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THE BRIGHTER STEAM NEWS MAGAZINE

ISSUE 260
October 25 – November 21, 2019

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Churnet Valley lays first stretch in 48 hours!

BELLES OF ST TRINIAN'S

INVASION OF GLOUCESTERSHIRE WARWICKSHIRE

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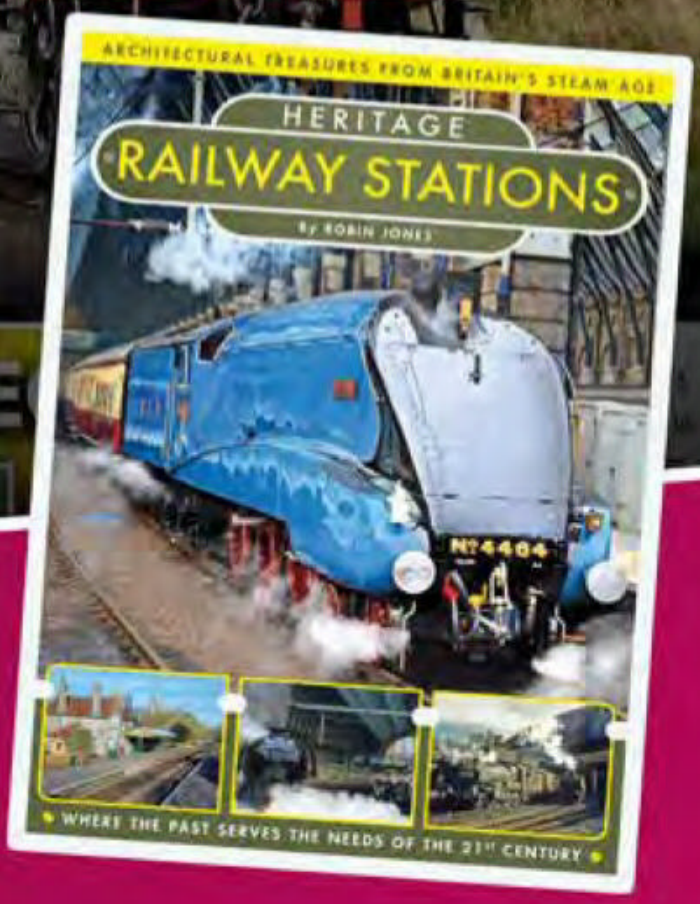

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A1 Pacific No. 60163 *Tornado* hauls the 7.02am 'The Pennine Explorer' from Leicester to Carlisle via Doncaster at Gorse Lane, South Milford on Saturday, October 5. The excursion was organised by Tornado Railtours. IAN DIXON

We're going to town!

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recycle

CHAMPAGNE corks are popping not just in the Staffordshire Moorlands but across the entire heritage railway sector, after the Churnet Valley not only laid the first section of its long-awaited extension into Leek within 48 hours, but then ran a steam-hauled passenger train over it.

We are celebrating the fact that not only is another of our heritage lines joining the growing set of those with a town centre presence – and therefore a 'somewhere to somewhere' purpose – but also the excellent support that is being given by the local district council, and which can never be praised highly enough.

The opening of the Gloucestershire Warwickshire Railway's extension into Broadway reinforced the message loud and clear that such schemes generate benefits that are a big win-win for all – not just us railway enthusiasts but also local traders, shopkeepers, hoteliers and council tax payers.

The south-western side of the White Peak is indeed a beautiful landscape, and the completion of the Leek extension cannot but reinforce its position as a major tourist draw, not only in the summer months but all the year round.

Elsewhere, the Llangollen Railway is completing its new Corwen Central station, and in a brilliant example of co-operation between lines, the East Lancashire Railway has just supplied its Bala Lake counterparts with half of the track materials needed to build its green field extension into Bala, again with regeneration the name of the game. I long for the day, hopefully sooner rather than later, when we will be able to take a vintage bus from Corwen to Bala and enjoy the stunning scenery on both of these railways in one visit.

Also, as we have just seen at the line's autumn gala, Swanage Railway steam-hauled passenger services are inching their way ever closer to Wareham, another purposeful destination.

There are lessons to be learned and blueprints for local economy revivals here aplenty, and we should now be asking the powers that be to match the example being set by the Churnet Valley's local council and do everything to connect the Bodmin & Wenford Railway to Wadebridge and the South Devon Railway to Ashburton. Neither deserves any less.

On another tack, just as one ground-breaking and thoroughly-recommended landmark exhibition has opened, in the form of the National Railway Museum's Brass, Steel and Fire to welcome Stephenson's *Rocket* to York, so we have a second, in Hidden London: The Exhibition, at the London Transport Museum in Covent Garden.

This superbly-executed series of displays, drawing on a wealth of rarely-seen contemporary material from the museum's archives, unlocks the secrets below the city streets that are the forgotten tube stations, several of which played an essential role in protecting the capital and defending the nation in Britain's darkest hour and yet were to afterwards remain unseen and unvisited by the millions of daily commuters who pass by only yards away.

> "The autumn gala season is a jewel in the crown, not only of the sector but of the British tourism market as a whole, and it grieves me that space forces me to make very difficult and heart-wrenching decisions ..."

Finally, I must extend a big thanks to all of our supportive lineside photographers who have submitted material for this issue, and not just those whose pictures have been published. The autumn gala season is a jewel in the crown, not only of the sector but of the British tourism market as a whole, and it grieves me that space forces me to make very difficult and heart-wrenching decisions when choosing one submission above another.

We have received countless stunning views from the galas this year, sufficient to fill several editions. Keep them coming!

Robin Jones Editor

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COVER: North Yorkshire Moors Railway-based Schools class 4-4-0 *Repton* departs Loughborough on October 3 during the Great Central's gala. ALAN WEAVER
COVER INSET: USATC S160 2-8-0 No. 5197 is seen at the current end of the Churnet Valley Railway's new extension. DAVE GIBSON

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Despite southern England being deluged by rain for much of the weekend, the Bluebell Railway's October 13-15 Giants of Steam event saw crowds defy the weather to see and ride behind two illustrious main line visitors – *Mayflower* and *Britannia*, writes Robin Jones.

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‘Instant’ extension launches Churnet Valley push to Leek

By Robin Jones and Fred Kerr

AFTER years of planning and negotiations, the first 659ft of the Churnet Valley Railway’s (CVR) eagerly-awaited £1 million extension into Leek has carried its first passengers.

On Friday, October 11, USATC S160 2-8-0 No. 5197 hauled a special train carrying invited guests from Cheddleton station to Leek Brook and on to the £40,000 first section of the Leek extension – which had been laid in the 48 hours before.

The track was laid by 30-strong team from the Permanent Way Institution, as part of its two-day Practical Trackwork Challenge 2019, supported by CVR volunteers. This first section was funded by £21,000 from the railway and another £19,000 granted by Staffordshire Moorlands District Council (SMDC). The last panels were laid only the day before.

Welcoming guests to the big occasion, CVR operating director Greg Wilson noted that the new work had been part of a long-term project that has taken 10 years to reach the current state of fruition due to various challenges that had arisen – including funding.

He said: “It’s been the ambition of the CVR for many years now to ‘Reconnect Leek’. We have faced many obstacles and today we are very proud to say that the first stretch of the line back to Leek is operational.

“This is a symbolic moment – right now it’s only 201 metres, but it is further than we have managed in over 20 years, and marks the beginning of a very exciting period for the CVR and the town of Leek.”

Greg told guests that the new track had been laid in a ‘Network Rail-style’ operation. “Yesterday morning there was no track, just ballast. Yesterday afternoon the track was in.”

District Council leader Coun Sybil Ralphs said: “So many people are committed to this project. Nothing would have been possible without the many volunteers who have worked tirelessly to make this happen and they can be so proud of what they have achieved.

“We at the council will continue to support with grant funding wherever we can. I congratulate everyone concerned.

“Leek and the Moorlands is going to benefit enormously – as we all know, towns and cities prospered when the railways arrived, and so will Leek.”

Coun Ralphs has provided unwavering support for the project, noting that it is seen by SMDC as a key element in the regeneration of North Staffordshire by attracting tourists to an area known as ‘Little Switzerland’ due to the nature of its landscape.

Coun Ralphs then flagged off the train to rapturous applause from a carriage packed with CVR directors, staff and volunteers, and No. 5197 hauled the train along the newly-laid track, with Class 33/1 No. 33102 *Sophie* at the rear to provide the drawback facility.

Five detonators placed on the line announcing the moment the journey crossed onto the new line, which will

Some of the volunteers who made phase one of the Reconnect Leek extension possible, at the current end of the line on October 11. DAVE GIBSON

USATC S160 No. 5197 explodes the detonators marking the start of the Leek extension as it enters the newly-laid section of track at Leek Brook Junction for the first time with the reopening special train on October 11. FRED KERR

Preparing to board the historic first train on the extension towards Leek are: Coun Sybil Ralphs, leader of Staffordshire Moorlands District Council; Anthony Hancock, estates director of the Churnet Valley Railway; Elaine Hancock, the line's volunteer weddings coordinator; and Coun Mark A Deaville, the deputy council leader, who is responsible for culture.
DAVE GIBSON

be extended to around two-thirds of a mile to the new station site at Leek, long regarded as the 'Queen of the Moorlands'.

In starting physical work on the big push to the west, the CVR has joined the Bala Lake and Llangollen railways (see separate stories, News) in extending into town centres, giving a 'somewhere to somewhere' destination.

Leek's original station opened in 1849, but was closed to passengers in 1965, although freight continued to use the line until 1970. The station was subsequently demolished and a Morrisons supermarket stands on the site.

The CVR will shortly launch a fundraising drive to help pay for the remaining track and infrastructure, including the new Leek station.

Officials aim to raise the required £1 million through a combination of grant aid, a share issue, community activities and special events, some of which will see the new track showcased to the public.

The first of the special events was scheduled for October 26 with Super Power Saturday, a first for the UK since 1944. This event will see three class S160 2-8-0s operating together for the first time since the Second World War thanks to the generosity of Peter Best who has kindly arranged for his No. 2253 *Omaha* to call in while en route from the North Yorkshire Moors Railway to its new home on the Dartmouth Steam Railway (DSR). No. 2253 will then join with residents Nos. 5197 and 6046 to work Kingsley & Froghall–Ipstones services in various top-and-tail combinations ending with a triple-headed service for what is believed to the first time ever within the UK.

Work on the overhaul of the boiler of LNER A4 Pacific No. 60007 *Sir Nigel Gresley* at the Llangollen Railway workshops is now complete and it passed its out-of-frames steam test on October 11. The locomotive's overhaul is being completed in the National Railway Museum's workshop at York. Earlier this year, owner the Sir Nigel Gresley Locomotive Trust and the Royal Scot Locomotive and General Trust announced a wide-ranging partnership agreement for its operation when the £75,000 overhaul is completed imminently. The partnership will see No. 60007 based at Crewe for main line tours, with periods of operation on heritage lines, including the North Yorkshire Moors Railway, where it is intended to retain strong links.
NIGEL WILSON/SNGLT

Flour Mill to overhaul *The King*

RIBBLE Steam Railway-based Borrows 0-4-0WT No. 48 of 1906 *The King* is to be overhaul at the Flour Mill workshops at Bream in the Forest of Dean.

The locomotive spent most of its working life at United Glass in London, before being transferred to St Helens. It last steamed in the late Nineties at the Fleetwood Locomotive Centre, and needs boiler work.

One of its two owners has bought the other out and now wants to see *The King* back in steam as soon as possible.

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Government backs NRM expansion with £18.5m grant for gallery & exhibition space

By Robin Jones

THE Government has backed plans for a massive transformation of the National Railway Museum with an £18.5 million boost.

The grant, announced by Culture Secretary Nicky Morgan on October 11, means that the York museum now has over half of the £55 million funds needed for its Vision 2025 campaign to turn the museum into a world-class attraction with new gallery and exhibition spaces, improved accessibility and the restoration of heritage buildings.

Museum director Judith McNicol said: "This is wonderful news for the museum and for York. It is the springboard for unlocking our role as the cultural heartbeat of York Central – one of Europe's most ambitious regeneration projects.

New gallery

"As well as reception spaces, our Central Hall will include a spectacular new exhibition gallery which will house new acquisitions and innovative rail technology. This will focus on the current and future rail industry and will complement our existing learning activities such as our Future Engineers programme, to ensure that the engineers of tomorrow are inspired and developed here in York."

Vision 2025 embraces eight projects including linking the two existing sides of the museum, extensive landscaping of the South Yard, a new collection building at Locomotion in Shildon, redisplaying the museum's famous Great Hall and creating an engineering-themed Wonderlab Gallery. It is scheduled to be completed in 2025 when the museum celebrates its half centenary and 200 years since the opening of the Stockton & Darlington Railway, the world's first public steam-hauled line.

The York Central project is projected to include 6500 high-value jobs, and up to 2500 new homes. The new Central Hall will be built only if a diversionary route for Leeman Road through the York Central site is provided.

The grant forms part of a £250 million new Culture Investment Fund set up by Department for Digital, Culture, Media and Sport fund for the creative sector and announced by Nicky Morgan, who on February 12, 2016 cut the first sod on the Great Central Railway's 'Bridging the Gap' project to cross the Midland Main Line at Loughborough.

She said: "The exciting new gallery and exhibition spaces will ensure the museum continues to be a huge draw for visitors and a wonderful celebration of our country's proud railway heritage.

Driving growth

"The Cultural Investment Fund is the Government's biggest single investment in cultural infrastructure, local museums and neighbourhood libraries and will benefit communities across the country. This will help drive growth, rejuvenate high streets and attract tourists to our world-class cultural attractions."

The Minister of State for the Northern Powerhouse, Jake Berry, said: "The launch of this once-in-a-generation Cultural Investment Fund, with over £18.5 million of funding for York Railway Museum, ensures that the North of England remains a global powerhouse of culture.

"The world-class museums, exhibitions and cultural icons of the Northern Powerhouse don't just make a major economic contribution – they help define the north's shared identity and unique place in history."

New Severn Valley general manager appointed

HELEN Smith – the deputy director of the Tank Museum at Bovington – has been named as the new general manager of the Severn Valley Railway (SVR).

Helen was appointed on the unanimous decision by both the line's Holdings and Guarantee companies.

Previously, she was general manager at the Fusilier Museum in Bury and operations director at the Magna Science Adventure Centre in Rotherham.

At Bovington, Helen reports to the board on all aspects of managing the museum, leading on strategic development of the business, including operations, collections, exhibitions, learning programme, curatorial, marketing, admissions, retail, catering and events.

SVR (Holdings) chairman Nick Ralls said: "The Tank Museum is a £30 million Heritage Lottery Fund project with over 300 vehicles. There are more than 600 volunteers working at the Tank Museum in a variety of roles, many akin to those at the railway.

"I am delighted that Helen has agreed to join us. We are confident that she will build on the strong foundations laid by her predecessor and lead us forward on our journey."

Yorkshire-born Helen lives in Dorset but she is looking to relocate as quickly as possible.

She said: "I am really excited about joining SVR. I am looking forward to meeting as many volunteers and staff members as I can.

"Christmas is a busy period for the railway and I want to experience the Santa trains and Steam in Lights, which I know are innovative changes this year."

Helen's official start date had yet to be agreed.

As reported in issue 256, Nick Ralls left after 12 years in the post to take over as chief executive of the Ironbridge Gorge Museums Trust, but he will remain on the SVR as a volunteer guard.

Elsewhere, the Isle of Wight Steam Railway has appointed Steven Backhouse, who has been running tourist attractions in the Lake District, as its general manager, replacing Peter Vail, and he will move from Cumbria to start work in December, said a spokesman.

New Severn Valley general manager Helen Smith. SEVERN COMMUNICATIONS

'Lost' Underground secrets unveiled in major new exhibition

By Robin Jones

IT has taken three years of meticulous planning, but a ground-breaking new exhibition unlocking the secrets of London Underground's disused stations has opened.

The two-floor Hidden London: The Exhibition, inside London Transport Museum, Covent Garden, features the biggest number of rare archive photos, objects, vintage posters – mostly in mint condition despite their age, secret diagrams and decorative tiles from the capital's disused stations that have been brought together in one location. Building on the museum's acclaimed regular series of public tours of the forgotten stations, they have been used to replicate one-time scenes from the past in one location.

Visitors to the Global Gallery are taken through a 'timewarp' entrance as they enter Aldwych station's recreated historic ticket office, with an original 1930s ticket booth from the station dating from the 1930s, its famous Leslie Green tiles from the station, as well as a newspaper stand advertisement announcing its closure on September 30, 1994.

Inside, the exhibition brings to life many unique stories from the history of the world's first tube line. It highlights, for instance, how Winston Churchill took refuge in the Railway Executive Committee's bomb-proof headquarters 220ft underground at Down Street station in Mayfair, one of the 'timewarp' capsule destinations for the regular tours. In the exhibition, museum staff have recreated the Down Street dining-room with replica tables, chairs, wine bottles, menu cards and ashtrays, just like those Churchill would have used.

At the start of the conflict, sheltering on the Underground was banned, but as the capital came under near-continuous Luftwaffe attack, city dwellers increasingly defied the ban and the policy was changed. On display are original shelter tickets, posters warning of the dangers of air raids, a graph from 1941 showing how infectious diseases could spread in the Tube and a diagram showing how unfinished stations were converted to air raid shelters.

The exhibition explains why these 'lost' quirks of the Underground network exist, such as changes in population and new and expanding lines resulting in lower passenger numbers at stations like Aldwych. However, while trains have long since ceased to stop there, new uses for the forgotten station surfaced, such as their use for movie locations, and part of the exhibition showcases vintage film posters. Scenes for the 2012 James Bond movie Skyfall were filmed in its disused sections of Charing Cross station.

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 wartime telephone exchange operator, connecting multiple callers at once – while racing against the clock."

Meanwhile, the new programme of Hidden London tours includes Piccadilly Circus (new), Aldwych, Charing Cross, 55 Broadway, Clapham South, Down Street, Euston's lost tunnels and Highgate (wilderness walkabout).

For further information, email bookings@ltmuseum.co.uk or call 0343 222 5000. To book a ticket, visit www.ltmuseum.co.uk/hidden-london

➜ **See Off the Shelf: page 103.**

Operational by March 1942, the wartime Plessey aircraft underground factory had 2000 members of staff, mostly women, working in the two 2½-mile-long tunnels on the eastern section of the Central line, and it even had its own internal narrow-gauge railway to transport materials. LTM

The impromptu cavalcade at the end of the Saturday of the Moseley Railway Trust's September 21-22 50th anniversary celebrations at the Apedale Valley Light Railway saw (from front), Kerr Stuart Wren *Roger*, (from Statfold Barn); Bagnall *Kidbrooke* (Yaxham Light Railway); Hudswell Clarke No. 1238 (Apedale); Baguley *Rishra* (Leighton Buzzard); new-build Decauville replica *Edgar* (built by North Bay Engineering); and Apedale residents Kerr Stuart No. 3014 *Joffre* and Hunslet No. 1215. MRT

A3 Pacific No. 60103 *Flying Scotsman* passes Overton (Ferry Meadows) station on September 28 during its three-week visit to the Nene Valley Railway. HAYDEN SHEPPARD

The *Duke* is set for September 2020 completion

TYSELEY Locomotive Works has reconfirmed that the overhaul of BR 8P No. 71000 *Duke of Gloucester* is on target for completion by September 2020.

