day responsibilities.

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George Jackson Churchward was born in 1857 in Devon, where his ancestors had been squires since 1457, and he was educated at Totnes Grammar School. He apprenticed in the Newton Abbot works of the South Devon Railway (SDR). After the SDR became part of the GWR in 1876, under Joseph Armstrong on the GWR at Swindon, Churchward rose from draughtsman through several positions, and in 1897 he was appointed chief assistant to William Dean. In 1900 he became the first mayor of Swindon, but he never married.

Churchward took over from Dean in 1902 and the stage was set for him to become possibly the most influential locomotive engineer in the history of British steam locomotive development.

In September 1902, while working as Dean's assistant, Churchward had one of Dean's Atbara 4-4-0s re-boilered with a Belpaire firebox and the first use of a tapered boiler on the GWR. This experiment led to the design of the City class.

No. 3440 *City of Truro* was one of the later ones, built at Swindon in 1903. It is regarded as the first British locomotive to reach 100mph, but its actual maximum speed has been the subject of much debate over the years. It did, however, ensure its place as the only standard gauge steam locomotive to be preserved by the GWR.

Initially reluctant to admit to running at such a high speed, the GWR allowed only the overall timings for the run to be printed. The renumbered No. 3717 was withdrawn in March 1931, by which time its historical significance was accepted and the GWR's then-CME, Charles Collett, requested the engine be preserved at the LNER's railway museum at York, after the GWR directors refused to preserve the engine at the company's expense.

City of Truro has since had three separate periods as a working engine in preservation, but now looks likely to remain a static exhibit.

Churchward preferred locomotives without trailing wheels to maximise adhesion on the South Devon banks on the West of England 🔄

main line to Plymouth, then the GWR's most important route. He used narrow fireboxes, but with good circulation. Combining high boiler pressures with superheating made efficient use of the high calorific-value steam coal from the South Wales coalfield.

Once he became CME, the boiler used on the City class became the prototype for Churchward's GWR Standard No. 4 boiler. The use of a Belpaire firebox allowed Churchward to dispense with a steam dome to collect steam.

Churchward also improved the Belpaire design, maximising the flow of water in a given size of boiler by tapering the firebox and boiler barrel outwards to the area of highest steam production at the front of the firebox.

Churchward is credited with introducing to Britain several refinements from US and French steam locomotive practice. As well as the tapered boiler, there was the casting of cylinders and saddles together in halves. His choice of outside cylinders for express locomotives was also not standard in Britain for that time.

Of course, many elements of British practice were retained, such as the use of plate frames, opposed to bar frames, as in standard US practice.

Under Churchward, nine highly successful locomotive types with maximum component standardisation were introduced. The boilers, cylinders, pistons, wheels etc. were standardised and interchangeable between classes. The same boiler was used on the 2-8-0, the Saint two-cylindere 4-6-0 and the Star four-cylindere 4-6-0.

Churchward's design practices were ahead of their time and they were adopted by CMEs of other railways and thus influenced British steam locomotive design right up to the end of steam.

The 2800 class 2-8-0, introduced by Churchward in 1903, was the first 2-8-0 in Britain. No. 2808 broke a haulage record by hauling a 212-ton, 107 wagon train from Swindon to Acton in 1906. The class remained in service up to the end of Western Region steam in 1965 and several have operated in preservation.

Churchward's first 4-6-0, No. 100, appeared in 1902 as the prototype of what would become the Saint class. One locomotive was converted to a 4-4-2 for direct trials against French designs on the GWR in 1903. These experiments moved the GWR towards using four cylinders for express engines.

A type long-familiar on French railways was the four-cylinder de Glehn compound. The prototype was a 2-2-2-0 designed by Alfred de Glehn and it was ordered by the chief engineer of the Nord Railway. With uncoupled driving wheels, it was not dissimilar to an LNWR Webb compound.

The type was greatly improved by another French engineer, du Bousquet, who refined the layout of rods and valve gear along the inside of the frames for easy access, and the de Glehn type was built in large numbers in France, in various wheel arrangements, some working until the 1960s.

Three of the Nord compound Atlantics were purchased by the GWR for use in comparative trials and were tested against Churchward's own designs.

Although a number of items of French practice were adopted by the Great Western as a result of these trials, the de Glehn compound system was not one of them.



Above: K1, the world's first Garratt locomotive was built in 1909 by Beyer Peacock for the North East Dundas Tramway in Tasmania. The Beyer-Garratt 0-4-0+0-4-0T approaches Rhyd Ddu on the Welsh Highland Railway, where it is preserved. BRIAN SHARPE

Right: North Eastern Railway Bo-Bo electric No. 1, built by Brush and British Thompson Houston in 1905 for the electrified Quayside branch on Tyneside, on display in the Locomotion museum at Shildon. BRIAN SHARPE



Production two-cylinder Saint class 4-6-0s appeared on the GWR in 1905, followed in 1906 by the four-cylinder Star class. Arguably, Churchward's 4-6-0s, both two and four-cylinder, were substantially superior to the express engines of any other British railway company at the time.

Churchward even built Britain's first Pacific, No. 111 *The Great Bear*, in 1908, but sadly this was not one of his success stories.

Churchward also made advances in carriage design and he introduced the GWR's first steel-roofed coaches. Other innovations of his included the introduction of steam railmotors for suburban and light branch passenger trains.

Beyer-Garratt

There have been numerous varieties of articulated steam locomotives but these have been more popular overseas than in Britain. The narrow gauge Ffestiniog Railway had some double Fairlie 0-4-40Ts, but the Mallet articulated concept was never used in Britain. One of the most popular varieties of articulated locomotive that did originate in Britain was the Beyer-Garratt.

A Beyer-Garratt designed by Herbert Garratt and patented by Beyer Peacock is articulated into three parts. Its boiler is mounted on the centre frame, and two steam engines are mounted on separate frames, one on each end of the boiler.

Articulation permits larger locomotives to negotiate curves and lighter rails that might restrict large rigid-framed locomotives. Many of the Garratt designs aimed to double the power of the largest conventional locomotives operating on their railways, thus reducing the need for multiple locomotives and crews.

In 1907, Beyer Peacock in Manchester

submitted a proposal for a 2ft gauge 0-4-0+0-4-0 Garratt to the New South Wales Government Railways, which was not proceeded with, but in reply to an enquiry from the Government of Tasmania, a design for a 2ft gauge Mallet locomotive was submitted. However, this was followed by a further submission for a Garratt based on the New South Wales proposal. This proposal was accepted, and two locomotives were built in 1909, which became the K class. The K class had to cope with 99ft radius curves and one-in-25 gradients.

Unlike in Garratt's patent, Tasmanian Railways insisted on a compound arrangement, with cylinders facing inwards. This pattern would not be repeated on later Garratt designs.

Early design and construction difficulties involved the steam-tight flexible connections between the boiler unit and the power units, but these were solved by Beyer Peacock's designers after they studied the spherical steam joints used on the Ffestiniog Railway's Fairlie locomotives.

The first standard gauge Garratts were six 2-6-0+0-6-2 Garratts built in 1911 for the Western Australian Government Railways. It was not until after the 1923 Grouping that any Beyer Garratts were built for main line service in Britain.

Tasmanian Beyer-Garratt 0-4-0+0-4-0T K1 is now preserved at the Ffestiniog & Welsh Highland Railways. The line it worked on closed in 1929 but, in 1947, K1 was sold to its builder Beyer Peacock, with the boiler of K2 attached and repatriated back to England.

When Beyer Peacock closed in 1966, K1 was sold to the Ffestiniog Railway. In more recent years, it has seen action on the rebuilt Welsh Highland Railway. 

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Tinsley

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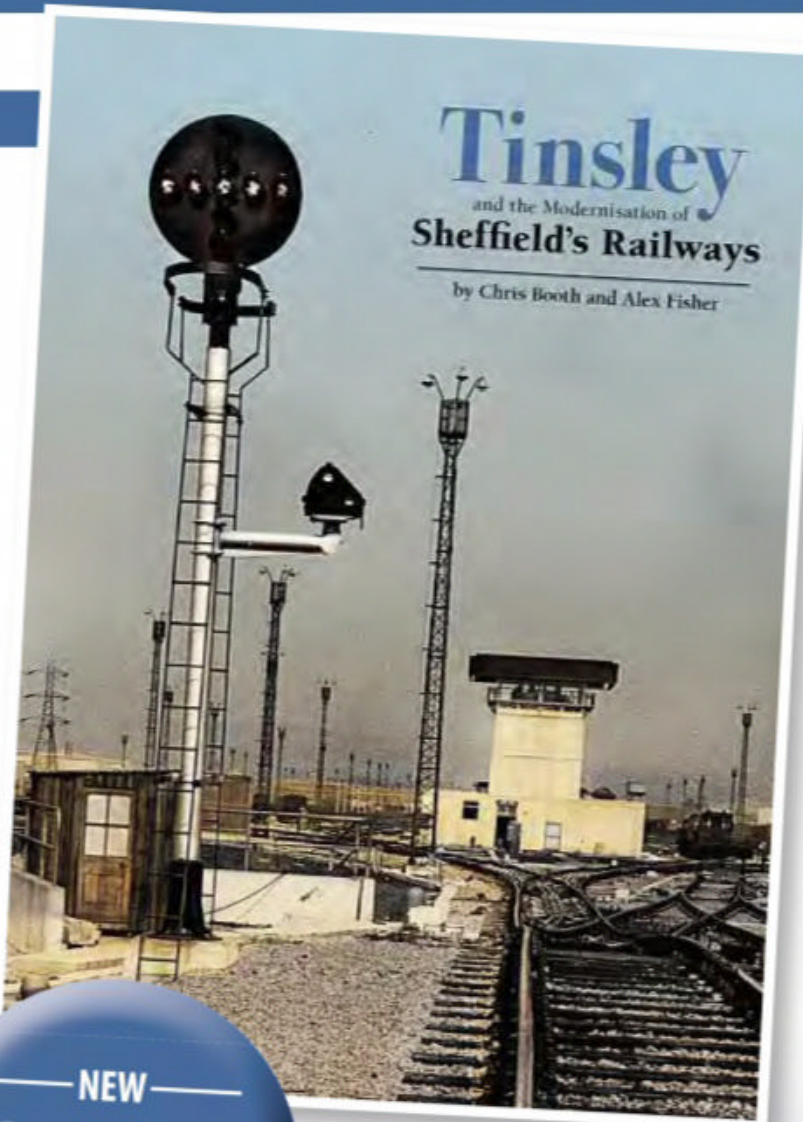
With over 400 photographs and reproduced documents, this book is a detailed and well-illustrated account, befitting such an important piece of Britain's railway heritage. Essential reading for anyone with an interest in Britain's railways.

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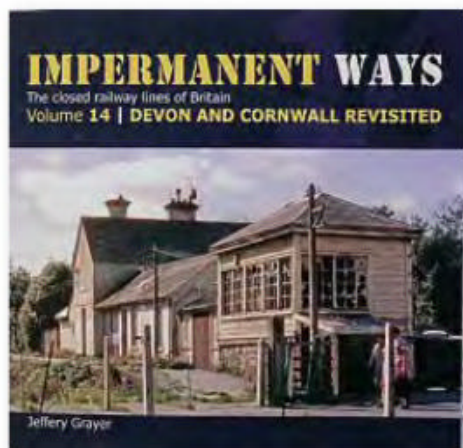
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Impermanent Ways: The closed railway lines of Britain: Volume 14: Devon and Cornwall Revisited

By Jeffrey Gray (softback, Crecy, 128pp, £12.95, ISBN 9781909328907).

REGULAR visitors to the West Country who enjoy poring over Ordnance Survey maps to follow the routes of long-lost lines may wonder what they looked like, at least in their sunset years.

Here we have a plethora of those legendary local rural routes – Culm Valley and Ex Valley branches, Moretonhampstead, Kingsbridge, Sidmouth Junction, Plymouth to Launceston via the GWR, Helston, Ilfracombe and the North Cornwall Railway to Bude.

While many of the archive pictures depict the last days of steam, most portray the abandoned stations of the Sixties and the post-Beeching era, several of which would surely have become the target of preservationists had they lingered on a few more years.