Eight new driving wheel bearings will be available for mid-November, which will be followed by the availability of 12 new tender bearings by the end of that month. Cylinder lubrication modifications are also due to be completed by the end of November.

Work is continuing to obtain steel for the crank axle renewal – the most likely source being South Africa. Orders have been placed for the new front and rear piston cover patterns – while design work is in progress for the new piston heads and shafts.

The three Caprotti boxes will have been reassembled and be back in position for June 2020. The Pacific's centre and rear driving wheels will be retyred and be in the frames for June 2020. The boiler is also due to be placed back in the frames by June 2020.

Significantly, this means visitors to Tyseley's June open weekend will be able to see the 4-6-2's major components back in the frames.

Appealing to *Heritage Railway* readers for further support to return to the popular locomotive to the main line, Trevor Tuckley, chairman of BR Class 8 Steam Locomotive Trust, said: "We have a funding gap due to needing to replace all 12 tender bearings. We welcome donations or membership applications."

➜ **Details can be found at www.theduke.uk.com**

Steve Davies joins *Tornado* operator as trustee

FORMER National Railway Museum head Steve Davies MBE – who pulled off a 'Mission Impossible' by bringing the two A4s in North America back for the Mallard 75 celebrations – has been appointed as trustee to The A1 Steam Locomotive Trust.

A former colonel in the British Army, Steve has been a lifelong enthusiast. He set up Sierra Leone's National Railway Museum and is currently involved with both the Wensleydale and Bala Lake railways.

He was heavily involved in planning and delivering the Channel 4 TV programme on carriage restoration and he has also just returned from an advisory visit to Nigeria to report on improving the Railway Museum in Lagos, including an assessment of the potential to return British-built River Class 2-8-2s to working order for main line use.

Now he has joined the board of trustees at the registered charity that owns and operates 101mph A1 Pacific No. 60163 *Tornado* and which is currently building P2 2-8-2 No. 2007 *Prince of Wales*.

Steve, who lives in North Yorkshire, is the founder and managing director of the International Railway Heritage Consultancy Limited, which provides a one-stop-shop for railway heritage organisations globally.

He recently visited DB Meiningen as part of the team negotiating the purchase of two new boilers for The A1 Steam Locomotive Trust.

He said that joining the trust board is a "great honour", adding: "I look forward to working with the other trustees, staff, volunteers and supporters to deliver on the trust's promises – keeping No. 60163 *Tornado* operating successfully on the main line, completing the construction of No. 2007, starting work on Gresley V4 No. 3403, and expanding the trust's base in Darlington. I have always been attracted to exciting, ambitious and very professionally delivered projects and organisations, and I know I am going to feel very much at home with The A1 Steam Locomotive Trust."

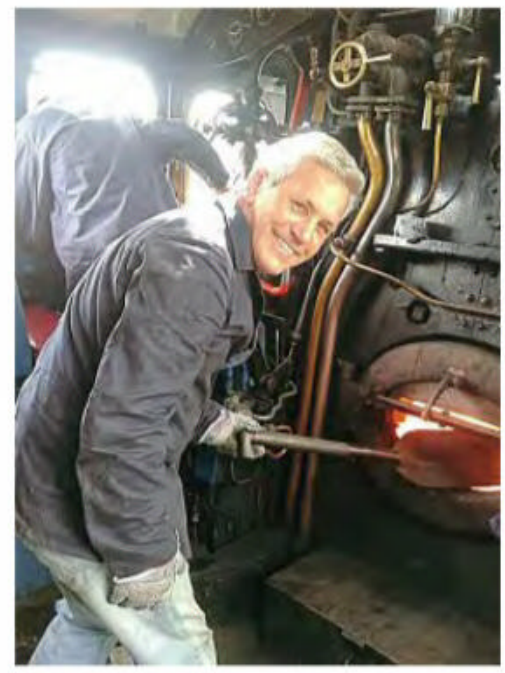
A trust spokesman said: "Steve is an internationally recognised and respected leader in the world of heritage railways and we are honoured that he has agreed to serve as a trustee."

Meanwhile, substantial progress continues to be made, both on fundraising and with the manufacturer of parts for the P2. The 'I♥60163' appeal has almost reached 50% of the initial 100-member target (100 people donating £601.63 towards Tornado's repairs and spare boiler).

With the P2 project, £2.1 million has been spent, £2.7 million donated and £3.4 million pledged, over two-thirds of the required total. The focus is now on The Tender Club, for the tender frames and tank, with the trust seeking 250 people to donate £1500 plus Gift Aid totalling around £450,000; 41 members have been recruited so far, with around £77,000 already pledged.

The tender baseplate has returned to North View Engineering Solutions Ltd in Darlington, where the fabrication of the tank has started.

➜ **To join with Steve and support the P2 project, visit www.p2steam.com**



Steve Davies in his element. A1SLT

The first heavy motion for the P2 – two middle coupling rods – forged by Arthur Stephenson Engineers Ltd of Atherton, are now to be machined over the next three months. A1SLT

The throatplates for the two diagram 118a boilers under construction at DB Meiningen. The boilers will be delivered in 2020 and 2021. A1SLT

IN BRIEF

➜ Crich Tramway Village's final operating day of the season on November 3 may provide an attractive destination for National Lottery players. Those who purchase tickets between October 28 and November 2 can use them to gain free admission to Crich on November 3. One ticket per adult is required.

➜ THE first of the Railway Preservation Society of Ireland Santa specials, which departs Dublin on Saturday, November 30 behind No. 85 to *Maynooth,* has already sold out. That same day, Whitehead stages its annual Victorian Fair, accompanied by Hudswell Clarke 0-4-0ST No. 3 working a coach up and down the yard.

➜ LBSCR Stroudley brake third coach No. 725, which was built in 1878 and which arrived in pieces on the Bluebell Railway 21 years ago, has now been added to the line's carriage stock list as it is considered a better bet for restoration than ex-farmyard body No. 676, which will remain as a museum piece.

➜ THORNABY councillors are hoping to return 1870-built Seaham Harbour Head Wrightson 0-40VBT 'Coffee Pot' No. 21 to the town for conservation. It was for long displayed at the former Halfords roundabout before being sent to Preston Park Museum in 2012.

➜ A ROAD bridge across the Bure Valley Railway near Valley Lane, Spratts Green, has been closed to vehicles by Norfolk County Council after it was found to be too weak to support them. Pedestrians and cyclists can continue to use the bridge and a signed diversion for vehicles will be in place.

Romney incident had parallels with Abermule disaster – RAIB report

By Robin Jones

THE Romney, Hythe & Dymchurch Railway has been criticised for a "serious operating irregularity" for an incident in which two trains headed towards each other.

In its report on the August 28 incident at Romney Sands, the Rail Accident Investigation Branch (RAIB) drew "clear parallels" between it and a chain of errors, misunderstandings and non-compliance with the rules by station staff and train crew that led to two passenger trains colliding head-on at Abermule, Montgomeryshire, on January 26, 1921, resulting in the death of 17 people and serious injuries to 36 others.

In its report published on October 14, the RAIB said at around 10.37am, a passenger train left Romney Sands going towards New Romney, and entered a single line section. When the train had travelled about 100m beyond the station, the driver saw another train coming towards him on the single line. He used the railway's open channel radio system to send an emergency stop message, halting his train as he did so.

The driver of the other train heard the message and also stopped. The two trains came to a stand about 316m apart. No-one was hurt, said the report.

The two-mile single-line section between New Romney and Romney Sands is worked on the tablet and ticket system. Possession of the single red tablet for the section is a train driver's authority to occupy the single line. However, if two trains going in the same direction need to pass in succession through the section, the stationmaster may issue the driver of the first of these with a paper ticket (also coloured red), provided the tablet is present and is shown to the driver.

Control

However, on this occasion, a train elsewhere was running late. Accordingly, the railway's controller rearranged the timetable, changing some of the arrangements for trains to pass each other at the ends of the single-line sections, said the report.

The controller then instructed the signaller at New Romney to contact Romney Sands and tell the stationmaster there to issue a ticket to train No. 12. The signaller used the telephone, rather than the radio system, to contact Romney Sands, and his call was answered by a trainee stationmaster, who was dealing with passengers in the booking office.

There was a conversation in which the signaller explained the crossings would be changing, and that No. 12 would therefore need to take a ticket, but there is evidence that the trainee stationmaster did not fully understand the message, said the report.

The report said that the trainee stationmaster, who was on only his second day's training for tablet and ticket working, prepared and issued a ticket without having the tablet in his possession. The driver of No. 12 accepted the ticket as authority to proceed to New Romney, without having seen the tablet for that section. The Romney Sands stationmaster did not adequately supervise or challenge the actions of the trainee, said the report.

"The incident demonstrates the importance of using suitable communications protocols to help reach a clear understanding about what actions are required, recognising that while people are being trained, they may be more likely to make incorrect decisions, especially in situations outside the normal routine, having systems and processes in place which can provide additional safeguards when safe operations otherwise rely on the actions of people," it concluded.

Since the incident, the RHDR has introduced ticket boxes for its single-line sections. The blank ticket forms are kept in the boxes, which can only be unlocked by a key attached to the tablet for the relevant section.

The railway has revised the training that it gives to people undertaking operational roles, and instructed staff that all messages about changes to the train service should be sent directly by the controller, using the radio system.

Lady Judy McAlpine visited the Mid-Suffolk Light Railway to name Ruston & Hornsby 48DS 0-4-0 *Sir William McAlpine* in memory of her late husband, who originally owned the locomotive, but sold it to the line's volunteer driver Lawrie Rose in October 2017. Once the renaming had taken place, the locomotive took out a brake van and provided its first-ever passenger runs. JAMES KINDRED

The last round trip of the Nene Valley Railway's October 11-13 diesel gala was treble-headed by visitors Class 17 D8568, Class 55 No. 55019 *Royal Highland Fusilier* and Class 37 No. 37109, which are seen approaching Castor. For a definitive guide to main line modern traction preservation, see the new Heritage Diesel and Electric Locomotives special publication by Andy Coward, on sale for £7.99 at www.classicmagazines.co.uk BRIAN SHARPE

BR Standard 5MT 4-6-0 No. 73156 heads a passenger train towards the Swanage Railway's bridge over the River Frome a quarter of a mile away, piloting Bulleid No. 34053 *Sir Keith Park* with No. 34072 *257 Squadron* on the rear, as there is no run-round loop at the train's destination, on October 11. ANDREW PM WRIGHT

GCR Standard 5MT in Swanage gala 'first'

By Robin Jones

HISTORY was made during the Swanage Railway's October 11-13 autumn steam gala when visiting BR Standard 5MT 4-6-0 No. 73156 hauled passenger trains along the four-mile section between Norden and the River Frome, within sight of Wareham, for the first time.

The railway has previously run timetabled diesel services from Swanage to Wareham – its ultimate goal – and steam charters regularly arrive via Worgret Junction.

Classmates of 1956-built No. 73156 – owned by the Bolton Steam Locomotive Company and based on the Great Central Railway – were based at Bournemouth's 71B shed.

Making its debut visit to the Purbeck Line, No. 73156 ran alongside the home fleet of T9 4-4-0 No. 30120, SR U 2-6-0 No. 31806, Bulleid Pacifics No. 34072 *257 Squadron* and No. 34053 *Sir Keith Park,* fresh from its partial overhaul at Tyseley (see page 37), as well as BR Standard 4MT 2-6-4T No. 80104.

The line's head of sales and marketing, David Rawsthorn, said: "The star of the autumn steam gala, No. 73156, is a magnificent locomotive and brought back memories of trains between Southampton, Bournemouth and Weymouth, as well as the Somerset & Dorset between Broadstone, Blandford Forum, Templecombe and Bath.

"No. 73156 made a magnificent sight as it hauled trains up the two-mile 1-in-78 climb from the River Frome, within sight of Wareham, and Furzebrook – reminiscent of climbs on the Somerset & Dorset line, the climb out of Weymouth and the climb out of Poole up the Parkstone Bank."

A Baldwin in the WHR fleet 77 years on

THE latest locomotive to join the Ffestiniog & Welsh Highland Railway's fleet has a familiar outline from the distant past.

First World War Baldwin 10-12-D 4-6-0T No. 608, which was delivered to the line on October 11, is a sister to No. 590, bought second-hand by Colonel Holman F Stephens for the original WHR from the War Department in 1923, and scrapped in 1942, five years after the line closed. A builder's plate from it is on display at the National Railway Museum in York.

Baldwin 4-6-0T No. 608 underwent trials at Boston Lodge on October 12, the day after it was delivered to Gasworks Siding in Porthmadog. GRAHAM FAIRHURST

Works number 45190 of 2017, No. 608, was one of the last batch of 100 locomotives of a class of 495 delivered, and it is likely it also saw service on the Western Front there. Immediately after the First World War, the Third Anglo-Afghanistan War broke out and WD light railway equipment was sent to India for the British Army to establish supply routes to the front line. Much of the equipment passed to the North Western Railway of India and was stored until being sold off in the 1930s.

No. 608 (or 45 as it had become by then) was one of six Baldwins that went to Uttar Pradesh in North Central India to work at the Daurala Sugar Works. In 1981, No. 608 then moved about 550 miles east to the Ryam Sugar Factory in Bihar, which closed in 1994. Having stood derelict for 20 years, three were repatriated to the UK in 2013 and two were bought by Graham Lee at Statfold Barn Railway.

Graham sold No. 608 on to West Lancashire Light Railway founder Graham Fairhurst who, in August 2013, moved it to the private workshop of Jack Cuerden, near Leyland, with boiler work carried out elsewhere. Prior to starting his own engineering workshop, Jack had an apprenticeship at Horwich Works and, among other places, worked at Lostock Hall steam shed and the Sierra Leone Development Company Railway. Now 78, great-grandfather Jack has just completed its restoration.

A month ago, No. 608 was moved to Johnson's engineering workshop at Southport for steam testing and final assembly under the direction of Graham Townsend. Graham Fairhurst said it will be based at the Ff&WHR for the foreseeable future, but it will be available for visits to other lines.

The former general manager's house at Tywyn Wharf. TR

Talyllyn buys home built for former general manager

THE Talyllyn Railway has bought Trefri, the five-bedroomed mock-Tudor house next to Tywyn Wharf station that was originally built for the line's former general manager, Edward Thomas, around 1908.

Following the purchase of The Orchard site next to Tywyn Pendre yard earlier this year, this was another property the railway had long had an interest in. When Trefri last came on the market 20 years ago, the railway was not in a position to buy it. However, due to several generous legacies the railway has been left in recent times, its purchase was now possible.

The favoured option for the future use of Trefri is for volunteer accommodation or office space.

In the short term it is intended to rent out the property while plans are drawn up and the necessary financing obtained for its future use.

The acquisition will also enable the creation of a safe pathway across the tracks at Tywyn Wharf for use when major events are being held, while the large garden could also be used for special occasions.

TR Company chairman David Ventry said: "While the main purpose was to acquire a significant property immediately adjacent to the restricted site at Wharf station, it of course satisfying that the house with its connection to our history is now in the railway's possession and available for future use."

East Lancashire helps bring Bala extension 500 yards closer!

By Robin Jones

THE Bala Lake Railway Trust has taken delivery of half the track materials it needs for its planned £2.5 million town centre push.

September 26 saw four articulated lorries arrive at Bala carrying 500 yards of track for the extension.

The track, valued at more than £100,000, was obtained at a "very advantageous rate" from the East Lancashire Railway which had declared it surplus to its requirements, and was funded by donations from supporters. With the 75lb/yard flatbottom rail came all the necessary fixings such as spikes base plates and fish plates.

Stakeholder engagement

The transport of the materials from Bury to Bala was kindly sponsored by haulier Ainscough Industrial and itself valued at £6500.

Meanwhile, work on the extension project continues with further land purchases.

The trust has held extensive consultations with the highways authority and Snowdonia National Park Authority in relation to the extension. The trust also continues to work closely with Natural Resources Wales (NRW) in scoping the scheme to upgrade the River Dee flood defences which will provide the extension with a formation for approximately one third of the route into the town.

Overcoming challenges

Furthermore, engineer Dave High have been contracted to work up the planning application which will be submitted to the national park authority by Christmas. Dave has been closely involved in several railway civil engineering projects, including the construction of the Porthmadog Crosstown Rail Link on the Welsh Highland Railway.

The biggest engineering challenge presented by the project will be the crossing of the Dee by sharing the existing B4391 bridge with the road, plus a level crossing for the B4403.

Widening the bridge will require moving the lakeside parapet wall by 750mm on to the cutwaters, leaving sufficient room for the railway, the existing two-lane carriageway and a pavement on the downstream side of the bridge, rather than running over it tramway-style as originally proposed. Two new zebra crossings will be provided at either end of the bridge for safe pedestrian access to the lake via the remaining pavement.

The trust is also working with NRW to ensure the development complies with environmental measures for the lake.

➜ Anyone wishing to donate to the ground-breaking project to bring the railway into Bala is invited to visit www.balalakerailwaytrust.org.uk

Ainscough Industrial delivered sufficient rails to Bala for half of the planned town centre extension. BLR

The Bug heads rare excursion

THE Romney, Hythe & Dymchurch Railway is holding its association end-of-season special event on Saturday, November 16.

Krauss-built locomotive No. 4 *The Bug* is booked to haul a four-coach train – a rare opportunity for a ride behind the 0-4-0TT.

Other attractions will include behind the scenes tours, trackside stops for talks about winter projects, photo runpasts, and a double-headed non-stop from Dungeness to New Romney.

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SEE P30 FOR DETAILS

Hawksworth pannier moves to Toddington

No. 9466 is seen undergoing maintenance at Toddington. IAN CROWDER

WEST Somerset Railway plc chairman Jonathan Jones-Pratt has placed his WR 0-6-0PT No. 9466 on loan to the Gloucestershire Warwickshire Railway (G/WR) for the rest of this year and the 2020 season.

The Hawksworth pannier, long owned by the late Dennis Howells, is too heavy for the current Red route restriction on most of the Minehead line which will be upgraded over the winter.

No. 9466 was a Worcester engine for part of its short BR life and likely worked over the 'Honeybourne Line' during its stay, so the loan is a homecoming.

The G/WR is planning a more intensive steam service next year based on the experience of 2019, its first full season running into Broadway, with a projected 120,000 passengers over the whole year – an increase of nearly 20% on 2017 figures.

No. 9466 entered traffic over the weekend of October 26-27 and will play a significant part during the Santa special season. A G/WR spokesman said that the loan further cemented the good relationship with the WSR.

Newly-restored Hudswell Clarke 0-4-0ST No. 750 *Waleswood* hauls a mix of wagons during the October 12-13 Moving the Goods gala at the Chasewater Railway. KIERAN HARDY

Corwen Central station almost on line

THE Llangollen Railway's new Corwen Central station loop is ready to be linked to the running line.

As we closed for press, the track for the final connection to the station loop had been laid out.