Saddest of all are the images for the classic trainshed at Ashburton station, from which the Dart Valley Railway was forced to retreat when the new A38 trunk road was built half a century ago. Much has been discussed in recent years about the possibility of returning to Ashburton on a new alignment: such a scheme would richly deserve to succeed as it would bestow the proven multiple benefits of a heritage railway on this Dartmoor gateway town.

There is also a section on the iconic Lynton & Barnstaple Railway before and after part-revival.

Many of the superb historic pictures will bring memories flooding back for those who used these branches for summer holidays before the car became king.

SPLENDID ENCAPSULATION OF A LOST AGE

Railway Cranes Volume 3: Hand, steam and diesel rail-mounted travelling cranes of Britain

By Peter Tatlow (hardback, Crecy, 222pp, £35, ISBN 9780860936848). EVERYONE knows that British Rail main line steam ended in 1968, or do they? "Ah, but BR kept steam running on the Vale of Rheidol Railway," someone is

Great Western Grange Class Locomotives: Their Design and Development

By David Maidment (hardback, Pen & Sword, 200pp, £30, ISBN 1526752018).

HOT on the heels of the launch of new Churchward Saint 4-6-0 No. 2999 *Lady of Legend* at Didcot Railway Centre earlier this year, comes that of another locomotive to fill a major gap in the GW heritage fleet, in the form of No. 6880 *Betton Grange* at the Llangollen Railway, which according to latest reports is due to move under its own power for the first time in the coming months.

The Grange was one of those popular GWR 4-6-0s 'that got away' at the end of steam, missing the preservation boat by a few years. Now that this glaring gap is soon to be filled, there is a need for a new definitive introduction to the class for a modern audience, and here it is.

While the Granges did not appear until 1936 when Churchward's successor Charles B Collett persuaded the GWR board to introduce a new mixed traffic locomotive, the origin of the idea can be traced back to 1901 when Churchward postulated the idea of a smaller Saint with 5ft 8in driving wheels, which evolved into the 43XX 2-6-0s.

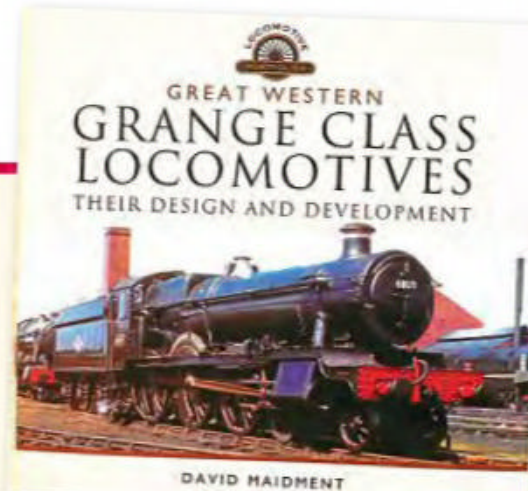
The volume leaves no stone unturned in outlining the story of the class, from a brief Collett biography to a detailed analysis of the class predecessors, their design

and construction and early years in traffic, their role during the Second World War and afterwards and their performances in the Fifties and Sixties. The book is liberally illustrated with archive colour and black-and-white images of many class members in service through the Western Region. The author also gives us the benefit of his own experiences with the class.

No. 6853 *Morehampton Grange* so narrowly slipped the preservation net. Based at Tyseley for its entire career, the pioneers who founded what became Birmingham Railway Museum and now Vintage Trains and Tyseley Locomotive Works had it set aside for preservation. Sadly, back in the Sixties, they had only enough money to save one locomotive, and chose No. 7029 *Clun Castle*.

No. 6853, which in August 1964 had been the last Grange to have been given a significant overhaul at Swindon Works, was not fortunate enough to end up at the benevolent Woodham Brothers scrapyard at Barry, where steam locomotives were set aside for a rainy day while the more lucrative business of cutting up withdrawn wagons took priority.

It fell years later to Quentin McGuinness and his team at Llangollen to choose a Grange as a



EDITOR'S CHOICE

new-build project, following on from the restoration of large prairie No. 5199. Just as Collett's Granges had used some of the parts of the 43XXs that they had superseded during his reign, so the new Grange would use second-hand components from other withdrawn Swindon engines, in particular Modified Hall No. 7927 *Willington Hall*, which has donated its boiler to *Betton Grange*. Appropriately, a chapter is dedicated to outlining the project in detail: ironically, much of the work was carried out at Tyseley, from where in BR days No. 6853 could not be saved.

For completeness, there is not only a list of all class members but an explanation of the granges (the historic buildings) that each were named after. We are told that *Betton Grange* is named after a building in the Shropshire Village of Betton Strange.

We are all looking forward with great anticipation to No. 6880 heading its first train into the new Corwen Central station, and thankfully will have this inspirational volume at our side when that happens.

TIMELY AND RECOMMENDED CLASS BIOGRAPHY

guaranteed to pipe up.

However, steam traction was not eradicated from the national network half a century ago, for it lingered on in the form of travelling rail-mounted steam cranes. Some of these were scrapped only in the early Eighties, and a few of the lucky ones made it to heritage lines.

Following the two earlier and highly-acclaimed volumes on cranes by the author, a professional engineer, this one looks at the smaller examples in Departmental use on trackwork and occasionally other duties at stations.

Superbly illustrated with colour and monochromatic pictures and the author's own 4mm drawings (ideal for modellers), this exhaustively-researched volume covering cranes from the Big Four to the modern day, tackles a subject that has been overlooked in the past, and therefore adds a new dimension to the

appreciation of railway heritage.

Packed with data, this will come to be regarded as a definitive volume.

COMPLETING THE RAILWAY PICTURE

Halesworth – A Suffolk Transport Hub

By Rob Shorland-Ball (softback, Halesworth to Southwold Narrow Gauge Railway Society, Cornfield Mews, 6A Stradbroke road, Southwold, IP18 6LQ, www.halesworthtosouthwoldrailway.co.uk 32pp, £9.95 plus £1.50 p&p.

HERE is the first publication from a recently-formed group which is campaigning for the reinstatement of the legendary 3ft gauge Southwold Railway from the western end where it met the GER, as opposed to the resort end which has long been handled by the Southwold Railway Trust.

The ultimate aim of this group, which has been in existence for 15 months, is to one day hold a 'golden spike' ceremony where the two halves of the revived line meet.

This attractive A4-sized volume

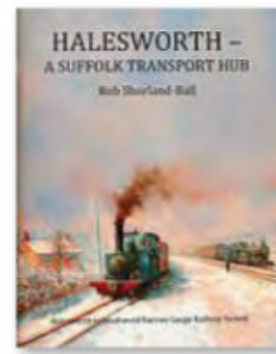
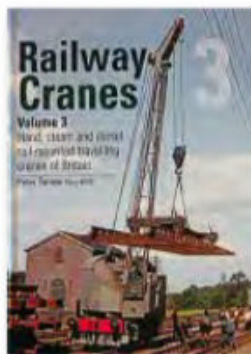
highlights the history of the railway from the starting point, through the use of archive photographs, track layouts and large-scale plans.

Many of the pictures show the railway in its year of closure and afterwards, when the demolition men came in, and are compared to modern-day pictures of the same locations.

One of the early acts of revival was the re-exavation of the footings of the Bird's Folly quarry engine shed, where a token length of track has been relaid.

Railway preservation is the art of the possible, as it has shown itself to be time and time again, and this locally-produced volume points the way to a fresh two-pronged assault on the obstacles to the revival of this line which back in 1930 came close to becoming Britain's first heritage railway.

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Taff Vale Railway 0-6-2T No. 85 makes a wonderful sight as it crosses the Keighley & Worth Valley Railway's Mytholmes Viaduct on July 7. On selected Sundays in June and July, the line operated its vintage train, which included coaches from the Lancashire & Yorkshire Railway Trust and the Vintage Carriages Trust. ALAN WEAVER

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 until Sept 8.

Bredgar & Wormshill Light Railway

2ft gauge, ½ mile.
Bredgar, Sittingbourne, Kent.
Tel: 01622 884254.

Running: Aug 4. Sept 1.

East Kent Railway

Standard gauge, two miles,
Shepherdswell, Dover.
Tel: 01304 832042.

Running: W/Es, 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: Tues-Sat, B/Hs.

Isle of Wight Steam Railway

Standard gauge, five miles.
Havenstreet, Isle of Wight.
Tel: 01983 882204.

Running: Daily until Oct 3.

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: Daily until Sept 1.

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: Daily until Sept 1.

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 + Weds.

Spa Valley Railway

Standard gauge, five miles,
footplate experience.
Tunbridge Wells, Kent.
Tel: 01892 537715.

Running: W/Es, Tues-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, Tues, Weds.

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 until Sept 29.

Bristol Harbour Railway

Standard gauge, one mile. M Shed, Bristol.
Tel: 0117 352 6600.

Running: Aug 10, 11, 26.

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 until Sept 8.

East Somerset Railway

Standard gauge, two miles.
Cranmore, Somerset.
Tel: 01749 880417.

Running: W/Es, B/Hs, Weds, Thurs.

Gartell Light Railway

2ft gauge, ½ mile. Common Lane,
Yenston, Templecombe, Somerset
BA8 0NB. Tel: 01963 370752

Running: Aug 26. Sept 29.

Helston Railway

Standard gauge. Helston, Cornwall.
Tel: 07875 481380.

Running: Suns, B/Hs, Weds, Thurs.

Launceston Steam Railway

2ft gauge, two miles. Launceston,
Cornwall. Tel: 01566 775665.

Running: Sun-Thurs until Sept 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 + Thurs in Aug.

Seaton Tramway

3ft gauge, three miles.
Harbour Road, Seaton, Devon.
Tel: 01297 20375.

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.

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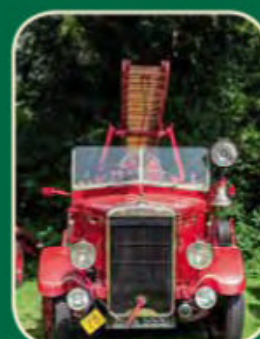
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Somerset & Dorset Railway

Standard gauge, ½ mile,
Midsomer Norton station,
Silver Street BA3 2EY.
Tel: 01761 411221

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Running: Aug 10, 11, 25. Sept 7, 8, 22.

South Devon Railway

Standard gauge, seven miles,
footplate experience, wine and dine.
Buckfastleigh, Devon.
Tel: 01364 644370.

Running: Daily until Nov 3.

Swanage Railway

Standard gauge, six miles, footplate
experience, wine and dine.
Swanage, Dorset.
Tel: 01929 425800.

Running: Daily until Oct 13.

Swindon & Cricklade Railway

Standard gauge, three miles,
footplate experience.
Blunsdon, Wiltshire.
Tel: 01793 771615.

Running: W/Es, B/Hs, Weds.

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 until Oct 27.

Bure Valley Railway

1ft 3in gauge, nine miles,
footplate experience.
Aylsham, Norfolk.
Tel: 01263 733858.

Running: Daily until Dec 31.

Colne Valley Railway

Standard gauge, one mile,
footplate experience, wine and dine.
Castle Hedingham, Essex.
Tel: 01787 461174.

Running: W/Es, B/Hs + Weds.

East Anglian Railway Museum

Standard gauge, ¼ mile. Wakes Colne,
Essex. Tel: 01206 242524.

Open: Daily.

Running: Aug 11, 18.

Mangapps Railway

Standard gauge, one mile.
near Burnham-on-Crouch, Essex.
Tel: 01621 784898.

Running: W/Es + B/Hs.

Mid-Norfolk Railway

Standard gauge, 11½ miles, footplate
experience. Dereham, Norfolk.
Tel: 01362 690633.

Running: W/Es, B/Hs, Weds, Thurs.

Mid-Suffolk Light Railway

Standard gauge, ½ mile.
Brockford, Suffolk. Tel: 01449 766899.

Running: Suns.

Nene Valley Railway

Standard gauge, 7½ miles,
footplate experience. Wansford,
Peterborough, Cambs.
Tel: 01780 784444.

Running: W/Es, B/Hs, Weds.



The Great Central offered an afternoon/evening running session using its recently-acquired Class 50 No. 50017 *Royal Oak* on July 12. The 'Hoover' is seen at Quorn & Woodhouse. STEVE DONALD

North Norfolk Railway

Standard gauge, 5½ miles,
footplate experience.
Sheringham, Norfolk
NR26 8RA.
Tel: 01263 820800.