Following the spreading of 200 tonnes of ballast on the former gap site, as reported last issue, rolling and compacting work provided the base for the assembly of the points complex. The linking of the terminal loop to the main line and the adjacent siding comes after several months of detailed planning and preparation of drawings for the new formation. This follows receipt of expert advice and guidance as to the best means of installation.

In late September, the first crossover rail was placed in its design location and aligned to the railheads for consideration of the way forward.

Judged satisfactory, this allowed the timbers to be laid out and the assorted parts brought to site for assembly of the right-hand turnout, initially only being loosely set out while they wait to be gauged and screwed down. This initial layout was a delight for projector volunteers to see, leaving just a 30ft gap between the end of the point and the existing railhead from the former Corwen East site.

The right-hand point work looking west towards the platform. GEORGE JONES

By early October work moved on to the set of left-hand points for the Up side, with the need for careful alignment past the water tower concrete base and a further need to link into a curve from platform 1. This work will call for some adjustment to the previously laid panels and a final section of track is required to complete the Upside.

With both set of points fully installed and linked to the main line and the intended siding, the final ballast drop through to the west end buffer stop will allow for the hiring in of a tamper machine to pack and align the track in the platform area. The arrival of a ballast train is eagerly awaited, but much remains to be done to complete this phase of the work through the autumn when the weather will play its part.

➜ Funding for the cost of the tamper hire remains a challenge and donations to the Corwen Central Railway Development fund are invited to the Treasurer, Paul Bailey at 'Dolwen', Bryn Eglwys, Corwen LL21 9LY.

From Wensleydale to the North Pole

THE Wensleydale Railway has become the latest heritage line to offer the US-style 'Polar Express' Christmas trains experience.

Passengers will get the chance to meet many of the characters from the 2004 Warner Brothers movie, including the conductor, the singing chefs who will tell passengers the story of The Polar Express, the hobo and of course the star of the show, Father Christmas, when they arrive at the North Pole.

Heading the train will be an appropriately American locomotive in the form of USATC S160 2-8-0 No. 5197 on loan from the Churnet Valley Railway (pictures, Headline News pages 6 and 7.

The first Wensleydale trips will be on Friday, November 29. For further tickets (all must be booked in advance) visit https://tickets.yorkshiredalesthepolarexpressride.com/book-tickets-s1/ or for further details telephone 01677 425805.

Polar Express elsewhere

As reported in our last issue, Vintage Trains will again be uniquely running the Polar Express on the main line, between Birmingham Moor Street and Tyseley, starting on Friday, November 22.

In a change from last year's debut event, the full theatrical performance will take place on the train and will run for over an hour. For more information and to book tickets, visit thepolarexpressbirmingham.com or telephone 0121 708 4960.

Other heritage lines running the Polar Express this year are the Mid-Norfolk Railway, visit https://midnorfolkthepolarexpressride.com or telephone 01362 851723; the Seaton Tramway, visit www.tram.co.uk or telephone 01297 20375 and the Telford Steam Railway, visit https://www.midlandsthepolarexpressride.com or telephone 01952 50388.

Several hundred people travelled on a memorial train to Sarospatak in Hungary, the birthplace of European steam giant Andras Szendrey over the weekend of September 28/29. Andras Szendrey, who died in Budapest last November 3 aged 66, was a career railwayman who developed an interest in heritage and became director of MAV Nosztalgia, the Hungarian Railway's heritage organisation, which he ran for 21 years. He created a stable of working steam locomotives and carriages second to none. A plaque unveiled on the house read: "Andras Szendrey, Engineer. He helped to preserve railway vehicles, promote railway tourism and founded the Hungarian Railway Park in Budapest." The locomotive was a Swedish-built 2000hp GM-inspired NOHAB, a type which has become iconic in Hungary. BILL PARKER

IN BRIEF

➜ THE 2ft gauge Hampton & Kempton Waterworks Railway is to receive wagons and other equipment from the dissolved Hampshire Narrow Gauge Trust, which as reported last issue, has closed its Bursledon Brickworks site near Southampton after operating for more than 58 years.

➜ EVICTED from its previous site in Vivary Park in 2017, Taunton Model Engineers hope to have its mile-long 5in/7¼in gauge miniature railway up and running at its new home off Stoford Lane in West Buckland next summer, after receiving planning permission.

➜ THE Railway Preservation Society of Ireland will be holding its first model railway day at Whitehead on Saturday, November 9 with steam train rides with by Hudswell Clarke 0-4-0ST No. 3 in the works yard.

➜ MIDDLETON Press author Vic Mitchell unveiled a blue plaque at Haslemere station on October 2 to commemorate the railway's arrival in 1859. The event was hosted by the Surrey Hills to South Downs Community Rail Partnership and South Western Railways.

➜ A 1980s Caledonian Sleeper carriage which transported its last passengers a few weeks ago has gone on display the Museum of Scottish Railways at Bo'ness after being donated by Porterbook Leasing.

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WR 4-6-0 No. 7822 *Foxcote Manor* catches a glint as it approaches Leigh Woods Crossing, with the 4.40pm Minehead to Bishops Lydeard service on October 6, its last working on the line for now as it has returned to Llangollen for the winter period. DON BISHOP

S&D 7F No. 53808 approaches Nornvis Bridge with the 12.50pm goods from Bishops Lydeard on October 6. NICK GILLIAM

Four panniers take centre stage at West Somerset country branches gala

By Robin Jones

BIG engines may be prohibited from running on the West Somerset Railway because of the current Red route restriction – but that did not deter the crowds who flocked to the October 3-6 country branch line autumn steam gala.

For the first time in the preservation era, the line saw four GWR panniers in action – No. 4612 from the Bodmin & Wenford Railway; former resident No. 6412 from the South Devon Railway; No. 7752 on summer loan from Tyseley; and No. 7714 from the Severn Valley Railway.

'Flockton Flyer' No. 6412 arrived at the WSR earlier in the week, having been in regular service at Buckfastleigh without any problems and then ran on the Thursday and Friday. Some issues precluded its further use in the gala on Saturday and Sunday. It returned to Buckfastleigh and was back in traffic after a fitness-to-run examination.

Buckfastleigh also pulled out all the stops to get No. 4612 repaired in time for the gala by fitting a replacement tyre for a slipped one, plus some boiler work too, and the engine ran as a result.

The panniers joined West Somerset mogul No. 9351, which returned to steam in July following overhaul and was making its first gala appearance. No. 9351 also passed a significant milestone in October, with 100,000 miles run after 10 years and three months in service!

Healthy profit

Despite indifferent weather at the start, a total of 3658 passengers travelled during the event, which according to figures returned a healthy profit.

A delighted WSR plc chairman Jonathan Jones-Pratt said: "What we all enjoyed thoroughly was seeing all the tank engines back with Nos. 4612, 7752, 7714 and former WSR favourite No. 6412 all booked to be in action, plus residents *Foxcote Manor* and *Odney Manor*, mogul No. 9351, 7F No. 53808, Barclay No. 1219 and Hymek D7018. The whole team pulled together extremely well and the WSR ran a successful, well-timed West Country railway-themed gala, complete with parcels traffic, and a link to the Beatles film A Hard Day's Night at Crowcombe station from 1964.

"The gala was great as it demonstrated what a West Country branch line was like. With Great Western locos galore, it also took us back to the roots of the WSR in the 1970s and reminded ourselves of what we have achieved in 43 years. This year has always been about that and marking the 40th anniversary of trains to and from Bishops Lydeard, and we are all very positive about 2020. The plan for 2020 will be a positive one with some of our younger, dynamic team members getting more involved to deliver an exciting event programme."

The ground-breaking Great Western railway Taunton to Bishops Lydeard DMU shuttles broke all previous records (around 475 passenger journeys) for the day. Previously the busiest day had been the first Saturday (July 27) where most visitors were trying it out for the first time. The busiest train carried 111 passengers in from Taunton.

Positive feedback

Jonathan said: "The gala was busy all day Saturday, helped we're sure by the shuttles. It was also helpful that BBC Somerset carried a positive radio interview piece, on both the shuttles and gala, with WSR Steam Trust chairman Chris Austin (who is leading on the shuttle project for the WSR) on their Saturday morning prime slot at 8.15am.

"The shuttle TTIs were so busy that Chris had to travel with them on three trips to count the passengers and hand out the visitor survey forms as they were fully occupied in selling tickets! There was some good positive feedback from the shuttle passengers."

➜ An extra day of shuttles has just been agreed with Great Western Railway and Network Rail for Saturday, October 26, (half-term weekend). See www.west-somerset-railway.co.uk for timetable details.

West Somerset mogul No. 9351 passes Castle Hill with the 1.50pm Williton to Bishops Lydeard service on October 5. DAVID HUNT

GWR pannier No. 7752 passing Leigh Woods with the 1.40pm Williton to Bishops Lydeard local service on October 6. DON BISHOP

Station activities at Crowcombe Heathfield: The gala saw parcels and light goods being transported around the line by passenger train through the gala, a now long-lost feature of the country railway. DON BISHOP

GWR 57XX 0-6-0PT No. 7714 departs Williton with the 9am Minehead to Bishops Lydeard 'local' plus two vans attached at the rear. Sister pannier No. 6412 and Somerset & Dorset 7F No.53808 occupy the down platform with the 'Quantock Belle', soon to depart for Minehead. STEPHEN GINN

Plc chairman: Railway 'back on track in 2020' thanks to fundraisers

THE West Somerset Railway Association and West Somerset Steam Railway Trust's rail renewal appeal has just passed the £75,000 mark and so 30% of the hoped-for total of £250,000 by December 31 has been raised for the next round of infrastructure works.

The line's plc will be meeting any difference, having signed off the £250k spend needed or rails, sleepers and track fittings, plus remedial repairs to bridges, monitoring embankments, formation repairs, drainage and some fencing.

Chairman Jonathan Jones-Pratt's plan is to ensure the WSR gets back to the higher 20-ton Red axle weight as soon as possible. The recent independent infrastructure review has been positive in this regard in that it means the WSR is getting very well qualified on the subject and also gaining better understanding and knowledge of the line's infrastructure and needs.

The independent infrastructure review was designed to be a 'traffic light system' to highlight high, medium term and longer term priorities for works and has shown that the planned programme is achievable. An estimated figure of £400,000 is likely to be an annual investment requirement into the infrastructure that will be needed for the foreseeable future, however.

Jonathan said: "We have had good, independent infrastructure reviews, so I hope to be able to agree fairly soon that we will be back to Red route activity for 2020. The positive news is that we have a signed-off works plan in readiness for November 2019. All of this effort will pay off in dividends as the WSR embraces its journey of recovery and striving for excellence.

"I was also very proud to be asked to attend a future joint seminar with the Office of Road & Rail at which I will have a 30-minute spot at the next Heritage Railway Association meeting, detailing the working relationship between the two of us and how a professional approach was delivered through all our challenges: 12 months on, we now have a very different railway."

Hagley Hall set for big SVR comeback in 2020

By Paul Appleton

On Monday, September 23, locomotive owner Jeremy Hosking paid a private visit to the Gloucestershire Warwickshire Railway to celebrate the centenary of his GWR 2-8-0T No.4270. A short goods consist was attached to No. 4270 for the day and it is seen leaving Gotherington. PAUL STRATFORD

THE Severn Valley Railway's engineering services manager Neil Taylor expects the repaired boiler for GWR No. 4930 *Hagley Hall* to be steam-tested before the end of this year, heralding a return to traffic during 2020 after an absence of almost a quarter of a century.

The railway is keen to get its own Hall 4-6-0 back into traffic after enjoying hosting former resident Modified Hall No. 6960 *Raveningham Hall* from the West Somerset Railway this summer. It has proved to be ideal motive power on the line's usual eight-coach formations of BR Mk.1s, LNER Gresley teaks, LMS and GWR coaches.

No. 4930 has not steamed since October 1996 and was stored at Bridgnorth before being cosmetically restored for display at the McArthur Glen designer shopping complex that was set up in part of the old GWR Swindon Locomotive Works (close to the locomotive's birthplace) where it was displayed under cover from 1999. In June 2007, it returned to the SVR for display inside the newly-built Engine House at Highley, although it was not until March 2008 that it made it to Highley after the line was closed by the devastating floods and washouts during the previous summer.

Dismantling

On October 6, 2013, *Hagley Hall's* long road to rehabilitation began with its extraction from the Engine House for assessment and dismantling, which took place at Bridgnorth over the following two years.

In order to speed up the overhaul queue it was decided to send the locomotive's boiler away for overhaul and this work has almost been completed at Northern Steam Engineering. Neil Taylor told *Heritage Railway* at the start of October: "The boiler looks very much complete and we are just about to start the crown stays, which will be the last significant components to be manufactured. I imagine fitting flues and tubes and getting it (the boiler) into steam test before the end of the year."

Meanwhile, the bottom 'half' of the locomotive has been stripped down and rebuilt at Bridgnorth Locomotive Works in a programme that involved the railway's apprentices as part of the line's Heritage Skills Training Academy initiative.

Work has included the construction and fitting of a new rear drag box, new platework for the splashers and cab sides, plus newly-tyred wheelsets, which have been sand-blasted to improve the finish prior to final painting.

Perhaps most significantly, a completely new two-piece cylinder block, which after being temporarily fitted, has now been drilled off and it will shortly be de-mounted for finishing before being permanently fixed to the frames. Work is shortly to commence on the preparation of the horn guides, with a view to getting the frames wheeled as soon as possible.

Built in May 1929 at Swindon Works, the locomotive was withdrawn in December 1963, having completed an impressive 1,295,236 miles in GWR and BR service. It was acquired from Barry scrapyard, moving to Bewdley by rail in June 1972.

It was returned to steam in the summer of 1979 and, after running in, it soon appeared on the main line, double-heading with the National Railway Museum's LMS 'Black Five' No. 5000, which was also a resident at the SVR at the time, between Hereford and Chester on the SVR Association's 'The Inter-City' charter train.

It was also a star performer on the main line in 1985 during GWR 150 to mark the 150th anniversary of the Great Western Railway. At the time it was running with a flat-sided Hawksworth tender, but this was subsequently swapped with the tender from No. 6990 *Witherslack Hall* at the Great Central Railway, meaning that when *Hagley Hall* does return to traffic, it will be matched with the correct pattern Collett 4000-gallon tender.

Funding

The locomotive is owned by Severn Valley Railway (Holdings) plc, with the overhaul funded by the SVR Charitable Trust, which received a £95,000 award from the Heritage Lottery Fund and the locomotive's own supporting group, the Friends of Locomotive 4930 Hagley Hall, which has been fundraising for over 20 years.

The SVR's 2012 share issue, which raised over £2million, listed the overhaul of *Hagley Hall* as one of its key objectives, alongside the first phase of the Bridgnorth Development Project, which has seen the station transformed with the addition of a new refreshment building and toilets opened in February this year.

Elsewhere, LMS No. 13268, the sole-surviving Stanier mogul, which previously ran with its BR number 42968, will imminently be placed back on its wheelset inside Bridgnorth Works. Assembly of the chassis below the running plate is expected to take place very quickly as progress inside the boiler shop on the locomotive's boiler is at an advanced stage and it could also be test steamed early next year.

GWR large prairie No. 4150, the last unrestored ex-Barry engine on the railway, is also making good progress, with work advancing on the boiler, so much so that thoughts are being given to moving the locomotive's chassis from Bewdley so that some of what Neil calls "the more tricky work" can be completed at Bridgnorth.

With new-build BR Standard 3MT No. 82045 and Beamish Museum owned Sharp Stewart 0-4-4T *Dunrobin* also high on the list of priority projects, the SVR is looking towards a busy and fruitful 2020 and 2021, which could see at least three locomotives returning to traffic, with No. 7812 *Erlestoke Manor* also making good progress at Tyseley Locomotive Works.

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It's a mystery why anyone would travel on this steam train...

By Geoff Courtney

BACK in 1953, the US blues singer Junior Parker wrote and recorded Mystery Train, and such was its impact on Elvis Presley, that two years later the legendary singer released his own version.

Doubtless neither Parker's nor Elvis's rendering of the song will reverberate around Tunbridge Wells West station in the lead-up to Christmas, and nor will the steam train arriving to carry waiting passengers be the 16 coaches of Parker's lyrics, but how appropriate it would be if that scenario played out.

For on December 7 and 14, the Spa Valley Railway station will be the starting point for its own mystery trains that will test the little grey cells of every would-be Hercule Poirot or Sherlock Holmes on board.

The trains will complete two return trips over the 3½ miles from Tunbridge Wells West to Groombridge, and during their journeys the passengers will be challenged by the Brighton-based 368 Theatre Company to solve a murder.

Spa Valley commercial manager Jonnie Pay explained: "The scene is the sleepy little Cornish village of Morlington Hill during the 1940s. There's been a murder, and the police have drawn a blank on apprehending the villain, so it's up to the passengers to sleuth it out."

The evening starts on each of the two days with a briefing at Tunbridge Wells West at 6.15pm, and it is then all aboard and the enjoyment of a fish and chip supper while the story unfolds on the journey to Groombridge.

It continues on the platform before a return to Tunbridge Wells, followed by another trip to Groombridge and thence back to Tunbridge Wells and into the railway's Victorian engine shed, where all will be revealed.

While the mystery will be set in the 1940s, the ambience of the four-road shed is even older, for it was opened in 1891, making it the last remaining LBSCR shed that is still in use. It was coded 75F in BR days, and closed in September 1963, by which time its steam allocation comprised mainly ex-South Eastern & Chatham Railway Class H 0-4-4Ts and the rather more modern Standard Class 4MT 2-6-4Ts.

Today, as a heritage railway depot, its steam fleet includes three former BR locomotives, A1X 'Terrier' 0-6-0T No. 32650 *Sutton*, LMS 'Jinty' 0-6-0T No. 47493, and LNER J94 0-6-0ST No. 68077, while the diesels on site include Class 33 Nos. 33063 (D6583) and 33065 (D6585).

No. 33063 is rostered to share duties on the December 7 and 14 mystery trains with guest steam locomotive No. 564, a Great Eastern Railway Y14/LNER J15 class 0-6-0 built at Stratford in March 1912 and withdrawn from there by BR in September 1962 as No. 65462.

Tickets for the trains, including supper, are £40 per person.