Running: Daily until Nov 3.

Wells & Walsingham Railway

10¼in gauge, four miles.
Wells-next-the-Sea, Norfolk.
Tel: 01328 711630.

Running: Daily.

Whitwell & Reepham Railway

Standard gauge, ¼ mile.
Reepham, Norfolk.
Tel: 01603 871694.

Open: W/Es.

Running: Steam first Sun of month.

HOME COUNTIES

Buckinghamshire Railway Centre

Standard gauge, ¼ mile,
footplate experience.
Quainton Road, Bucks.
Tel: 01296 655720

Open: Mon-Weds.

Running: Suns.

Chinnor & Princes Risborough Railway

Standard gauge, 3½ miles.
Chinnor, Oxon. Tel: 01844 353535.

Running: Suns, B/Hs, Thurs + Aug 10,
24, 31.

Cholsey & Wallingford Railway

Standard gauge, 2½ miles.
Wallingford, Oxon.
Tel: 01491 835067.

Running: Aug 25, 26, 31. Sept 1.

Didcot Railway Centre

Standard gauge, footplate experience.
Didcot, Oxon. Tel: 01235 817200.

Open: Daily.

Running: W/Es, B/Hs, Weds.

Epping Ongar Railway

Standard gauge, five miles.
Ongar, Essex.
Tel: 01277 365200.

Running: W/Es, B/Hs, Fris.

Leighton Buzzard Railway

2ft gauge, 2¾ miles.
Leighton Buzzard, Beds.
Tel: 01525 373888.

Running: W/Es, B/Hs + Tues, Weds.

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 + Tues-Thurs.

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: W/Es at Llynclys & 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.

Crich Tramway Village

Standard gauge, 1 mile
Crich, Derbyshire. Tel: 01773 854 321

Running Daily

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, Thurs, Fris.

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, B/Hs + Weds until Aug 28.

Gloucestershire Warwickshire Railway

Standard gauge, 14 miles,
footplate experience.
Toddington, Glos.

Tel: 01242 621405.

Running: W/Es, B/Hs, Tues-Thurs until
Nov 3.

Great Central Railway

Standard gauge, eight miles.
Loughborough, Leics LE11 1RW.
Tel: 01509 632323.

Running: W/Es, B/Hs, Tues-Thurs.

Great Central Railway Nottingham

Standard gauge, 10 miles.
Ruddington, Notts.
Tel: 0115 940 5705.

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 + Tues-Fris.

Northampton & Lamport Railway

Standard gauge, two miles.
Pitsford, Northants.
Tel: 01604 820327.

Running: Suns, B/Hs

Bodmin & Wenford Railway: We're making our Station **BIGGER**

Why are we doing this?

Thirty years ago we began running trains out of Bodmin General. Since then we've carried more and more passengers each year. In those early years, a two coach train was sufficient, indeed it reflected the level of operation established by the GWR and perpetuated by British Rail. Now the number of passengers we carry in August can exceed totals carried for a whole year in BR days. Bodmin General was not designed to handle 4, 5 or even sometimes 6 coach trains and we have reached maximum capacity, in operational terms. Handling greater numbers of passengers on one train adds to the pressure on our engines, coaches, platform staff and station facilities. Longer, heavier trains add to the work for the engines on our notorious steep and curving lines, and to the wear and tear on locomotives, coaches and track. A second platform will greatly improve railway operations, enable more frequent departures (and arrivals) at General and make for a more enjoyable visit for our passengers.

What are we going to do?

We will upgrade the existing run round loop line into a passenger carrying line and a new 2.6m wide platform will be constructed. The storage siding behind will be slewed away and lowered to allow platform level access to service rolling stock stored in it. We will install a new crossover, adjacent to the engine shed, to allow access to and from our Main and Branch lines. With the additional point work and the introduction of two platforms for arrival and departures, the existing signalling system will be significantly revised.

How are we going to do this?

We're dividing the works into two Phases. The first will deal with the Enabling Works (moving things away, and relocating where necessary, to make space for the platform) followed by an element of civil engineering (relocating drainage runs, lowering and

adjusting track), constructing the new platform and modification to the signalling. Phase 1 is due for completion by the end of February 2020.

The second phase will comprise of the installation of the crossover, other alterations to trackwork and the completion of the changes of the signalling. This work is scheduled to be completed a year later, by March 2021, and in readiness for the new operating season. Regardless of the work, we will not interfere with the operation of our railway.

Who is going to do this work?

As is the tradition of most heritage railways - the volunteers! We have a core of active members who help run and operate our railway, many of whom are keen to help with this project. We will also make use of a small amount of paid labour to assist with the heavier site works. Our Track Gang are going to be involved in the alterations to our track but we are also looking for external support from other agencies.

How much is it going to cost?

The total project cost is £453,500. We have already secured £70,700 from GWR's Customer and Community Improvement Fund, which is being matched by Cornwall Council. Total funding to date is £141,400 with another £41,800 pending agreement. We hope this will be more but at present the shortfall is £128,000. We are in discussions with national bodies, such as Network Rail, for their support towards this as well as Cornwall based bodies for additional funding.

How can I help?

We will shortly be launching our fund raising appeal through the Bodmin & Wenford Railway Trust to attract enthusiasts, visitors, friends of railways in general and the public at large, especially visitors to Cornwall and our Railway. See www.bodminrailway.co.uk/support-us for details. Thank you for your support. It will make a positive contribution to achieving our success.

BODMIN & WENFORD RAILWAY

"WE'RE GOING TO NEED A BIGGER STATION!"



We need to raise £128,000
and with your help, we can!

BODMIN GENERAL STATION IS GETTING A NEW PLATFORM

As one of Cornwall's top tourist attractions we need to increase our operating capacity to run more trains for visitors. We have already secured over £140,000 of joint funding from GWR CCIF and Cornwall Council towards this exciting project.

For details of how you can help and supporter benefits, see

www.bodminrailway.co.uk

"ENHANCING OUR RAILWAY TODAY AND PREPARING FOR THE FUTURE."



UP & RUNNING

Peak Rail

Standard gauge, four miles.
Matlock, Derbyshire.
Tel: 01629 580381.

Running: W/Es, B/Hs, 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: Aug 11, 25, 26.

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 until Sept 29.