Scheduled to arrive at the Spa Valley Railway on October 11, the North Norfolk Railway's (NNR) Great Eastern Railway Class Y14 No. 564 is set to remain in Royal Tunbridge Wells until early January 2020. In addition to the murder mystery fish and chip specials, the Y14 is also due to operate the Santa specials and star in the line's December 28-29 Winter Steam-Up gala. For the latter, the 0-6-0 will join another NNR resident in the form of Hunslet 0-6-0ST *Ring Haw*, which will work alongside Spa Valley stalwart, RSH No. 62 *Ugly*. The steam trio will be complemented by a heritage diesel, likely to be Class 31 No. 31430 *Sister Dora* or Class 33 No. 33063 *R. J. Mitchell*. The 1912-built locomotive is seen here hauling a train of vintage carriages during the NNR's home fleet gala on October 5. TOM NOBLE

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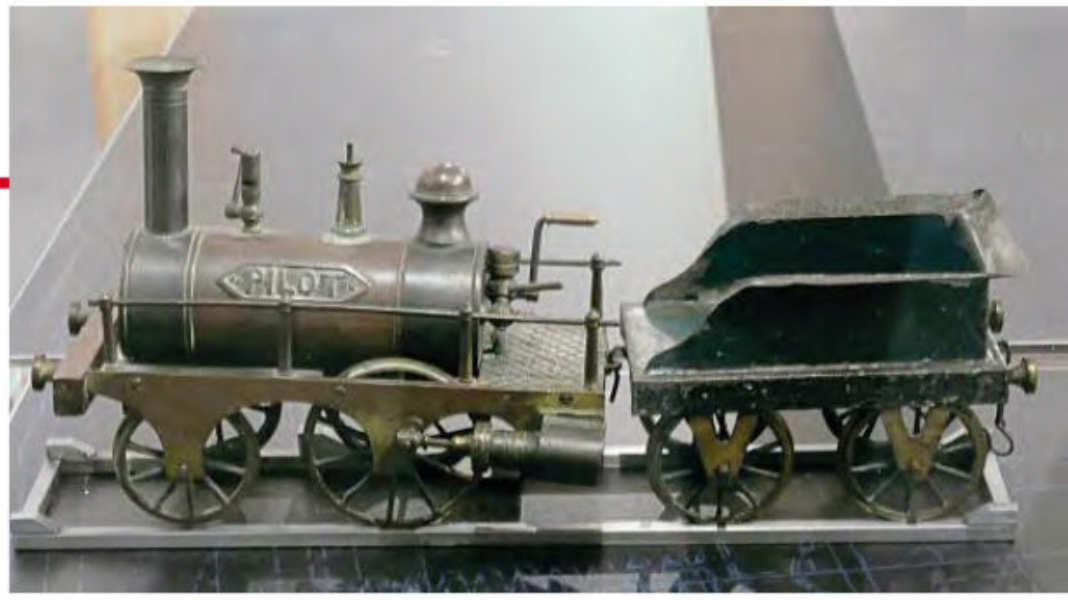
NRM conservator Wendy Somerville-Woodiwis cleaning a model of John Ericsson and John Braithwaite's 0-2-2WT *Novelty* which took part in the Rainhill Trials in 1829, in front of winner *Rocket*. *Novelty* is now regarded as the first tank engine. CHARLOTTE GRAHAM



The exhibition also features a very early example of a working methylated spirits-fuelled toy engine named *Pilot*, built sometime between 1860-90. This type of engine was nicknamed a 'dribbler' because they often left a trail of hot water or flammable spirits in their wake. Such engines were the inspiration for Peter's 'exploding engine' in Edith A Nesbit's The Railway Children novel. ROBIN JONES

Model start to York's *Rocket* exhibition

By Robin Jones

BRASS, Steel and Fire – a new exhibition to celebrate the arrival of Stephenson's *Rocket* at the National Railway Museum (NRM) – has already proved a sizeable hit with the public.

The exhibition, in a room alongside the York venue's Station Hall, opened its doors on September 26, after a VIP launch to welcome *Rocket* the evening before.

Rocket is on a 10-year loan to the NRM from the Science Museum in Kensington, after having previously been displayed at the Museum of Science & Industry in Manchester.

The exhibition celebrates the first century of model railway making – but not as a modern audience may know it. As exclusively highlighted in issue 259, many of the models on display preceded the railway age rather than recreated it in miniature.

In her opening speech at the launch, NRM director Judith McNicol explained: "In the early days of the railways, engineers would make small but mechanically accurate models of new locomotives to test their designs before constructing full-size versions.

"As a result, many priceless models of historically important engines remain, despite the full-size originals being lost to history. Brass, Steel and Fire is a monument to models.

"Ahead of the Rainhill Trials 190 years ago, George and Robert Stephenson had no time to build a model and so *Rocket* became the ultimate full-size model to test the latest technology of the time.

"Some of the models are, to our eyes, whimsical and eccentric, simply because they come from a time before there was a fixed, shared idea of what a train or a locomotive should look like. Modelling and crafting is, simply, engineering on a small, personal scale. There is a lovely quote in the exhibition from Samuel Smiles in 1871, he called the act of model-making 'a relief… a rest… a relaxation, the pleasure consisting in the work itself rather than in the result'.

"And yet, these personal projects, created by lace makers, vicars and railway workers, had a global impact. From prototypes to toys, small-scale experiments led to big changes, and it's safe to say that without models, we wouldn't have the trains we use today."

Also speaking at the launch was railway historian, enthusiast, writer, curator and museum consultant Tim Dunn, a co-presenter on BBC TV's Trainspotting Live.

To gauge public interest in the exhibition, the museum organised a system whereby visitors obtained a free ticket for it at the entrance. Within the first fortnight, more than 2500 tickets had been issued.

The models exhibition, researched and organised by senior curator Anthony Coulls, will move to the Science Museum after its York run ends on April 13.

The undisputed star of the show: Stephenson's *Rocket*, which through the innovations that led it to win the Rainhill Trials, became a defining landmark in transport technology, and is now on display at York for the next decade. ROBIN JONES

Llangollen Railway aims for crowd assistance with flail mower fund

LLANGOLLEN Railway supporters have launched a crowdfunding appeal to buy a flail mower.

They want the flail for help with the vegetation clearance during the closed season, not only to aid sight lines for footplate views but also opening up views of the Dee Valley for lineside photographers.

An appeal spokesman said: "We have potential issues with falling trees and increased vegetation along our line, and it is very difficult to clear these away by hand and with limited tools. It would be much easier and quicker if we could use a flail attached to our road railer for the hedges and high bank areas.

"We have a fantastic bunch of volunteers who work tirelessly season after season to keep the line clear of vegetation. Please help make them more efficient."

As we closed for press, the appeal had raised nearly £700 of the £6000 target.

If you would like to donate, visit www.crowdfunder.co.uk/flail-appeal

Beamish official suspended pending disciplinary hearing

A MEMBER of staff at Beamish – the North of England Open Air Museum – has been suspended following an investigation in August by Durham County Council.

A museum spokesman said: "We can confirm that a member of staff has been suspended pending a disciplinary hearing.

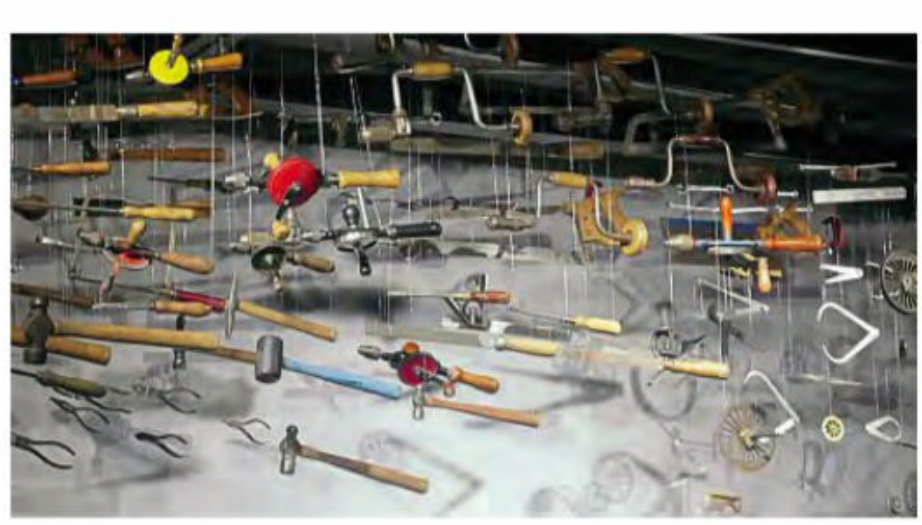
"It is important to say that suspension is not an implication of any wrongdoing. Until the process has concluded it would not be appropriate to comment further.

"However, we would like to reassure people that this situation will not affect the operation of the museum in any way, and our number one priority – as always – will continue to be providing an excellent experience for our visitors."

The museum is currently undergoing a £20 million redevelopment, Remaking Beamish, which will see it create a 1950s town, an upland rural farm and an 1820s coaching inn.

The first new building opened to the public over the summer and the project is due to be completed in 2021.

Guests at the launch were not only invited to view the 19th and early 20th-century models but to inspect the museum's working replica of *Rocket* in steam outside in the South Yard. The replica was crewed for the evening by Beth Furness and Elizabeth Usher. Beth is a driver and fireman with more than 19 years' experience – receiving her first steam driving ticket in 2006. She has volunteered at a several heritage lines, including the Embsay & Bolton Abbey Steam, Chasewater, Foxfield and the North Yorkshire Moors railways. She received her driving ticket at the NYMR in 2013 aboard A4 No. 60007 *Sir Nigel Gresley*. Elizabeth is trainee fireman, shunter and guard with two years' experience working in rail operations at the NRM. ROBIN JONES



Right: The unique sculpture above the entrance to the Brass, Steel and Fire exhibition comprises of hundreds of model making tools, suspended above visitors' heads. Each individual tool was cleaned and waxed by a team of volunteers. Many of the tools were donated by the family of the late Keith Dodgson, a keen model engineer for over 30 years, whose son Mick is on the museum staff. Organisers hope that the sculpture inspires people to pick up tools and try their hand at model making. ROBIN JONES

Cliff railway passengers rescued by fire crew

A FIRE crew from Bridgnorth sprang into action to rescue passengers who were marooned between stations on the town's 'other' railway.

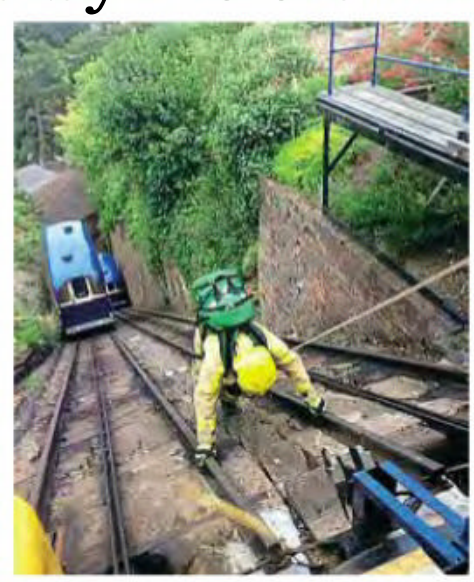
Bridgnorth Cliff Railway, which links High and Low Town, called the fire service around 6.40pm on September 19 when the carriages had stopped in mid journey with a small number of passengers inside.

The officer in charge from the town's fire station sent a firefighter with a first aid pack and radio down the track as a precautionary measure to calm and reassure those in the carriage. Due to the steep nature of the descent, he was secured into a fall arrest system.

Other firefighters then managed to work the manual release system on the brakes and safely lower/raise the carriages into the stations at what is England's oldest and steepest electrical, operational cliff funicular.

A fire station spokesman said: "Thankfully we visit the cliff railway and undergo familiarisation of the system for this type of event."

Meanwhile, the Duke of Gloucester visited the cliff railway on October 17 and also unveiled a plaque to officially open the recently-completed refreshment room at the nearby Severn Valley Railway station, handed out long-service awards to seven of the SVR's longest-standing volunteers and presented certificates to seven apprentices on the SVR Charitable Trust's Heritage Skills Academy.



The rescue operation underway at Bridgnorth Cliff Railway on September 19. BCR

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Tramway hit by thieves to reopen after industry rallies

A HERITAGE tramway which was targeted and closed down by metal thieves is set to re-open thanks to a public appeal, and the rallying-round of the rail and tram industries.

Manchester's Heaton Park Tramway was forced to close after metal thieves cut the overhead copper cables from above the track.

It was thought thieves used a hacksaw to rip out the wires in the early hours of Tuesday, September 24. Operations manager Geoff Senior said the Manchester Transport Museum Society volunteers who run the tramway jointly with the city council had been left "angry and upset".

However, after a post on the tramway's Facebook page that day announcing it would be forced to shut "indefinitely" until the damage could be repaired, local people and well wishers rallied round to help.

An online fundraising page set up at www.gofundme.com/f/fundraiser-for-the-replacement-of-stolen-overhead had raised around £6000 (original target £3000) as we closed for press. Some donations had come from as far afield as Australia.

Then, Transport for Greater Manchester, and Keolis Amey Metrolink, the operator of the city's tram system, joined forces to help the heritage counterpart in its hour of need, and supplied and fitted replacement cables. Network Rail also offered help.

The tramway will now officially be reopened on October 26 by Mayor of Greater Manchester Andy Burnham.

Cash left over from the appeal will go towards the tramway's Lakeside Depot expansion fund.

Keith Whitmore, chairman of the Heaton Park Tramway Trust, said: "The way people have rallied around has been phenomenal. We are grateful for support from Transport for Greater Manchester, Network Rail and Blackpool Transport."

The track is the last extant section of Manchester Corporation Tramways. First used as a siding into the park , the stretch operated until 1934, but the tracks remained.

The tramway will mark its 40th anniversary as a heritage operation in 2020.

Taff Vale 'great survivor' to resteam in three years under NRM agreement

By Robin Jones

AN AGREEMENT between owner the National Railway Museum (NRM) and the Welsh Railways Trust to restore Taff Vale Railway (TVR) 0-6-2T No. 28 to running order at a cost of £160,000 has been signed.

The O1 class locomotive, built by the TVR's Cardiff Works in 1897, and renowned as a great survivor, escaping the scrapyard on several occasions, will be based at the Gwili Railway and will be overhauled on site by the railway's in-house engineering team. The trust was formerly Gwili Vintage Carriages Group.

The overhaul will be part funded by an £18,000 grant from the Association for Industrial Archaeology (AIA), which will be used to undertake the restoration of the rolling chassis, which includes original TVR components.

Project manager Dr David Murray said: "This locomotive is a unique survivor and is an important part of Welsh railway history. Thanks to the support of the NRM and the AIA, we are now able to commence returning this magnificent piece of industrial heritage to fully operational condition."

No. 28, which has not steamed for more than three decades, is the last surviving Welsh-built standard gauge locomotive. It began its career working mineral and coal trains from collieries to port, and by the time it was taken into GWR ownership at the Grouping in 1922, it had clocked up 483,189 miles.

The GWR gave No. 28 a new boiler and a GWR-style cover over its safety valve, and renumbered it No. 450. It was withdrawn from service on October 30, 1926, but was found to be in good mechanical condition and sold to the Government in 1927, for use on what became known as the Longmoor Military Railway in Hampshire. There, it was named *Gordon*, after the general who died in the seige of Khartoum, and was kept in immaculate condition.

In the Second World War, it became War Department No. 205 and then No. 70205. In 1947, it was taken out of storage and sold to the National Coal Board (NCB) for use on the Hetton Colliery Railway as No. 67. Undertaking heavy work on the coalfields again, it received a major overhaul in 1955, but by 1959 it needed boiler repairs and was withdrawn from service the following year.

Taff Vale O1 class 0-6-2T at the Gwili Railway. SCOTT ARGUS

Project manager Dr David Murray (left) with Anthony Coulls from the National Railway Museum at the Gwili Railway when the new agreement was announced on September 27. NRM

Following requests to the NCB that it should be preserved, No. 28 was presented to BR in 1962 and became part of the National Collection.

Survivor

In 1966, it was returned to Caerphilly as the National Museum of Wales had taken custodianship, and during the late 1960s and early 1970s it was restored to working order by the Caerphilly Railway Society.

It ran for around seven years from 1983, until taken out of service to await routine boiler examination. The society subsequently folded, and No. 28 was loaned for more than a decade to the Dean Forest Railway which dismantled it. However, that line's attempt at restoration came up against the discovery of cracked springs.

In 2013, No. 28 was moved by the NRM to the Llangollen Railway, where it was to be first cosmetically restored with the aim of returning the locomotive to original condition. However, in 2018. No. 28 was stored unserviceable, on the Gwili Railway, with the loan agreement due to expire in February 2020.

NRM assistant director and head curator Andrew McLean said: "I am pleased to confirm a new overhaul agreement with the Welsh Railways Trust which ensures the locomotive will continue to be well looked after and paves the way for a return to steam.

"This engine has very strong local connections and tells a number of important stories about the railways and industry in South Wales.

"No.28 was identified in our operational rail vehicle strategy as a possible candidate for overhaul and I look forward to seeing the engine back in operation."

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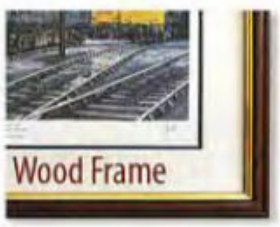

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'Lew' **and** *Lyn* **return to Woody Bay with the original five carriages on the last train of the gala on September 29.** TONY NICHOLSON

It's 1935 all over again!

Two L&B engines and five original coaches in service

Paul Lewin oiling round *'Lew'* **alongside** *Lyn* **at Woody Bay.** TONY NICHOLSON

From right to left are *Faith*, the diminutive 0-4-2T built by the Railway's engineer John Uphill, *Axe, Isaac, Lyn* and *'Lew'* in front of the newly-rebuilt coach No. 5, appropriately the fifth original L&B carriage rebuilt by volunteers in Essex which was delivered to Woody Bay earlier in September. TONY NICHOLSON

***'Lew'* relives 1935 as it prepares to take a three-coach train out of Woody Bay on September 28.** THOMAS MILLS

By Robin Jones

"PERCHANCE it is not dead but sleepeth" was the epitaph written by a local admirer and user, to the Lynton & Barnstaple Railway on a hand-written card attached to a wreath of bronze chrysanthemums laid at the Barnstaple Town station stop block on Monday, September 30, 1935, the day after the line closed.

However, for the 2000 or so visitors who attended the revived line's September 28/29 autumn steam gala, that closure must have seemed a brief passing nightmare from which the line has well and truly awakened.

Later that year, the locomotives and rolling stock were sold off at auction and the 2ft gauge line lifted. Only one locomotive survived: Manning Wardle 2-6-2T *Lew* which was built in 1925 for the line's then owners the Southern Railway. *Lew* had headed the line's dismantling train weeks after the closure, and in late September 1935, was bought for use on a plantation in Brazil and exported.

However, it became the 'Holy Grail' of railway preservation, because despite strenuous efforts by enthusiasts over the decades, its location and eventual fate has never been established.

However, a near-replica of *Lew*, named *Lyd* in accordance with the L&B tradition of naming its locomotives after local rivers with three-letter names, was completed at Boston Lodge Works on the Ffestiniog & Welsh Highland Railways (Ff&WHR) in August 2010.

For this year's gala, *Lyd* made a repeat visit, and was driven by Ff&WHR general manager Paul Lewin – but this time round, it took on the identity of its long-lost sister *Lew* – and again, a chrysanthemum wreath appeared.

'No. 188 *Lew*' not ran only alongside replica Baldwin 2-4-2T *Lyn*, but in a major landmark for the North Devon line, the pair were able to haul a rake of five restored original carriages – Nos. 5,7,11,16 and 17.

A bus service was laid on to ferry visitors from Lynton to Woody Bay station and there was also a park-and-ride service operating from Blackmoor Gate station, so that gala attendees could view the route of the proposed western extension.

***Lyd's* nameplate for the weekend.** TONY NICHOLSON

Woody Bay became a hive of entertainment with stalls, dancers, singer and a marquee displaying the extension plans and further new-build schemes.

Another articulated NGG16 Garratt steams!