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: W/Es, B/Hs.

Telford Steam Railway

Standard gauge, one mile,
footplate experience.
Telford, Shropshire.
Tel: 01952 503880.

Running: Suns, B/Hs.

Toddington Narrow Gauge Railway

2ft gauge, ¾ mile,
Toddington, Glos.
info@toddington-narrow-gauge.co.uk.
Running: Suns, Weds, 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 + Tues & Weds in
Aug.

Heaton Park Tramway

Standard gauge, ½ mile.
Manchester.

Running: W/Es.

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.



Crich Tramway Village is home to a fine collection of trams from the British Isles and overseas alike. Portuguese 1928-built Oporto Tramways No. 273 is seen with 1903-built London County Council Tramways No. 106. CTV

Ravenglass & Eskdale Railway

1ft 3in gauge, seven miles. Ravenglass,
Cumbria. Tel: 01229 717171.

Running: Daily until Nov 3.

Ribble Steam Railway

Standard gauge, one mile.
Preston, Lancs. Tel: 01772 728800.

Running: Aug 3, 4, 10, 11, 17, 18 31. Sept
1, 7, 8

Stainmore Railway

Standard gauge, ½ mile.
Kirkby Stephen East Station,
Kirkby Stephen, Cumbria CA17 4LA.
Tel: 017683 71700. Open: W/Es.

Running: Aug 4, 6-8, 10, 11, 17, 24, 25.

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: Aug 17, 24, 31.

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, Weds.

Embsay & Bolton Abbey Steam Railway

Standard gauge, five miles.
Embsay, North Yorks.
Tel: 01756 710614.

Running: Daily until Sept 11.

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: Daily until Sept 1.

Lincolnshire Coast Light Railway

2ft gauge, ¾ mile. Water Leisure Park, Walls
Lane, Skegness, Lincolnshire.

Running: Aug 3, 7, 10, 14, 17, 21, 24, 25,
28, 31.

Lincolnshire Wolds Railway

Standard gauge, 1½ miles.
Ludborough, Lincolnshire.
Tel: 01507 363881.

Running: Aug 4, 7, 11, 14, 21, 24-26.

Middleton Railway

Standard gauge, 1½ miles.
Hunslet, Leeds.
Tel: 0113 271 0320.

Running: W/Es, B/Hs, Weds.

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 until Nov 3.

South Tynedale Railway

2ft gauge, five miles. Alston, Cumbria.
Tel: 01434 382828/381696.

Running: Daily until Sept 5.

Tanfield Railway

Standard gauge, three miles.
near Gateshead, Tyne and Wear.
Tel: 01913 887545.

Running: W/Es, B/Hs.

Weardale Railway

Standard gauge, 18 miles.
Stanhope, Bishop Auckland, Co Durham.
Tel: 01388 526203.

Running: W/Es, B/Hs, Weds.

Wensleydale Railway

Standard gauge, 22 miles.
Leeming Bar, North Yorkshire.
Tel: 0845 450 5474.

Running: W/Es, B/Hs, Tues, Weds, 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: Daily until Sept 12.

Barry Tourist Railway

Standard gauge, two miles. Barry Island,
Vale of Glamorgan. Tel: 01446 748816.

Running: Aug W/Es, B/H.

Brecon Mountain Railway

2ft gauge, 3½ miles.
Merthyr Tydfil.
Tel: 01685 722988.

Running: Daily until Sept 5.

Corris Railway

2ft 3in gauge, ¾ mile. Corris, Machynlleth.
Tel: 01654 761303.

Running: W/Es, Mons, Tues until Sept 1.

Fairbourne Railway

12¼in gauge, two miles. Fairbourne,
Gwynedd. Tel: 01341 250362.

Running: Daily until Sept 1.

Ffestiniog Railway

2ft gauge, 13½ miles, Porthmadog,
Gwynedd. Tel: 01766 516000.

Running: Daily until Nov 3.

Gwili Railway

Standard gauge, four miles.
Bronwydd Arms, Carmarthenshire.
Tel: 01267 238213.

Running: Daily until Sept 1.

Llanberis Lake Railway

2ft gauge, three miles. Llanberis,
Gwynedd. Tel: 01286 870549.

Running: Daily until Sept 6.


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D8568 appears courtesy of Diesel Traction Group and D7535 appears courtesy of South Devon Diesel Traction. All locomotives and attractions appear subject to availability and are subject to change without prior notice.


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UP & RUNNING

Llanelli & Mynydd Mawr Railway

Standard gauge, ¼ mile.
Cynheidre, near Llanelli,
Carmarthenshire.
Tel: 01554 759255.

Running: Aug 31. Oct 26.

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, Weds.

Rhiw Valley Light Railway

1ft 3in gauge, ¾ mile.
Manafon, nr Welshpool, Powys.
Email: steam@rvlr.co.uk

Running: Aug 3, 4. Sept 7, 8.

Rhyl Miniature Railway

1ft 3in gauge.
Rhyl, North Wales.

Running: Daily until Sept 1.

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 until Oct 3.

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 until Nov 1.



WR Manor No. 7820 *Dinmore Manor* waits at Churston station with the 4.30pm Paignton to Kingswear service on July 11. The 1950-built 4-6-0 is visiting the Dartmouth Steam Railway from the Gloucestershire Warwickshire Railway. PAUL BIGGS

Welsh Highland Heritage Railway

2ft gauge, one mile.
Porthmadog, Gwynedd.
Tel: 01766 513402.

Running: Daily until Sept 1.

Welsh Highland Railway

2ft gauge, 26 miles.
Caernarfon, Gwynedd.
Tel: 01766 516000.

Running: Daily until Oct 3.

Welshpool & Llanfair Light Railway

2ft 6in gauge, eight miles,
footplate experience.
Llanfair Caereinion, Powys.
Tel: 01938 810441.
Running: Daily until Sept 1.

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: Daily until Aug 27 + 31.

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, + Fris.

Royal Deeside Railway

Standard gauge, one mile.
Milton of Crathes, Kincardineshire.
Tel: 01330 844416.

Running: Sun + Aug 3, 7, 10, 14, 17.

Lothaldmond Railway Museum

Standard gauge, ½ mile.
Scottish Vintage Bus Museum,
Lothaldmond, nr Dunfermline.
Open: Suns. Running: Suns + Aug 17.
Strathspey Railway
Standard gauge, 10 miles. Aviemore,
Inverness-shire. Tel: 01479 810725.
Running: Daily until Sept 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: W/Es + Sept 1, 14, 15.

Stradbally Woodland Railway

3ft gauge, ½ mile.
Stradbally, County Laois.
Running: Aug 4, 5, 17, 18.

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.

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2

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1941 ICI Salt Van/1944 Ammunition Wagon
(each wagon sleeps 2 adults + 2 kids.)

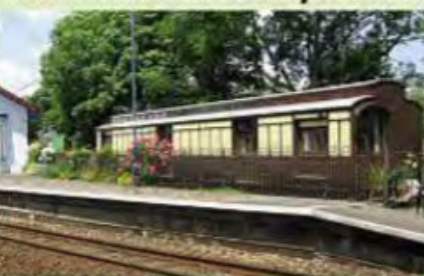
Each wagon has double bedroom, en-suite shower room/WC, microwave, kettle, individual private gardens, fully insulated, double glazed and heated for those chilly winter months!

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www.railwayretreats.co.uk




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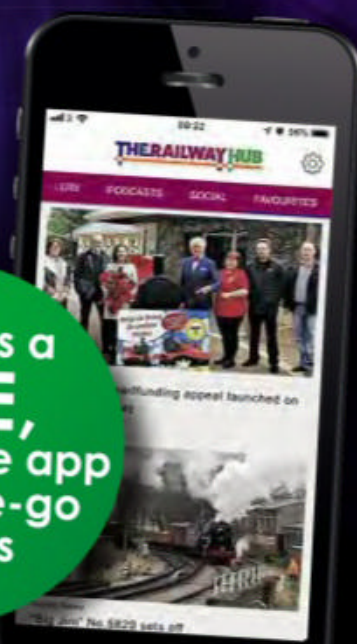
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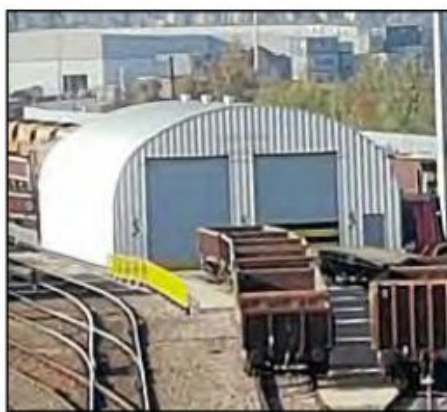
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Again compiled from much previously unseen footage across the Southern region and beyond and assembled in the order that the film runs off the cine reel. This video begins at London Waterloo and there is film at Vauxhall, Clapham Junction, and Nine Elms shed. Woking is seen and we visit Guildford plus its mpd. Other locations include: Chertsey, Virginia Water, Ascot, North Camp, and Alton. Basingstoke is particularly well covered from the early 1960s until the end of steam - in addition to Bulleids and Standards we see Schools and King Arthurs here. In Sussex included are: Rowfant, Rotherfield, Hellingley, Keymer Junction, Hassocks, Clayton tunnel, Slinfold, Newhaven, and a journey from Horsham to Brighton with an E4. The 'H' - worked branch from Dunton Green to Westerham in Kent is visited before closure in 1961. Both stations at Winchester are seen and visit are made to the works and shed at Eastleigh, and at Southampton a tour is made of the docks including the Ocean Terminal in 1963. Double-headed USA tanks take us from Southampton Terminus along the branch to Fawley. We travel to the Isle of Wight in 1961 and the Hayling Island branch is seen in 1963. Brockenhurst is another favoured location that includes the era when M7s worked to Lymington. Moving west further places visited are Christchurch, Bournemouth shed, Wareham, the Swanage branch, Weymouth, and Weymouth shed - there are even a couple of clips on the S&D. In 'Withered Arm' territory marvel at Zs on banking duty at Exeter; the steeply graded line between Braintree and Ilfracombe, plus Beattie tanks at Wadebridge and Boscombe Junction. SR-based locomotives are also seen away from their home region at locations such as Reading, Reading Central Goods, Oxford, Wellingborough, near Stratford-on-Avon, Leamington, near Rugby and Banbury. The time period for the majority of the film is between 1961 and 1967. Motive power includes (in no particular order): MN, WC, & BB, Q1, U, N, H, Q, S15, USA, M7, A1X, B4, C, E4, E6, K, N15, 02, LN, V, H16, Z, 0298, 73XXX, 75XXX, 76XXX, 412XX, 80XXX, and 82XXX. Filmed almost entirely in colour a commentary plus sound track complement this nostalgic look at the last years of SR steam. Running time 90 mins. Price £19.75 post free

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SPECIAL EVENTS

August

- 2-4: Spa Valley Railway: Summer Diesel Gala ■
- 2-4: Talyllyn Railway: Beer, Cider and Gin Festival
- 3, 4: North Norfolk Railway: Somerset & Dorset Weekend ■
- 3, 4: Avon Valley Railway: 150th Anniversary Gala Weekend ■
- 3, 4: Llangollen Railway: 1960s Weekend
- 3, 4: Mid-Norfolk Railway: 1940s Weekend – Railway At War
- 3, 4: Welsh Highland Heritage Railway: Lace on the Train
- 3, 4: Whitwell & Reepham Railway: Steam Rally
- 3-11: Mid Hants Railway: Day out with Thomas ■
- 4: Barry Tourist Railway: Craft Fair at Barry Island station
- 4, 5: Corris Railway: Wizards and Dragons Day ■
- 7: Ribble Steam Railway:
- 9, 10: Talyllyn Railway: Young Members Gala
- 10: Stathspey Railway: Abernethy Highland Games
- 10: Middleton Railway: Heritage Diesel Day ■
- 10, 11: Epping Ongar Railway: Vintage Steam Weekend
- 10, 11: Ecclesbourne Valley Railway: Summer Diesel Gala ■
- 10, 11: Bressingham Steam Museum: Steam in Miniature Weekend
- 10, 11: Swindon & Cricklade Railway: Vintage Weekend
- 10, 11: Eastleigh Lakeside Railway: Great Central Railway Gala
- 10, 11: Peak Rail: Mixed Traffic Gala
- 10, 11: Battlefield Line: 50th Anniversary Celebration ■
- 10, 11: Gloucestershire Warwickshire Railway: Cotswold Bricks & Trains Weekend ■
- 10, 11: Bluebell Railway: Steam through the Ages
- 11: Barry Tourist Railway: Toy and Train Fair at Barry Island Station
- 14: Welsh Highland Heritage Railway: An evening of Steam & Song
- 16: Great Central Railway: Class 25 Diesel Running Friday with D5185 ■
- 17: Talyllyn Railway: Race the Train
- 17: Mangapps Farm: Stratford