By Roger Melton

ANOTHER ex-South African Railways NGG16 Garratt has steamed – but not in the UK.

On September 26, the Puffing Billy Railway (PBR) near Melbourne in Victoria, Australia, lit up NGG16 No. 129 for the first time there, though there is still work to be done, including setting the cylinder valves and boiler safety valves before it is ready to make its first movements.

No. 129 has been the subject of a 10-year major rebuild that included regauging from 2ft to 2ft 6in and has been classified by the PBR as its G44 class, following on the sequence for Victoria Railway's narrow gauge Garratts, of which slightly smaller 2-6-6-2 No. G42 is resident at the PBR.

Boiler

The rebuild has included a brand new boiler to ensure that it meets the Australian boiler codes; the rejected ex-SAR boiler has been donated to the Ffestiniog & Welsh Highland Railways for use as a spare. Completion of No. 129 has been targeted to coincide with the withdrawal of G42 for its forthcoming 10-year boiler overhaul, to ensure continuity of supply of a big engine.

The PBR has a second NGG16 in store, No. 127, which may also be rebuilt to join No. 129 in the future if there is sufficient need for it. The likelihood is that any two of the three Garratts would be targeted to be in service at any one time.

In other developments at the Puffing Billy workshops, efforts continue to improve the availability of the surviving serviceable NA class 2-6-2Ts which are the mainstay of services. No. 14A has been rebuilt to run on diesel oil in an attempt to mitigate the fire risk from thrown and ashpan derived sparks, which present a severe fire risk – the PBR runs through dense forest which becomes tinder-dry in the Australian summer.

Switching to oil firing is intended to allow services to be maintained with steam traction rather than resort to diesel substitution. The modification has been successful, but rather than convert more members of the class it seems likely that further examples will be new-builds.

The NAs are over 100 years old and are showing their age, becoming increasingly in need of new components such as boilers and cylinders. As some weaknesses have been found in the original cylinder design, a new, modified version has been designed to iron out those weaknesses. The PBR engineering team will be producing drawings for the manufacture of new frames, allowing a frame/cylinder assembly to be built up before the locomotive is removed from traffic, thereby reducing downtime as much as possible.

Major facelift for Manchester museum's historic Power Hall

IMPROVEMENT work on part of the Museum of Science and Industry in Manchester, which includes the Grade I listed Liverpool Road station of the Liverpool & Manchester Railway, has begun.

Using Government and Science Museum Group funding, a £6 million restoration of the Grade II listed Power Hall, which contains the biggest assembly of working steam engines in Europe, and which was built in 1855 as a shipping shed for the world's first purpose-built passenger railway station, will take place.

Roof repairs and a gallery redesign are due to be completed by summer 2021. A new special exhibitions gallery is scheduled to open next autumn.

Museum director Sally MacDonald said that the renovation would "show how Manchester provided the power that changed the world.

"In revealing more about the human skill and ingenuity of the past, we can't wait to inspire the engineers and innovators of the future."

New-build No. 3840 *County of Montgomery* will not be silenced

A PAIR of GWR whistles have been donated to the Churchward County Trust for use on its new-build 4-4-0 No.3840 *County of Montgomery*.

The two whistles are of the standard GWR type, one being high pitched for normal train operation and the other being a deeper toned 'brake whistle'. These were fitted to notify the guard of unfitted goods trains to apply the brakes, so avoiding confusion with the locomotive's ordinary whistle.

It is not known whether the whistles were ever carried by a Churchward County, but they are of the right type and still have their elbow joints fitted.

Returning home: Veteran former New South Wales Government Railways' No. 3016 makes its presence felt while climbing from Lavender Bay to Waverton on Sydney's north shore with a railtour on March 10, 2013. The 4-6-0, built by Beyer Peacock in Manchester in 1903, is set to return to the newly-reopened Canberra Railway Museum after its removal three years ago when the museum was closed. MICHAEL KEMP

Last-minute fire drama fails to stop rail museum reopening

By Geoff Courtney

A DRAMATIC fire that destroyed a carriage failed to prevent one of the southern hemisphere's leading railway museums from reopening on October 6, nearly three years after its shock closure and the hurried removal of two prized British-built locomotives, including a Beyer-Garratt 4-8-4+4-8-4.

Canberra Railway Museum unexpectedly closed in November 2016 following the financial collapse of the ACT division of the Australian Railway Historical Society (ARHS ACT), which ran the museum. Just days later, while enthusiasts were still trying to come to terms with the shock news, the 1953-built Class AD60 Beyer-Garratt, No. 6029, and a second Beyer Peacock product, C30T class 4-6-0 No. 3016 of 1903, were moved 150 miles by rail to another railway museum, in Thirlmere, south-west of Sydney.

Against a background of controversy, bitterness, sadness, and disquiet, and amid reports that ARHS ACT had debts of at least £425,000, global accountancy firm Deloitte was appointed administrator to oversee affairs. The company's every move was forensically scrutinised by railway enthusiasts not only Down Under, but in the UK too, none more so than when it decided to hold an auction of some of the museum's assets, including locomotives, in August 2017.

Attempts to stop the sale by some within the preservation movement failed, and among the assets sold were 4-6-4T No. 3013 and 4-6-0 No. 3102, built for New South Wales Government Railways by Beyer Peacock in Manchester in 1903 and 1912 respectively. Other rolling stock that went under the hammer included a 35 ton steam crane built by Ransomes & Rapier of Ipswich in 1915.

Sale U-turn

No. 6029, regarded as one of the jewels in Australia's, and indeed the world's, preservation crown, was not among the assets included in the controversial auction, which raised nearly £250,000 after costs to help settle creditor claims and other liabilities. However, within weeks of the sale Deloitte announced the 254 ton giant was on the market after an apparent U-turn, and three months later it was bought for an undisclosed sum by enthusiast Phil Davis and businessman David Sommerville.

Rumours continued to reverberate around the preservation movement about the future of the padlocked museum, whose site had become overgrown and a magnet for thieves and graffiti artists, but in August last year despair turned to joy when it was revealed it had a new owner.

It is Capital Region Heritage Rail, a charity founded to run the museum and operate heritage trains. Work on clearing the run-down site started immediately with the intention of reopening this year, and that was achieved on October 6, when the doors were opened to the public for the first time in three years.

The opening went ahead despite late drama when an 80-year-old carriage in the museum yard was engulfed in flames just hours before the public arrived. Police believe the blaze, which destroyed the privately-owned 80-year-old carriage and badly damaged a freight van, was started deliberately by someone who broke into the yard.

John Cheeseman, the museum's new director, told *Heritage Railway* that the destroyed carriage had been privately purchased in the 2017 auction and was awaiting removal by its new owners. He said the freight van that was damaged was being fitted out by the museum as a storage vehicle.

Fire victim: The 80-year-old carriage that was destroyed in a suspicious fire just hours before the Canberra Railway Museum reopened on October 6, nearly three years after its sudden closure.

Fire investigators were still on the scene when the doors opened to the public four hours after the blaze was reported, leading to John saying: "It's not the way we wanted to start, but it could have been a lot worse."

Of the museum's future, John said: "Our mission is very much focused on protecting the valuable heritage railway assets in our care while returning the museum to its core purpose for the benefit of the people of Canberra and the broader region."

Beyer attraction

One of the museum's major attractions is 4-4-0 No. 1210, which was built by Beyer Peacock in Manchester in 1878 for New South Wales Government Railways and in May 1914 worked the very first train into Canberra. John hopes this popular and historic loco, which remained on site throughout the three-year closure, will soon be rejoined by No. 3016, but the Beyer-Garratt is unlikely to return other than as a visitor on a railtour.

"More than 100 people have already shown their strong support for the museum by joining our charity, but much remains to be done."

John, a retired bank manager and former museum volunteer, added that the museum would be open every Sunday, and he hoped that people would visit to learn more about the contribution rail had made to the region and the nation. He was unable to confirm when train rides would return, but expected it to be next year.

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East Lancs bans plastic bags for Christmas!

By Robin Jones

MIRRORING the growing international public backlash against environmental damage, the East Lancashire Railway (ELR) has taken a lead in the heritage sector by replacing its standard Christmas gift plastic bags.

The move to replace them with more sustainable reusable drawstring bags has been introduced in time for the line's Santa special season.

It will alone save more than 41,000 single use plastic bags. That was the number of passengers on last year's Santa specials, and as expected the event is again proving so popular that the Bury-based line has had to open a waiting list for tickets.

The new keepsake ELR branded bags will include a chocolate lolly and a bespoke activity pack, as well as juice and biscuits.

ELR chairman Mike Kelly said: "We're excited to share the new reusable bags with guests, having taken note of the shift towards sustainable products.

"The drawstring bags will actually prevent a huge amount of plastic from being binned at home – and guests can use the bags again and again.

"The new bags are beautifully branded, reusable and make a special souvenir for our younger visitors.

"Our Santa specials have a reputation for being one of the best Christmas experiences in, not only the North West, but the country as a whole."

Plastic bags out – drawstring bags in! The East Lancashire Railway is doing its bit for the global environment this Christmas. ELR

The Mayor of Greater Manchester, Andy Burnham (left), riding on the footplate of 1895, Horwich-built Lancashire & Yorkshire Railway Class 27 0-6-0 No. 52322 with driver Andy Booth and fireman Andi Moyes. ELR

Mayoral visit

On Thursday, September 26, the railway welcomed the Mayor of Greater Manchester, Andy Burnham, for an official visit.

He was given a tour of the line's engineering hub and a ride on a steam locomotive footplate.

During the visit the mayor met engineering experts, apprentices and some of the railway's team of 800 volunteers. He also listened to the railway's future plans, including the proposed Buckley Wells rail depot infrastructure project and the long-mooted extension to Castleton – as well as the popular 'evacuees' rail visits offered to primary schools and continued role in the development, health and wellbeing of people.

Commenting on the mayor's visit, Mike Kelly said: "Over the past decade the railway has gone from strength-to-strength with over 200,000 visitors per year, with the upkeep of the railway adding real value to local supply chains and increased employment opportunities. It was brilliant for our staff and 800 volunteers to get the backing of the mayor and have the important economic and educational value that we bring to our region recognised."

Andy Burnham said: "It was particularly interesting to learn about the organisation as 'living history', its involvement in our city-region's community and local economy, as well as its future plans.

"The ELR operation is impressive, as is the passion and devotion shown by staff and volunteers who brought this important part of the North West's industrial heritage back to life."

McAlpine saddle tank in rare visit from Fawley Hill

TWO Hudswell Clarke 0-6-0STs with very different histories will be running together at Didcot Railway Centre on Wednesday, October 30, and also over the weekend of November 2-3.

No. 1026 of 19 became *Sir Robert McAlpine & Sons No. 31* based at the company's Hayes depot in Middlesex.

At the end of its working life in the 1960s, the locomotive was bought by the late Sir William McAlpine to run on his private railway at Fawley Hill near Henley-on-Thames. His widow, Lady Judy McAlpine, agreed that the locomotive can spend the winter at Didcot Railway Centre so that maintenance work can be carried out by volunteers who also help to run the Fawley Hill Railway.

No. 555 of 1900 was supplied to the Port Talbot Railway and Docks, and ran as No. 26. At the Grouping, the GWR took over the company in 1922 and renumbered it 813 after overhaul at Swindon.

Unique chance

In 1933 the locomotive was withdrawn by the GWR and sold into colliery work where it spent over 30 years, ending in 1966 when it was withdrawn by the National Coal Board. The GWR 813 Preservation Fund succeeded in rescuing the locomotive in 1967 and moving it to the Severn Valley Railway, which has been its base ever since.

It is believed to be the first time that No. 31 has left Fawley Hill to visit another heritage railway, and the pairing with No. 813 will be a unique chance to see the two Hudswell Clarke locomotives operating together.

Together at Didcot Railway Centre for the first time: *Sir Robert McAlpine & Sons No. 31* and GWR No. 813 from the Severn Valley Railway. FRANK DUMBLETON

Fabled icon of the LSWR 'Withered Arm', No. 30120 storms ahead with a passenger train at Loughborough on October 3. ALAN WEAVER

Also on display at the gala but not yet running again was GWR 4-6-0 No. 4953 *Pitchford Hall,* which is based at the Epping Ongar Railway. It had just been overhauled at Locomotive Maintenance Services and repainted into BR black. It will shortly be undertaking post overhaul trials on the GCR. ALAN WEAVER

LSWR T9 No. 30102 and Maunsell V 4-4-0 No. 926 *Repton* double-head through Quorn & Woodhouse on October 5. ALAN WEAVER

Southern cream makes Great Central dream gala!

By Robin Jones

VISITING Southern Railway 4-4-0 duo Schools V 4-4-0 No. 926 *Repton* and LSWR T9 No. 30120 proved to be the crowd-pulling stars of the show at the Great Central Railway's (GCR) October 3-6 autumn steam gala.

Repton arrived from the North Yorkshire Moors Railway along with WR 4-6-0 No. 6990 *Witherslack Hall*, which returned to the GCR after its appearance in the Moors' September 26-29 autumn gala (pages 74-79).

The National Collection's 'Greyhound' No. 30120 visited from the Swanage Railway.

Among the highlights was the pair double-heading, while No. 926 hauled the final travelling post office trip on the Sunday afternoon.

Also in steam from the home fleet were BR Standard 9F 2-10-0 No. 92214 *Leicester City*, BR Standard 5MT 4-6-0 No. 73156, LMS Stanier 8F 2-8-0 No. 48305, BR Standard 2MT 2-6-0 No. 78019, Ivatt 2-6-0 No. 46521 and LMS 3F 0-6-0 'Jinty' No. 47406. The line's two-car Metropolitan Cammell Class 101 DMU was also in service.

Drummond T9 4-4-0 No. 30120 approaches Swithland Sidings with a train of vans on October 4. JOHN STORER

The Saturday was blessed with sunshine and brought in the crowds, but many people were deterred by the weather forecast on the Sunday. Attendance figures were on a par with last year's event.

The timetable went according to plan with only one signal failure delaying one train for about five minutes, and the signal and telegraph team managed to repair it by 2am the following day.

At Loughborough station, there was a display of photographs celebrating 50 years of the GCR mounted by David Putt.

GCR spokesman Michael Stokes said: "There was a comment that it could not have been a good gala because everything ran to time. There was a lot of positive comments about the rake of box vans and how good they look."

The next major enthusiast event on the GCR will be the Last Hurrah of the Season on November 16/17, while the new US-style illuminated Winter Wonderlights trains start on November 23.

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BR Standard 5MT 4-6-0 No. 73156 shows its muscle on a heavy freight at Loughborough on October 3. ALAN WEAVER

Schools 4-4-0 No. 30926 *Repton* approaching the A6 bridge near Loughborough with the first train of the day on October 3. PETER FOSTER

IN BRIEF

Board changes at Bluebell

THE Bluebell Railway's plc board has made a series of changes to roles and responsibilities in advance of the line's diamond jubilee celebrations in 2020.

Chris Hunford is both interim chairman and locomotive director; Graham Flight is company secretary; Martin Cresswell in safety director; Chris White is both infrastructure and assurance director; Mike Ellis is operations director; Bob Pamment is rolling stock director; the Bluebell Railway Preservation Society chairman – a non-executive director – is Graham Aitken; retail director is Neil Glaskin; and journalist and broadcaster Paul Bromley has joined as communications director.

'Selfie' photographer loses life on Darjeeling line

A MAN died while taking a 'selfie' on India's British-built Darjeeling Himalayan Railway.

Pradeep Saxena, 54, from Bengal had been on holiday with his wife and daughter and he was standing on the footboard when he slipped and fell out of the train as it reached a sharp bend near Batasia Loop on October 10.

Passengers raised the alarm and the train stopped, but he was critically injured and pronounced dead on arrival at Kurseong Hospital.

Fellow passengers claimed that Mr Saxena had been warned several times not to take pictures from the footboard.

Travel free on Bluebell Railway

VISITORS coming to the Bluebell Railway via the national network at East Grinstead can get all-day travel for two people for the price of one. One adult (or child) is admitted free of charge when accompanied by one adult who pays the full price, on presentation of a valid voucher downloaded and printed at www.daysoutguide.co.uk and valid train tickets. The offer cannot be used during special events.

New art exhibition at STEAM

STEAM – Museum of the Great Western Railway at Swindon is mounting a themed pop-up art exhibition for the next 12 months, as part of Swindon Borough Council's Art on Tour project. The pieces from Swindon Museum and Art Gallery have been chosen because of their connection to the town's railway history.

Steam at pub

THE new owners of the Holly Tree pub in Dames Road, Leytonstone, in East London, which reopened on October 18, have installed a 7¼in gauge miniature railway in its beer garden.

For the record: Paul Atterbury (right) discusses the *Mallard* world speed record plaque with its owner during an episode of Antiques Roadshow that was filmed at Compton Verney on July 2 and broadcast on BBC1 on October 6. Paul, one of the country's highest-profile railway enthusiasts, valued the plaque at £5000, to the astonishments of many of those watching. The photograph beside the plaque was taken at a *Mallard* reunion in 1986 which was attended by the owner's father, who is seated in front of the record-breaking Pacific. BBC

Amazement at *Mallard* plaque valuation by BBC expert Paul Atterbury

By Geoff Courtney

RAILWAY enthusiast and Antiques Roadshow expert Paul Atterbury drew gasps of astonishment from visitors to a recording of the popular BBC1 programme when he valued a plaque commemorating the world speed record of 126mph achieved by LNER No. 4468 *Mallard* in July 1938.

The show was recorded at Compton Verney in Warwickshire on July 2 and broadcast on BBC1 on October 6.

Paul was shown the plaque, in the shape of a laurel wreath and carrying the LNER logo, by a visitor who told him it was bought by his father in 1983 on his retirement from BR.

Plaques were fixed to both sides of the A4 Pacific by BR in Doncaster Works in March 1948, and as No. 60022 it carried them in regular service until withdrawal from King's Cross 'Top Shed' (34A) in April 1963. One of these is now in the National Collection and the second is in a private collection.

The owner of the plaque told Paul that his father was an apprentice at Doncaster when No. 4468 was built in March 1938, and three plaques were cast to commemorate the record-breaking achievement, comprising the two fitted to the locomotive and a third that was retained as a spare by his father in his office.

On retirement in 1983 he was allowed to buy the spare plaque for £4 – plus 60p VAT at the then 15% rate – and Paul was shown a receipt which specified the cost and described the plaque as scrap. As ever in the antiques world, provenance is all-important, and Paul described the receipt as "a piece of gold dust".

The plaque's owner also showed Paul a photograph of *Mallard* with a group of ex-railwaymen at a reunion at Doncaster Works in June 1986, and pointed out his father seated in the front row.

As onlookers held their breath Paul, who was clearly elated at seeing the plaque, mused for a short while before valuing it at £5000. "That's a bit of a shock that," said the amazed owner, while onlookers gasped.

One of the two plaques actually carried by No. 60022 was an even bigger financial success in December 2015, when it sold at a Great Central Railwayana auction for £13,400.

Mallard recorded 126mph on July 3, 1938, with Joe Duddington, 61, at the controls and fireman Thomas Bray working feverishly beside him, between Little Bytham and Essendine south of Grantham.

➜ **After the Talyllyn Railway Preservation Society's September 28 AGM, Paul conducted an auction of railwayana which raised over £1000 and gave a talk to a packed house at Tywyn Wharf station.**

The newly-constructed Welsh Highland Railway Pullman Observation Carriage was officially named *Gwyrfai* at Caernarfon station on October 5, by Coun Edgar Wyn Owen, chairman of Gwynedd Council, accompanied by John Prideaux, Festiniog Railway Company chairman (left) and Dafydd Thomas, the chairman of the Welsh Highland Railway Society. *Gwyrfai* is the second WHR observation carriage to be constructed, the first being *Glaslyn* which was named at Dinas by the Queen in April 2010. The new carriage was built entirely in-house, with construction of the frames starting in early 2018 at Boston Lodge Works. The build was financed by the society. *Gwyrfai* has already entered service. FF&WHR

NRM takes prototype HST power car back after 'serious breaches'

By Robin Jones

THE National Railway Museum (NRM) has defended its decision to recall prototype High Speed Train power car No. 41001 from the 125 Group due to 'serious breaches' in the loan, which it says included 'failure to ensure the security and safety of the power car'.

The Class 41 power car, one of a pair built by British Rail Engineering Ltd at Crewe in 1972, will be returning to the NRM at York in November after the Science Museum Group made the decision to terminate the loan to the group, which based the vehicle at the Great Central Railway (Nottingham).

It was in May 2011 that plans were announced to return No. 41001 to service by the 125 Group, under the banner of Project Miller (named after Terry Miller, formerly chief engineer (traction and rolling stock) for BR.

The group was handed No. 41001 on long-term loan and returned it to running order. It appeared at the NRM's Railfest event in June 2012 and on May 31, 2014, it completed a loaded test run on the GCR(N).

November 15, 2014 saw No. 41001 haul its first passenger train since 1976, a special named 'Screaming Valenta.' A short-formed East Midlands production HST set left Derby at around 10.30am bound for Loughborough South Junction before reversing and travelling up the GCR(N) to Ruddington.

In May, No. 41001 was withdrawn from service after showing signs of an engine issue at the Keighley & Worth Valley Railway diesel and mixed traffic gala.

A statement from the 125 Group said: "Despite best efforts, 125 Group and the Science Museum Group have been unable to reach a new agreement.

"The power car has run successfully for almost five years, regularly hauling public passenger trains at its home railway, the GCR(N), plus numerous visits to other preserved lines. We are grateful to the NRM for having the foresight and confidence in us, allowing 125 Group to take No. 41001 on loan and bring it back to life, and are very disappointed that the work undertaken by us will no longer be of use in the future.

Class 41 power car No. 41001 at the 1975 Shildon Cavalcade. NRM

A statement from the NRM said: "It is with regret that the NRM will not renew the 125 Group's operational loan agreement for HST prototype No. 41001 and Valenta power unit.

"The decision has not been taken lightly and follows repeated and serious breaches of conditions in the loan agreement. These include a failure to ensure the security and safety of the power car, refusal to give museum representatives access to the vehicle when requested and unprofessional conduct.

"The power car will now return to the custodianship of the NRM. We would like to thank members of the 125 Group for their efforts over several years."

No. 41001 is now set to be based at the Locomotion museum in Shildon in the short term.

However, the 125 Group is being donated Class 43 production power cars Nos. 43048 and 43089 by leasing company Porterbrook. Currently operated by East Midlands Railway, the pair will be handed to the group at the end of their working life.

A group statement said: "The 125 Group was founded in 1994 with the aim of preserving a working Inter-City 125 for future generations.

"Our volunteers and trustees have given their valuable time, sweat and passionate commitment over the past 25 years, fundraising and building a sound reputation in preservation and with the railway industry, working towards this goal. We are extremely grateful to Porterbrook for their wonderful, generous donation!"

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Preceding the Ffestiniog & Welsh Highland Railway's successful October 5/6 Victorian weekend, the opportunity was taken to stage this four-locomotive line-up outside Porthmadog Harbour station. England 0-4-0STT No. 1 *Princess*, which has never steamed in the heritage era, was taken out of storage at Minffordd station and towed to Porthmadog for the line-up on Friday, October 4. From left to right are *Princess*, No.2 *Prince*, double Fairlie *Merddin Emrys* and single Fairlie *Taliesin*. CHRIS PARRY/F&WHR

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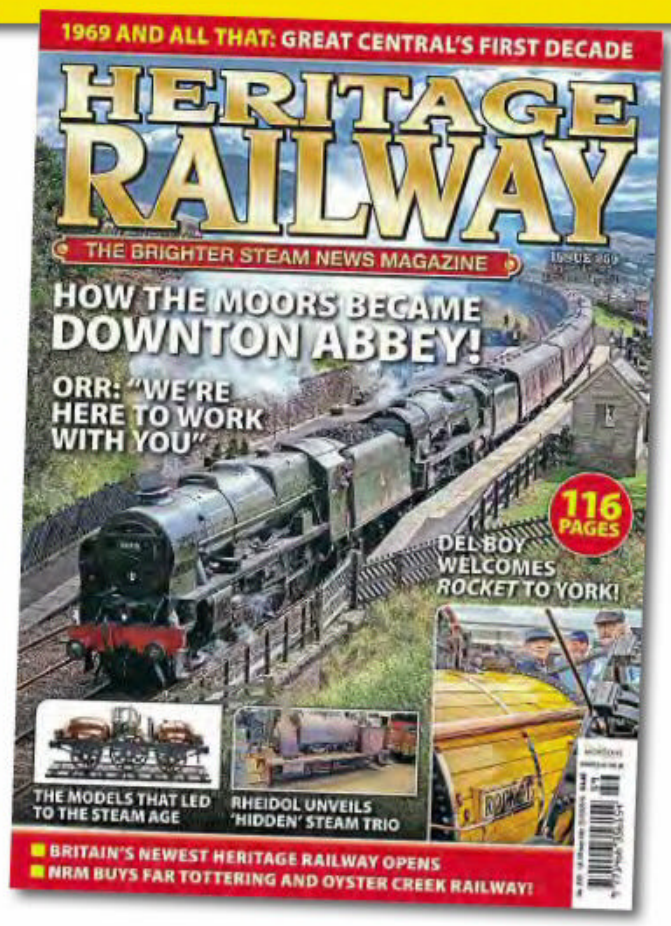

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LINES OPEN **8.30am-5pm (Mon-Fri)**

LSWR O2 0-4-4T No. 24 *Calbourne* at Havenstreet, carrying a headboard that was originally carried by No. 14 *Fishbourne* on December 31, 1966.

Calbourne bows out

Words and pictures by Brian Sharpe

THE pride of the Isle of Wight Steam Railway's motive power fleet, LSWR O2 0-4-4T No. 24 *Calbourne*, retired for a major overhaul at a gala weekend at the end of September.

The engine was im mediately withdrawn from service for a major overhaul that, it is hoped, will be completed in time for the 50th anniversary of the opening of the railway in 2021.

Built in 1891, *Calbourne* was one of the Adams-designed O2s that lasted until the last day of steam on the Isle of Wight railway system; December 31, 1966. The locomotive had worked on the Isle of Wight since April 26, 1925, when it was re-numbered W24 and given the name *Calbourne* after a village on the island.

It was retained after steam services ended, along with W31 *Chale*, as a works engine for the Ryde to Shanklin line electrification, until its withdrawal in March 1967, when it was preserved by the Wight Locomotive Society, with financial assistance from the late David Shepherd.

The Wight Locomotive Society developed into the Isle of Wight Steam Railway, which now runs from Smallbrook Junction, near Ryde, to Wootton on the route towards Newport.

Calbourne spent its early years of preservation in Southern Railway malachite green with sunshine lettering but, after an overhaul in 1992, it was repainted in SR Maunsell lined olive green until it was withdrawn in 2002 for overhaul. It emerged in 2010 in BR lined black livery and was refitted with the larger coal bunker.

Calbourne's retirement was marked by a 'Four Island Classes' gala on September 28/29, which featured three of the railway's other serviceable steam engines.

Hunslet Austerity 0-6-0ST No. 198 *Royal Engineer*, LBSCR A1X 'Terrier' 0-6-0T No. 11 and LMS Ivatt 2MT 2-6-2T No. 41313, together with *Calbourne,* operated an intensive service using a set of bogie coaches, as used on the island until 1966, a set of restored four-wheelers and a short goods train.

It is planned to return *Calbourne* to SR green livery after the next overhaul.

LBSCR A1X 'Terrier 0-6-0T No. 11 departs from Havenstreet with a train of four-wheeled coaches.

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Calbourne's **nameplate.**

The chalk inscription on the coal bunker, as carried in December 1966.

On its last day in service before overhaul, LSWR O2 0-4-4T No. 24 *Calbourne* passes Deacon's Lane between Smallbrook Junction and Ashey.

LMS Ivatt 2MT 2-6-2T No. 41313 departs from Havenstreet for Wootton, passing *Calbourne* as it comes off shed.

Hunslet Austerity 0-6-0ST No. 198 *Royal Engineer* departs from Ashey.

The 1966 headboards on the smokebox.

Buckfastleigh bails out Llangollen diesel gala

By Robin Jones

Night-time arrival at rainy Llangollen on September 28: Class 25 D7535 helped boost the line's diesel days event. TERRY PICKTHALL/LR

With D7535 prior to a departure from Llangollen are, left to right, Richard Bruford (South Devon Diesel Traction), Terry Pickthall, Tom Shilliam, Matt Davies and Iain Ross. GEORGE JONES/LR

THE South Devon Diesel Traction Group came to the rescue of its Llangollen Railway (LR) counterpart when it found it needed a second visiting locomotive for its September 28/29 diesel event.

Class 26 D5310 was away undergoing traction motor repairs at the Gloucestershire Warwickshire Railway, and so the LR Diesel Group wanted a second visitor to star alongside A1A Locomotives Ltd's Class 31 No. 31271, which is spending two years on the line after leaving its long-time Nene Valley Railway home. So in stepped the Buckfastleigh group with the loan of its Class 25 D7535.

Terry Pickthall, one of the event's organisers, said: "With the LR not in a position to justify funding transport costs for a short visit, I set about trying to raise the funds for the road transport myself and keep costs down."

Sharing the costs

"A great start was being able to share transport costs to Denbighshire with the Great Central Railway, which was using the locomotive at its own diesel gala in September. This was followed up by a successful online crowdfunding campaign and very generous support from fellow LR volunteers, visitors and enthusiasts.

"The final piece of the puzzle came from an East Midlands Railway Photographic Society floodlit photo charter, to be held in October, just before the locomotive returns home."

D7535 helped make the weekend a success, also running alongside resident Class 47 D1566 and Class 104 DMU M50454/M50528.

Terry added: "This is a new approach to funding the increasing costs of visiting locomotives for us, but one I hope to use again. We are hoping to try and secure a visit from a Western Region hydraulic locomotive for 2020 and we would welcome discussions with interested loco owning groups."

LR spokesman George Jones said: "The timetable for the two-day event mixed and matched the locomotives with a set of Mk.1s and the four-coach suburban set, plus a mixed train featuring a Mk.1 passenger brake and assorted vans and wagons.

"Offering a near half-hourly frequency, it called for all signalboxes between Llangollen and Carrog to be manned to allow the passing of trains in the loops at Goods Junction, Deeside, Glyndyfrdwy and Carrog.

"With a service like this there always seems to be a train passing Berwyn every 20 minutes. Haulage of the popular suburban set by the Class 25 was particularly sought-after by rail fans and the Type 2 showed an ability to handle the load with ease as it romped up the bank to Berwyn – an example of how the line might have operated in the late Sixties if it had not closed in 1965 when improved acceleration would have speeded things up on the route to Barmouth."

Shunters

An unscheduled appearance was made by English Electric 0-6-0 diesel shunter *Davey* when it appeared at Goods Junction with a volunteer-manned vegetation control train positioned to tackle the boundary hedging.

Elsewhere, on display in Llangollen yard was Class 03 shunter No. 03162 showing the challenge it represents for the Diesel Group to bring it back to life.

George added: "An evening service out and back to Glyndyfrdwy on Saturday provided for a social occasion with a real ale bar in place at the station.

"A surprising number of visitors stayed through the rain to enjoy a beer at Glyndyfrdwy, along with the noise of a Sulzer 6LDA in the dark. The wet platforms and dark night made it all very atmospheric.

"Sunday was a little damp, but the show continued on the rails with a variation in the locomotives and the formations to offer 11 return trips, terminating at 5.21pm."

Crowds flock to Locomotion museum birthday bash

MORE than 3500 visitors attended a 15th birthday gala at the Locomotion museum in Shildon, County Durham.

During the September 21-22 event, visitors were able to ride on the National Railway Museum's (NRM) replica of Stephenson's *Rocket*.

One of the other highlights of the gala was a ceremony in which GB Railfreight Class 66 diesel No. 66788 was named *Locomotion 15* in the museum's honour. The locomotive was chosen to celebrate the historical importance of freight traffic to the region and recognised the museum's ongoing role in educating and inspiring visitors.

A special surprise guest at the event was High Speed Train Class 43 power car No. 43002 *Sir Kenneth Grange* before going on permanent display at NRM in York. The power car worked its final front line passenger train with Great Western on May 18.

Miniature railway rides were provided by South Durham Model Engineers, while local schoolchildren designed a birthday card for the museum and created a poster display showing how people might travel in the future.

Locomotion was first opened by then Prime Minister Tony Blair in 2004, as a partnership between Sedgefield Borough Council and the NRM, with funding from both partners and the Heritage Lottery Fund.

Bob Tiller, GB Railfreight's engineering director and Sarah Price, the head of Locomotion, unveil the newly-named Class 66 No. 66788 *Locomotion 15*. NRM

Severn Valley appeal wall thanks thousands of donors

A 21m-long donation wall has been installed at the Severn Valley Railway (SVR) in recognition of thousands of contributions made to the line's 'Helping Hands for Falling Sands' appeal.

The appeal raised £397,000 towards restoring Falling Sands Viaduct, and it was boosted by a further £853,000 from the National Lottery Heritage Fund.

The aluminium wall, installed at the Engine House, Highley, displays the names of nearly 3000 individuals, companies and community and grant-making organisations. Some donors chose to add the names of friends, family members or in memory of loved ones. The wall has seven arches, just like the viaduct itself, and is visible from passing heritage trains.

Adding her daughter's name to the wall was especially poignant for Sandra Higginson, from Kingswinford, who said: "Last year would have been my daughter Olivia's 21st birthday, but tragically we lost her to meningitis when she was 12. I volunteer at the SVR as a buffet steward, and every time I pass the wall at Highley, it means so much just knowing that her name is up there. It's a wonderful tribute."

Sandra Higginson, Geoff and Hilary Boyle at the SVR's donor recognition wall in the Engine House at Highley. SVR

Hilary Boyle, who with her husband Geoff, is a long-term supporter and regular visitor to the SVR, said: "We're involved with the Kidderminster Husum Twinning Association and always bring our German guests to the railway, as well as our grandchildren. Until the viaduct appeal was launched we'd never heard of Falling Sands, although we must have travelled across it hundreds of times! We realise how important it is to the railway's future, and added Geoff's name in support."

SVR Charitable Trust chairman John Leftwich said: "Our donation wall is a fitting testament to all those who are determined to save an essential part of the SVR's infrastructure.

"Falling Sands Viaduct is a vital link between Kidderminster and the rest of the line and, at 142 years old, it now needs extensive repairs.

"Without urgent action, we could be forced to reduce the length of trains, or even face the temporary or permanent closure of the line."

➜ If you wish to donate to the Falling Sands Viaduct appeal, visit www.svrtrust.org.uk

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Double-heading at the centenary gala on October 5 were Hudswell Clarke Ganges class 0-6-0WTs Nos. 1238 of 1916 and No. 1643 of 1930. No. 1238, from the Apedale Valley Light Railway, and GP39, from Statfold Barn Railway, are the same type as the inaugural steam locomotives to run at Leighton Buzzard. The gala was the first time two of the class have run together there since 1921. JAMES KINDRED

Double track extension underway at Leighton Buzzard Railway

By Robin Jones

LAYING of the Leighton Buzzard Railway's half-mile extension began as the line celebrated its centenary.

After delays caused by a struggle to appoint an earthworks contractor, the work began in earnest prior to the October 5/6 steam gala.

There was an urgent need to get the main line connected to Stonehenge Works yard, the former layout having being removed to allow earthworks to take place.

Because of the approaching gala, the contractor was to complete all his work on the first 110 yards of trackbed with the exception of laying ballast.

Laying in the crossover, trap points and associated plain line, plus one temporary and one permanent point lever, as well as dropping around 50 tonnes of ballast and some packing work was completed by the end of September 16. This meant the layout was available for trains to run over it.

Spring should see the line ready for testing and training and the target is to have the work completed in mid-2020, with regular passenger operation over it from 2021. The extension will also provide around 450 yards of double track, which is rare on 2ft gauge lines.

Much of the work has been carried out by a team of up to seven volunteers, aided by the bigger Monday Track Gang when not needed to keep the existing line in good repair.

The railway is still around £30,000 short of the funding target, the figure having come down from £45,000 after a series of "very generous" donations, said a railway spokesman.

Anyone wishing to donate to the extension appeal can do so by cash, card or cheque in person at the railway's booking office on its operating days, or by sending a cheque payable to the Leighton Buzzard Narrow Gauge Railway Society at Page's Park Station, Billington Road, Leighton Buzzard LU7 4TG.

Laying of the new extension underway at the Leighton Buzzard Railway. LBR

Avonside 0-4-0T No. 1738 of 1915 *Sezela No.4* and Barclay 0-6-0T No. 1641 of 1919 *Doll* are seen double-heading during the gala on October 5. JAMES KINDRED

Barclay 0-4-0ST No. 1871 of 1925 *Jack* and Orenstein & Koppel 0-4-0WT No. 5834 of 1913 *P.C. Allen* tackle Vandyke Curve with a freight working on October 5. This was the first day of the gala, which recalled November 1919 when the first trains ran on what was then called the Leighton Buzzard Light Railway, which was built to carry sand from local quarries. JAMES KINDRED

Clear road ahead: No. 34053 benefited from running in mileage after its partial overhaul before returning to Swanage.

Bulleid Battle of Britain Pacific No. 34053 *Sir Keith Park* in steam under darkening skies.

Could Sutton Miniature line return to Birmingham?

Words by Robin Jones
Pictures by Denis Chick

Miniature railways, left to right: GWR 4-6-0 No. 6001 *King Edward VII* (7¼in gauge), Stanley Baldwin (10¼in gauge) and Michael Whitehouse about to take the regulator of former Fairbourne Railway favourite Bassett-Lowke Class 30 Atlantic *Count Louis* on the 15in gauge line. Stanley Baldwin dated back to the early 1920s and for many years was owned by Bassett-Lowke director Harry Franklin who had a private garden railway at Radwell in Bedfordshire next to the Midland Main Line.

TALKS have been underway to bring stock from the legendary 15in gauge Sutton Miniature Railway back to Birmingham.

The railway ran in Sutton from 1907 until 1962 and the collection was held in storage in the Black Country until 2000 when a Heritage Lottery Fund grant aid facilitated its movement to the Cleethorpes Coast Light Railway.