HERITAGE RAILWAY

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Eventful August

By Gareth Evans



Steaming into the sunset: Now part of the regular running fleet at the Mid-Hants Railway following its recent return from overhaul, Urie S15 No. 506 is seen hauling the Real Ale Train towards Medstead & Four Marks on June 22. DAVE RYDING

Railwaymen reunion

- 17, 18: Lothamond Railway Museum: Open Weekend and Collectors Fair at Scottish Vintage Bus Museum.
- 17, 18: Epping Ongar Railway: Family Fun Day ■
- 17, 18: East Lancashire Railway: Sci-Fi on the Sidings
- 17, 18: Bo'ness & Kinneil Railway: Summer Steam Up.
- 17, 18: Royal Deeside Railway: Deeside Steam and Vintage Rally.
- 17, 18: Caledonian Railway: Diesel Operating Weekend ■
- 17, 18: Devon Railway Centre: Steam Gala Weekend
- 17, 18: Welshpool & Llanfair Railway: Ham Radio Weekend.
- 17, 18: Barry Tourist Railway: Barry at War event at Barry Island Station
- 18: Middleton Railway: Leeds Classic Bus Running Day
- 19-26: Beer Height Light Railway: Pecorama Festival of Steam & Food
- 21: Avon Valley Railway: Open Air Theatre – 'Cranford'
- 23-26: South Devon Railway: Rails & Ales
- 23-26: Mid-Norfolk Railway: Ales by Rails
- 23-26: Isle of Wight Steam Railway: The Island Steam Show
- 24-26: Bala Lake Railway: August Mini Gala
- 24-26: Nene Valley Railway: August Bank Holiday Branch Line Weekend
- 24-26: Lincolnshire Wolds Railway: Anything Goes gala
- 24-26: East Kent Railway: Beer Festival
- 24-26: Midland Railway – Butterley: Victorian Train Weekend
- 24-26: Battlefield Line: Traditional Fun & Games ■

24-26: Great Central Railway: Back to School ■

- 24-26: East Somerset Railway: The Way We Were
- 24, 25: Corris Railway: Model Railway Exhibition at Machynlleth
- 24, 25: Apedale Valley Light Railway: Leaf Spring Land Rover gathering
- 25: Colne Valley Railway: Transport Day
- 25: Talyllyn Railway: Series 1 Land Rover Gathering
- 25: Bressingham Steam Museum: Everything Goes gala
- 25, 26: Pontypool & Blaenavon Railway: Classic Transport Show
- 25, 26: Mid-Suffolk Light Railway: Model Mania
- 25, 26: Epping Ongar Railway: Come and see The Gruffalo ■
- 25, 26: Buckinghamshire Railway Centre: 50th Anniversary Weekend ■
- 26: Rhyl Miniature Railway: Double Header Day
- 26: Chasewater Railway: Princess & Pirates Day ■
- 30-September 1: North Norfolk Railway: Autumn Steam Gala ■
- 31: Llanelli & Mynydd Mawr Railway: Enthusiast Running Day at Cynheidre
- 31: Chinnor & Princes Risborough Railway: Big Diesel Day ■
- 31: Bo'ness & Kinneil Railway: 1950s Event
- 31-September 1: Welshpool & Llanfair Railway: Gala Weekend ■
- 31-September 1: Lincolnshire Wolds Railway: 1940s Weekend
- 31-September 1: Aln Valley Railway: Model RailEx & Steam Weekend
- 31-September 1: Cholsey & Wallingford Railway: Bunkfest
- 31-September 1: Hollycoome Steam in

the Country: Model Weekend

September

- 1: Kirklees Light Railway: Vintage Vehicle Rally
- 1: Leighton Buzzard Railway: Marshall from Paw Patrol ■
- 1: Epping Ongar Railway: Classic Car Rally
- 1: Bressingham Steam Museum: Model Railway Day
- 1: Romney, Hythe & Dymchurch Railway: Bus rally
- 1: Isle of Wight Steam Railway: Morris Minor Rally

RAILWAYANA

August

- 3: Great Central Railwayana, Bloxham
- 10: Stainmore Railway Railwayana Collectors Fair



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KEY ■ Major or featured galas ■ Diesel and/or electric galas ■ Thomas or family event

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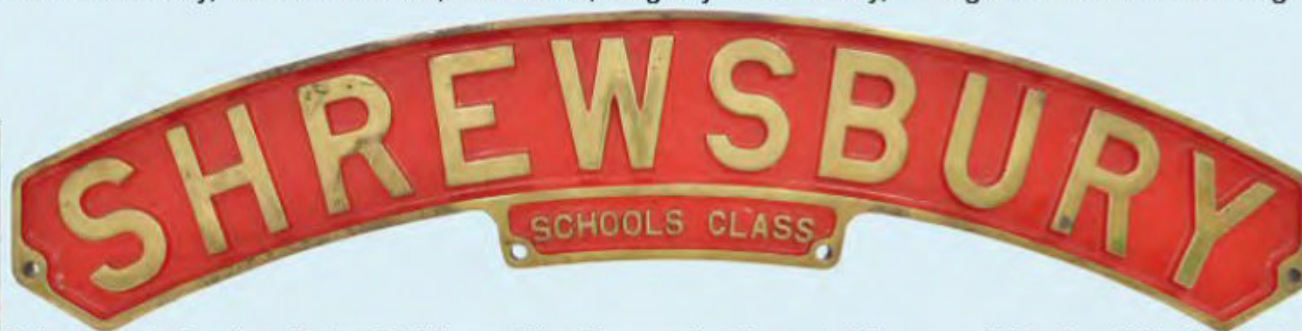


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