Items from the Sutton Collection have in recent years been run on a 15in gauge line laid in the car park at Tyseley Locomotive Works, for use at open weekends.

Michael Whitehouse, chairman of Vintage Trains, has been holding talks with Cleethorpes about the stock moving to Tyseley on a longer-term basis. Plans are afoot to extend the 15in gauge line around the entire site.

Nothing had been decided as we closed for press.

The 15in gauge line was one of three which operated during Tyseley's successful September 28/29 open weekend, which attracted around 1500 visitors.

The star of the standard gauge part of the show was Bulleid Battle of Britain Pacific No. 34053 *Sir Keith Park* which ran on the demonstration line. No. 34053 has been at Tyseley for several months for overhaul and maintenance work and returned to its Swanage Railway home following the weekend.

Also briefly back home for the event was GWR 0-6-0PT No. 7752, which has been on loan to the West Somerset Railway for the summer and returned to star in its October 3-6 autumn steam gala (News, pages 14-15). While at Minehead, it will be fitted with new tyres over the winter and when it returns to Tyseley, will be main line operational for 2020.

Tyseley's Class 08 shunter No. 13029 proved very popular as it topped and tailed with Class 47 No. 47773 on a diesel shuttle special.

The appearance of Paddington Bear was a big hit with younger visitors and although Saturday was a very busy day, unfortunately the weather cut the numbers on Sunday.

Tyseley's century-old turntable has also been lifted for the first time since the 1960s for overhaul, including the replacement of steel wastage.

Phil Allison, Vintage Trains' operations and guards manager, takes a turn as fireman on GWR pannier No. 7752.

Tyseley's century-old turntable has also been lifted for the first time since the 1960s for overhaul, including the replacement of steel wastage.

Corris plans new station in village

By Robin Jones

THE Corris Railway – one of the smallest Welsh narrow gauge lines – is aiming to emulate the biggest, and build a new modern terminus in the village from which it takes its name.

Earlier this year, the Ffestiniog & Welsh Highland Railways opened its new showpiece terminus in Caernarfon.

Now the 2ft 3in gauge Corris Railway wants to construct a new station in the village of Corris itself, in place of the original, the main buildings of which were demolished in 1968, leaving only the adjacent railway stable block standing.

The Corris Railway Society, which was formed in 1966, acquired the stable block, which was badly in need of maintenance, along with a short section of trackbed leading southwards. In 1970 the first part of the building was opened as the Corris Railway Museum and a short length of demonstration track was laid in 1971 as a precursor to today's heritage line.

The museum was extended as more of the building was returned to satisfactory condition and it became the terminus of the reopened line.

Because of present-day restrictions it is not possible to completely recreate the former station as it was, but the new structure will include an overall roof, a feature that made its predecessor an iconic part of the British narrow gauge scene.

Project leader Patrick Jolley said: "The new station will have a run-round loop, including a traverser, rather than a headshunt because of space restrictions, and a new platform.

"The twist in the plot is that we cannot build the run-round loop without changing the shape of the platform from a rather stubby triangle to a longer curve.

"There is no point in being able to have locomotives heading trains in both directions rather than propelling in one, as is currently the case if passengers cannot board them. The loop and platform have to be done together.

"The works will cost £48,000 at current prices and thanks to a flow of donations, including some very generous individual contributions, we now have £20,000 to hand.

"Once we have got the bulk of the funding in place and we can commit to the work, it will then have to be done in a 'window' lasting between the end of December and the following Easter.

"All financial help is, of course, much appreciated, as are offers of practical assistance with maintaining our existing track and future permanent way work."

➜ Donations towards the station project can be made online via www.corris.co.uk or cheques made payable to Corris Railway can be sent to Corris Railway, Station Yard, Corris, Machynlleth SY20 9SH.

First steam train into Greenrigg Halt

THE Aln Valley Railway has run its first steam train into its new Greenrigg Halt, which lies about two-thirds of the way from the line's Lionheart headquarters to its ultimate eastern destination at Alnmouth.

On Saturday, September 14, driver Ken Middlemist and fireman Kevin Holden took Hunslet Austerity 0-6-0ST No. 3686 of 1948 No. 60 and three coaches over Cawledge Viaduct and into Greenrigg Halt, at the request of civil engineer Pat Murphy.

The footplate crew on the day formed a link with the branch's history. Kevin is the permanent way manager and he used to ride the line when he was a child, as his father was a guard before it was closed.

Ken was a fireman on the line until it closed, and the last surviving footplateman from the branch's steam days of the 1960s.

It is hoped to run passenger trains from Lionheart to Greenrigg Halt at the start of the 2020 season.

At the moment, the railway awaits the completion, by contractors, of the fence that will separate the trackbed from the adjacent footpath and cycleway.

The completion of the work will provide the railway with its first 'destination', rather than simply running 'out-and-back' trains as at present.

Greenrigg Halt is close to various footpaths, routes for cyclists and also picnic sites by the River Aln.

Above: The completed trackwork at Greenrigg Halt; the construction of the passenger platform still proceeds. The siding is for the carriage that will be placed there on operating days to provide seating and waiting accommodation and a toilet. Later there will be refreshment facilities as well. The platform will be extended during winter and spring. The route onwards to Alnmouth is behind the photographer's vantage point. PAT MURPHY/AVR

Left: The 'gauging train' on September 14 consisting Austerity 0-6-0ST No. 60 and three Mk.1 carriages running through what will be the platform road at Greenrigg Halt. The run-round loop is in the foreground and Greenrigg Bridge, which carries a minor road over the railway, can be glimpsed in the background. PAT MURPHY/AVR

£70k boost for Inverness miniature railway refurbishment project

BRITAIN'S northernmost public miniature railway is to benefit from a £70,000 refurbishment over the next three years.

The 7¼in gauge Ness Islands Railway in Whin Park, Inverness, which in April was bought by Highland Hospice as a fundraiser for the charity, was set up in 1983 by Ian Young, who died last year at the age of 75.

The Inverness City Heritage Trust has given an award of more than £4000 towards the restoration of the railway's vandalised bridge, previously a Victorian footbridge over the River Ness, while the Inverness Common Good Fund is to provide a £10,000 grant towards the facelift project.

An online fundraising campaign at www.justgiving.com/campaign/nessislandsrailway has also raised £1500.

It is hoped to buy a second-hand locomotive as a back-up in case repairs need to be carried out to the existing one.

Londonderry Port & Harbour loco proposed for station display

By Hugh Dougherty

A DERRY railway enthusiast has suggested that Londonderry Port & Harbour Commissioners (LP&HC) Robert Stephenson 0-6-0ST No. 1, currently on display in the Ulster Folk & Transport Museum's Irish Railway Gallery at Cultra, should be brought home to Londonderry.

North West of Ireland Railway Society chairman Jim McBride has suggested to Northern Ireland Railways (NIR) operator Translink that the 1891-built locomotive, which shunted 5ft 3in and 3ft gauge wagons on the harbour commissioners mixed-gauge quayside lines, could be displayed in the renovated train shed of the former Belfast & Northern Counties Railway Waterside station.

"The station is currently being rebuilt into the North-West Transport Hub," said Jim. "NIR trains will terminate at platforms outside the train shed, and Translink, from the start of the project, has said that it would have a display of local railway heritage within the revamped train shed, through which passengers will walk to reach trains.

"What better, than LP&HC No. 1, which linked the Belfast & Northern Counties Railways at Waterside station, with the former Great Northern, County Donegal and Londonderry & Lough Swilly Railway stations alongside the quayside lines a symbol of the city's railway past, displayed within the restored, historic train shed as a focal point of a railway heritage display?"

The Ulster Folk & Transport Museum already operates a policy of lending out items of rolling stock to appropriate locations and operators, as in the case of former Great Northern Railway of Ireland compound 4-4-0 No. 85 *Merlin*, which is operated by the Railway Preservation Society of Ireland.

The museum also looked favourably, some years ago, at a scheme to return the GNR(I) Fintona Horse Tram to Fintona, although the potential loan fell through after the project failed to develop.

The proposed exhibition of LP&HC No. 1 would be as a static display item.

Translink said that it is taking suggestions and soundings from the local community before deciding what would be displayed within the 1875-built shed when the transport hub, which includes a run-round loop to allow steam and other locomotive hauled trains to operate into Londonderry, opens in late 2020.

Homeward bound? Londonderry Port & Harbour Commissioners No. 1, displayed at the Ulster Folk & Transport Museum, retains its narrow gauge coupling, which allowed it to shunt mixed gauge trains over the city's quay railways. HUGH DOUGHERTY

Fate of Glasgow & South Western Railway hotel hanging in the balance

THE future of 1885-built Glasgow & South Western Railway (G&SWR) Ayr Station Hotel is unclear after South Ayrshire Council received a condition survey report from contractor Mott MacDonald.

The specialist firm listed 1000 defects in the hotel that closed in 2013. They included missing window panes, collapsed ceilings, water ingress and rat and pigeon droppings littering room floors. The roof and perimeter walls are in varying conditions, the south section of the hotel being described as 'poor or very poor', and the north 'reasonable'.

South Ayrshire Council is awaiting a further report with options and costings for the hotel, which is owned by absentee Malaysian businessman, Eng Huat Ung, and said that it has not ruled anything in or out at this stage.

ScotRail, Network Rail and Transport Scotland say they are keen to build a new station at Ayr, a move that could seal the fate of the G&SWR hotel, whose success was the inspiration behind its Turnberry Hotel and resort, opened by the railway company in 1906 and now owned by US President Donald Trump.

The hotel features a roof-mounted, sculpted, G&SWR coast of arms, the only one now known to be in extant. HUGH DOUGHERTY

Esther Clark, of the Ayr Station Hotel Action Group, which has campaigned for the hotel to be restored and put to community and student accommodation uses, said: "It is unclear at this stage what will happen to this historic building, which is so much part of the town's railway heritage, but we would still hope to see it restored."

The north section of the hotel is reported to be in a reasonable condition. HUGH DOUGHERTY

The hotel is currently shrouded in protective plastic sheeting to stop further water damage.

It is also supported by scaffolding after parts of the building were found to be in danger of collapsing on to the Ayr-Stranraer line last year.

This led to the closing of the route to the south of Ayr while emergency repairs were carried out to the building in order to make it safe.

Abandoned station on line grandfather helped to build is coming back to life

By Geoff Courtney

A 107-year-old railway station that closed more than five decades ago is being given a new lease of life by owner Jim Pethullis, whose wife's grandfather helped to build the line on which it was located.

The station, Thorganby, was on the Derwent Valley Railway's standard gauge York Layerthorpe to Cliffe Common line. The route opened in two stages – the southern section from Wheldrake to Cliffe Common, near Selby, which included Thorganby, on October 29, 1912, and the northern section, from Wheldrake to Layerthorpe, on the north-eastern outskirts of York, on July 21, 1913.

The full opening of the privately-owned 16-mile line saw the inaugural ceremonial train hauled by NER Class X3 No. 1679, which was built by Robert Stephenson & Co in 1846 as a 4-2-0 and withdrawn in 1931 after being rebuilt as a 2-2-4T.

Although the line was built to convey mainly agricultural produce, there was also a passenger service, and on its opening a local newspaper proclaimed that the line was "an epoch in the lives of the populous district of Layerthorpe, giving them excursions into beautiful countryside unknown to many."

Despite such an attraction and notwithstanding increased usage during the First World War, when it was used by the NER as a diversionary route between York and Selby, passenger numbers were so low that the service ceased on August 31, 1926.

Freight traffic soldiered on for several years and, as with other stations on the line, Thorganby, which served a rural community of about 350 people, was retained as an office, staffed by a porter-in-charge. During this freight-only era, motive power was provided by the LNER and subsequently BR, and included J21, 24 and 25 class 0-6-0s, although latterly the line was worked by two Class 04 diesels bought from BR.

In January 1965, however, freight was withdrawn from between Wheldrake and Cliffe Common, leading to the total closure of Thorganby station, while the Wheldrake to Elvington section followed in 1968. The final closure from there to York Layerthorpe came on September 27, 1981, so ending operations on a line that, despite its humble origins and low-profile existence, had achieved a certain amount of fame by becoming one of the country's last privately-operated commercial standard gauge railways.

Abandoned and in disrepair

Thorganby station was abandoned and fell into disrepair, but its new era started in 2005, when it was purchased by joiner and fitter Jim, who explained: "At that time our last house was complete and we were looking to move, and Derwent Valley House in Thorganby came on the market with the old station in the garden.

"I had to have it, and looking at everything through rose-tinted glasses, I convinced my wife Clare, and bought it with a sealed bid. After we moved in we realised the house, grounds and station were in a terrible state, and the past 12 years have been spent on the house and garden, as well as running my business, therefore I was unable to work on the station – the very reason for buying the property.

"However, two years ago I sold my share of the business – happy days! Restoration of the station started, and although it is not listed, my main premise has been that it must be restored as close as possible to the original. The Derwent Valley Light Railway Society has been a great help with various things, and also finding out that Clare's grandfather helped to build the line."

The end: Thorganby station on January 9, 1965, as groups of local residents and enthusiasts, including a young boy wrapped up against the cold in a warm duffle coat, gather to witness the last rites of the stretch of line on the Derwent Valley Railway between Wheldrake and Cliffe Common. The occasion was marked by a Railway Correspondence & Travel Society special, headed by BR Class 03 D2111. DVLR ARCHIVES/JIM LIVESEY

Challenging project: Thorganby station makes a sorry sight on September 27, 2015, before the restoration work started. The Derwent Valley Railway station had been closed to passengers nearly 90 years before, and to freight in 1965. J D STOCKWELL

Changing face: The long-closed but now substantially-restored Derwent Valley Railway station of Thorganby on June 3. J D STOCKWELL

Jim, who is 57, said the building consisted of the stationmaster's office with hatch to buy tickets, waiting room, ladies' and gentlemen's toilets, and a guard's room. "This layout will stay the same, the only difference being the open platform that connected the rooms will be enclosed."

He and Clare plan to use the former station as a holiday cottage, and with the exterior restoration about three-quarters complete, work has temporarily stopped while the required planning permission is being sought. "Should we get permission, I would estimate 18 months to complete," he said.

A small portion of the line is back in use, operated by volunteers of the Derwent Valley Light Railway Society. These preservationists launched their service in March 1993, over a half-mile stretch of original track near York in Murton Park, the home of the Yorkshire Museum of Farming.

Second only to a King: The 7¼in gauge live steam model of Great Central Railway Class 8F 4-6-0 No. 1095, which was runner-up to No. 6027 *King Richard I* in a Dreweatts' auction on September 24, eventually selling for £42,000. DREWEATTS

£100,000 success for GWR and GCR in model sale

By Geoff Courtney

TWO exhibition-quality 7¼in gauge live steam models hit the heights at Dreweatts' biannual Transport Sale in Newbury on September 24 with a combined realisation of £100,000, a figure inflated to £125,000 by the addition of buyer's premium.

The top seller, at £58,000, was GWR No. 6027 *King Richard I,* a model nearly 9ft long that was described by Michael Matthews, the auction house's live steam and model engineering specialist, as "the best example of a King class locomotive in this gauge that we have ever sold."

It was built by a model engineer from the north-east of England and, said Michael, had all the refinements of a top exhibition example, despite it being built to run.

No. 6027 entered traffic in July 1930, operating out of London's Old Oak Common shed, and was withdrawn from Wolverhampton Stafford Road (84A) in September 1962, the year in which the entire class was taken out of service. It was cut up by Cox & Danks in July 1963.

Behind the King, with a hammer price of £42,000, came a model of Great Central Railway Class 8F (LNER B4) 4-6-0 No. 1095, built in the 1920s by Alexander Craven, a Yorkshire textile mill owner. Mr Craven, who died in 1970, ran the model on a track he had built in the grounds of his large Victorian mansion at Cullingworth, near Bradford.

After his death, the model, described by Michael as "rare and historic" was acquired by a steam enthusiast from Skipton, who displayed it in his house for 45 years, prior to it being restored by a Cambridge model engineer.

No. 1095 was built by Beyer Peacock in July 1906, the first of a class of 10 designed by GCR chief mechanical engineer John Robinson for express goods and fish trains.

As a brand new locomotive it hauled a special train to a ceremony in which Lady Jane Henderson, the wife of GCR chairman Sir Alexander Henderson, officially launched the start of the construction of the Port of Immingham.

➜Further details of the sales in the Dreweatts auction are in Geoff Courtney's railwayana column on pages 60-62.

Scottish Government's £1m *Waverley* boost

By Hugh Dougherty

THE Scottish Government has stepped in with a £1million boost for the Waverley Boiler Refit Appeal to help ensure that the LNER-built paddle steamer sails again in 2020.

Culture Cabinet Secretary Fiona Hyslop MSP made the announcement when she visited the ship in Glasgow on Friday, September 20.

It came after Labour MSP Jackie Baillie asked questions in the Scottish Parliament about the future of the ship and the possibility of the Government coming to its rescue.

Hyslop, who answered the question positively, and also revealed that she had enjoyed a cruise on the *Waverley* to mark her 21st birthday in 1985, said on her visit to the paddler: "The *Waverley* has delighted generations of locals and visitors throughout her 70-year history and I am pleased to announce this significant financial contribution to help it sail again."

Paul Semple, Waverley Excursions Ltd's general manager, said: "We are very grateful for this significant Scottish Government contribution,

Fiona Hyslop MSP visited PS *Waverley* to make the £1million announcement. WAVERLEY EXCURSIONS LTD

which recognises *Waverley's* heritage and the significant economic value it provides to coastal communities.

"This brings us up to £1.9million raised since we launched our appeal in June, leaving us still to raise £400,000 to meet our target of £2.3million.

"We will continue to strive to raise the balance though donations, corporate funding and grants, and stress the urgency of raising the outstanding sum to ensure that *Waverley* does sail next season."

The two 0-4-0Ts named *Katie* stand alongside the diminutive Cagney 4-4-0 No. 44.

The two *Katies* are far from identical, the new one having a noticeably bigger boiler than the original.

Kirklees *Katie*fest!

By Brian Sharpe

WHEN did a railway last stage a gala weekend featuring three steam locomotives carrying the same name, and two of them identical?

The Friends of Kirklees Light Railway hosted its 14th annual steam and diesel gala weekend over September 14/15, with a theme of estate railways.

Alongside its original fleet, the railway operates the two Guest 2-4-2s *Sian* and *Katie,* but visiting for this event were two 0-4-0Ts, both also named *Katie*.

The original *Katie* was built in 1896 by Sir Arthur Heywood for use on the Duke of Westminster's private railway at his Eaton Hall estate in Cheshire.

In 1916 *Katie* was sold to the Ravenglass & Eskdale Railway but quickly moved to the Llewellyn Miniature Railway in Southport, before moving to the Fairbourne Railway in 1923, where it was

Below: The two 0-4-0Ts named *Katie* depart from Clayton West.

Visiting Bassett-Lowke 4-4-2 *Count Louis* departs from Clayton West, passing resident Kirklees 0-6-4ST *Badger*.

Guest 2-4-2 *Katie* accelerates away from Clayton West.

eventually dismantled. The few remains were given to the Narrow Gauge Railway Museum in Tywyn before it finally returned to Ravenglass in 1982 for restoration by the Ravenglass Railway Museum Heritage Group.

In 2014, *Katie* was moved to Station Road Steam in Metheringham, Lincolnshire, for the completion of its restoration and the finished locomotive arrived back in Ravenglass in June 2017.

Meanwhile, however, although the Eaton Hall railway closed in 1946, a new railway, named the Eaton Park Railway was built in 1994, partly following the original route and operated by a replica of *Katie*, built by FMB Engineering in Hampshire. It can be visited by public only on garden open days.

While the original 1896 *Katie* has made visits to other heritage lines, the replica *Katie* had never left Eaton Park until its visit to Kirklees when it was able to double-head with its newer namesake.

Also visiting for the event were the tiny 4-4-0 Cagney No. 44 from the Rhyl Miniature Railway, which spent most of its working life in the US; *Count Louis*, the first Bassett-Lowke Atlantic, named after Count Louis Zborowski, which worked for many years at Fairbourne; and 2-8-2 *River Irt* from the Ravenglass & Eskdale Railway.

River Irt is 125 years old and is the oldest working 15in gauge locomotive, having originally been built as an 0-8-0T by Sir Arthur Heywood for his own Duffield Bank Railway in Derbyshire.

The visiting locomotives worked an intensive timetable alongside home fleet locomotives including *Badger, Hawk* and *Owl*.

The event was brought to a close on Sunday evening with a train hauled by all of the available steam locomotives.

Resident Kirklees engines 0-4-4-0T *Hawk* and 4w-4wT *Owl* approach Clayton West. *Hawk* is the railway's largest and most powerful engine and probably the most powerful 15in gauge locomotive in Britain. It was built at Clayton West in 1998 by Brian Taylor and based on a Kitson-Meyer articulated engine that was built for Chile in 1903. *Owl* was built in 2000, also by Brian Taylor at Clayton West, based on an engraving of an engine that was never actually built. Its cylinders are arranged in a 'V' formation and it is driven by gears.

The replica 0-4-0T *Katie* from Eaton Hall pilots the original *Katie* away from Clayton West on September 14, heading for Skelmanthorpe, as guest 2-4-2 *Katie* waits to work the next service to Shelley.

Visiting 0-8-2 *River Irt* from the Ravenglass & Eskdale Railway departs from Clayton West.

Welcome back pannier 1369!

GWR 0-6-0PT No. 1369 returns to service with its first train back at Buckfastleigh on October 5. JOHN BRODRIBB/SDR

By Robin Jones

THE South Devon Railway's now-unique GWR pannier No. 1369 has made a comeback to revenue-earning service after more than two years.

Last in traffic in May 2017, No. 1369 made its first passenger run since its return on Friday, October 4, when it double-headed with 57XX 0-6-0PT No. L92 on the 2.35pm from Buckfastleigh.

On the Saturday, it worked a five-coach set on the four-train timetable, while No. L92 was suitably in charge of special 50th anniversary workings for the owners, the Worcester Locomotive Society.

No. 1369 also had a light engine test run on October 3. It performed well, although there were a few minor snags to resolve – nothing serious, much as would be expected after a major overhaul.

A minor vacuum leak is yet to be traced, with consequent fettling needed to the braking system. A slide bar ran a bit warm after the first trip but this has since settled down. No tubes or stays were found to be leaking, but the boiler benefited from being tested for several days out of the frames beforehand to ensure leaks and weeps were sorted.

The paintwork awaits finishing. Liveried in Brunswick green, it will be given the 1930s GWR shirt-button monogram emblem. For the weekend it had GWR vinyl magnetic letters, normally reserved for quick livery changes for the likes of photo-charters or film companies, attached.

The 1366 class of pannier tank was popularly associated with the Weymouth Quay branch, where main line trains were hauled through the streets on a tramway to the harbour.

In 1962, those at Weymouth were scheduled to be replaced by diesels. Nos. 1367-9 were not scrapped, but sent to work the Wenfordbridge branch near Bodmin, replacing the legendary antique Beattie 2-4-0 well tanks on the sharp curves until 1964, when they were again replaced by diesels.

No. 1369, the last steam locomotive in resident British Railways service in Cornwall, and the sole survivor of the class, was bought for the Dart Valley Railway, later the South Devon Railway, and by August 1968, was restored to full working order.

The SDR now needs to fit the numberplates and the brass bell as worn when threading through the streets of Weymouth.

Its latest overhaul has seen No. 1369 brought back to life thanks to a dedicated team of both volunteers and paid staff in a project which saw the boiler and firebox comprehensively rebuilt, together with fitting new side tanks and refurbishment of the motion, axle boxes and the chassis.

The boiler proved to be the main challenge. It received a three-quarter back-head and partial new sides. The inner copper box received a lot of fettling to give it another 10 years' life. The bottom end was in pretty good order but the axle boxes were remetalled and machined.

The South Devon Railway Association (SDRA) covered the cost of the material for the new pannier tanks from the proceeds of an annual draw.

Now that No. 1369 is back in traffic, the next focus of attention in the workshop should be Collett 0-4-2T No. 1420. The chassis is well advanced and in good condition as a result of the major work carried out on it at its last major overhaul when the rear end of the frames were renewed.

No. 1420's boiler requires major replacements. The copper for a new inner firebox is on order and the steel for a new front tubeplate, new barrel, front throat-plate and outer wrapper are to hand. A new backhead has already been pressed. The SDRA is funding the new materials.

Weekend marks 60 years since M&GN closure

MORE than 500 members and shareholders of the Midland & Great Northern Joint Railway Society visited the North Norfolk Railway over the weekend of October 5-6, for their annual weekend.

B12 4-6-0 No. 8572, Y14 0-6-0 No. 564 and WD 2-10-0 90775 *The Royal Norfolk Regiment* were in steam from the society's stable, supported by BR Standard 9F 2-10-0 No. 92203 *Black Prince* and BR Standard 4MT 2-6-0 No. 76084.

No. 76084 took a special M&GN 60th anniversary service over BR metals via the Sheringham's Station Road level crossing to Cromer on Sunday – a first for the event, marking 60 years since the closure of most of the former M&GN system in 1959.

Shed tours were available at Weybourne, giving members the chance to see Hudswell Clarke 0-6-0ST *Wissington*, which is awaiting attention to a wheelset, and progress on the overhaul of Class 31 D5631 and its newly-installed boiler. Class 37 D6732 deputised for the Class 31 on services, 'Driver for a Fiver' attracted many takers at Holt and a fish and chip train also ran.

A highlight of the weekend was the running of the society's vintage train, which included newly-restored GER brake No. 853 in the set for the first time. The society's unique teak Gresley Quad-Art set was also in service with the 1928 pigeon van as brake.

Society chairman Neil Sharpe said: "There could not be a more powerful statement of the health of the Society and the active and wonderful support we receive from our members."

One longstanding member who attended proudly showed a membership card with the number 0006, going back to the very early days of the society, well before the realisation of the project to open the North Norfolk Railway.

B12 No. 8572 stands at Holt on Saturday, October 5 at the head of the society's vintage set. PETER MAYNE/MGNJRS

After Norfolk was hit hard by heavy rain and flooding that weekend, leading to Network Rail closing several routes, the special train to Cromer was perhaps the sole train running on the national system in the county at that point.

A nameplate bought for £175 half a century ago is to be the star of a railwayana auction in December, with an estimated top price of £40,000, writes Geoff Courtney. It is from A4 No. 60021 *Wild Swan,* built at Doncaster in February 1938 (works No. 1869) and withdrawn from New England, Peterborough (34E) in October 1963. The Gresley-designed Pacific, seen left approaching Peterborough station with the London-bound 'Elizabethan' Edinburgh to King's Cross non-stop express on July 18, 1958, was a long-time King's Cross (34A) locomotive, and a popular engine with London trainspotters. The plate (inset) was bought in the late-1960s by a Dorset railwayana collector and retired librarian who became fond of the A4s during his 1950s trainspotting days in the capital. It will be going under the hammer at a Great Central Railwayana auction at Stoneleigh Park on December 7. NEVILLE STEAD COLLECTION/ THE TRANSPORT TREASURY

Help bring Hendrie masterpiece back home to Britain!

By Robin Jones

A BID to repatriate a classic 4-8-0 designed by David Hendrie – hailed as Scotland's greatest steam locomotive designer – has been launched.

The North British Locomotive Preservation Group has been donated South African Railways Class 1A No. 1301 – but urgently needs to raise £5000 so it can be taken to the Wonderboom Transport Museum, near Pretoria, where restoration can be carried out.

There it is planned to undertake mechanical work and cosmetic restoration while funds are raised for the journey back to the UK, where it will become a monument to Hendrie's skills and advanced thinking. Said to be in almost original condition, the plan is to restore it to steam.

Around £40,000 in road haulage and shipping costs will eventually be needed.

The locomotive has been donated by Anglo American's Greenside Colliery, where No. 1301 was last in service.

Group secretary Ken Livermore said: "David Hendrie has never received full credit for his work in his home country and none of his engines have been preserved in the UK.

"Pickersgill and Drummond built some elegant 4-4-0s of course but these were Matchbox toys compared with Hendrie's mighty 4-8-2s.

Introduced as early as 1912, his 12th Class engines boasted a tractive effort of no less than 47,420lb and their tenders alone were bigger and heavier than the home-based Scottish locomotives of the time.

"The story goes that having carried out most of the design work on the famous Jones Goods locomotive, Hendrie was later passed over in favour of Peter Drummond for the locomotive superintendent's post on the Highland Railway. He therefore decided to further his career elsewhere and found a more suitable appointment in South Africa.

"Moving from the Highland Railway to the Natal Government Railways in 1903, Hendrie stunned the locomotive world of the day by ordering 50 of his superb B Class 4-8-0s (later SAR Class 1) steam locomotives straight from the drawing board. Although running on the 3ft 6ins narrow gauge, they were 50% bigger, heavier and more powerful that the average locomotive running in Britain at the time and had many advanced features such as wide fireboxes and Walschaerts valve gear which were later adopted as standard in the UK.

"Hendrie was Scotland's finest steam locomotive designer and the superb fleet of engines he built was the envy of the world, virtually all were constructed in the UK by NBL in Glasgow. If he had stayed in Britain, his advanced locomotive designs of the time would have ranked here with those of Churchward and Gresley."

➜ **Anyone who wishes to help with the repatriation costs of No. 1301 or join the group as a member, is invited to email ken.livermore@btinternet.com. Donations should be sent to NBL Preservation Group, 4 Porchfield Close, Earley, Reading, Berks, RG6 5YZ.**

One of the most advanced British steam locomotives of the early 1900s, Hendrie Class 1A 4-8-0 No. 1301 at Greenside Colliery near Witbank in February 1990. KEN LIVERMORE

Long-lost Manchester Piccadilly relic search ends after it appears on eBay

A LOST piece of railway history is being returned to its rightful place – thanks to detective work by a retired train driver and his transport police friend.

The Manchester & Birmingham Railway plaque, a high-quality replica of the 1839 original – was erected at the new Manchester Piccadilly station in the mid-Sixties.

The plaque was removed in 1998 when a station upgrade began, but it never reappeared when the work ended in 2002 – and enthusiast Mel Thorley, 72, then a train driver, immediately noticed the sign was missing.

Mel, from Stockport, never gave up hope of finding it and in August, 17 years after his pursuit began, he spotted it for sale on an eBay listing for £3700. The advertisement recommended a forklift to load it on to a truck on collection from a location in Nottinghamshire.

Mel said: "When I spotted it on eBay I couldn't believe my eyes. I checked with Dave, my ex-policeman friend, who said 'I know that plaque. It's the missing one!'

"I hoped nobody else recognised the artefact's significance because I didn't want it to go missing for another 20 years, or for eBay to remove it."

Mel's friend, retired British Transport Police (BTP) officer Dave Smith, also 72, and who also worked at Manchester Piccadilly, contacted the National Railway Museum, which confirmed that it had the original 1839 plaque.

This made clear for Dave and Mel, that there were in fact two such plaques, the second of which was the missing one they'd just discovered.

Mel contacted our sister title *The Railway Magazine* which has previously carried an article from Lord Faulkner of Worcester, co-chairman of the Railway Heritage Designation Advisory Board (RHDAB), appealing for readers to keep their eyes peeled for designated artefacts protected by law under the Railway Heritage Act and which were found to have gone missing.

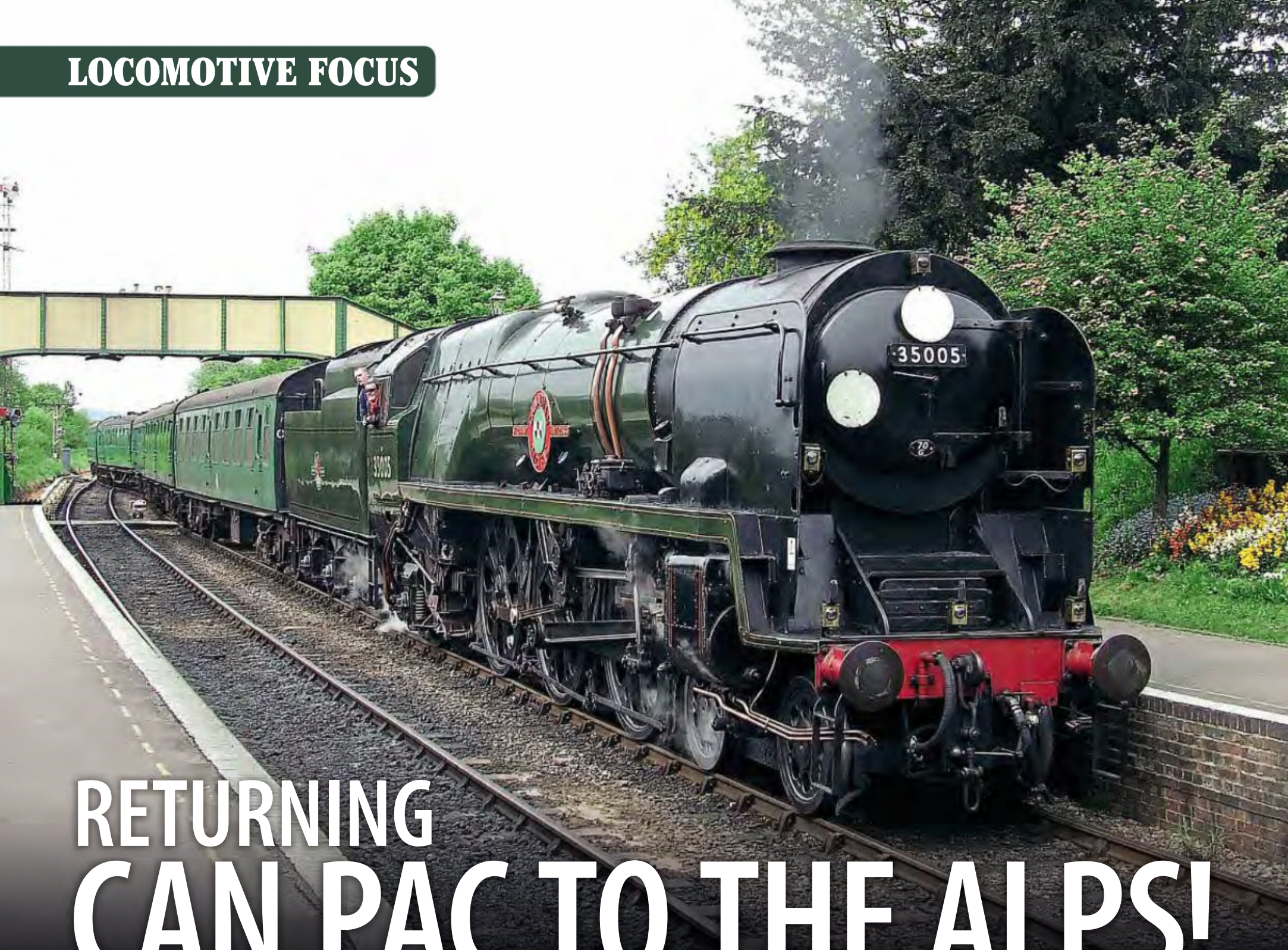
Editor Chris Milner contacted Lord Faulkner, also president of the Heritage Railway Association, who brought in Network Rail chairman Sir Peter Hendy and together they asked BTP for help.

On September 12, the plaque was retrieved by BTP, citing Network Rail as the item's rightful owner. Plans are now afoot for the historic sign to be brought home to Manchester Piccadilly station.

Mel said: "I'm chuffed. My mission is now complete."

Lord Faulkner said: "Recovery of this precious artefact is terrific news and casts tremendous credit on the BTP, Mel Thorley and Network Rail chairman Sir Peter Hendy. I will now recommend to the RHDAB that the plaque be designated and protected by law."

The missing replica Manchester & Birmingham Railway plaque that ended up on eBay. NETWORK RAIL



RETURNING CAN PAC TO THE ALPS!

Gareth Evans learns about the project to return to action the Mid-Hants Railway's flagship locomotive, No. 35005 *Canadian Pacific* – a National Lottery Heritage Fund-supported scheme, which includes the restoration of two Southern Railway carriages and a package of engagement, interpretation and education, which will help secure the future of the line.

The restoration of the Mid-Hants Railway's Merchant Navy 4-6-2 No. 35005 *Canadian Pacific* (CP) is more that 'just' a locomotive overhaul. It's bringing wider benefits to the railway and the community in the form of securing skills for the future; educating and engaging with a range of groups; recording the past; and returning to service not only the line's flagship steam locomotive but also authentic wooden-framed Southern Railway carriages.

A key part of the £2 million project's legacy is education and helping to make people who may not have the MHR on their 'radar' to be aware of its existence and hopefully inspire them to not only travel on the line, but also support it either financially or in terms of practical help as a volunteer.

In 2015 the MHR was awarded £895,000 by the Heritage Lottery Fund, now known as the National Lottery Heritage Fund (NLHF) towards the total project cost. The balance is being met through volunteering, fundraising and donations to the Mid-Hants Railway Preservation Society.

Nicknamed 'Can Pac', the locomotive is currently being worked on at both the MHR's Ropley engineering hub and also at its birthplace in Eastleigh Works, thanks to the assistance of Arlington Fleet Services, the site's present day operator.

Chassis

The chassis is being overhauled by a team of dedicated volunteers at Eastleigh Works.

"The volunteers work whatever days are expected to get stages completed. I couldn't do what I do without them," enthused Becky Peacock, the project supervisor.

On June 1, 2019, No. 35005 was put back on all its wheels. "It was akin to a gigantic Tetris game, with the expert level unlocked," recalled Becky.

"Trying to lower a gigantic locomotive on to the bogie and trailing truck at the same time and then to get two pins through two very small holes was no mean feat.

"It was an amazing feeling. It was a pivotal movement. With the help of Arlington Fleet Services, it was moved into another building. Several days later, *CP* moved out into the yard again – this time as a Pacific. The bogie and trailing truck had been overhauled at Ropley.

"We're grateful that members of the Arlington team help as much as they do, including the use of overhead cranes."

The tender is currently under overhaul at Ropley, where a considerable amount of rotten platework has been replaced, while a new dragbox awaits fitting. Volunteers have been cleaning and painting the tender frame.

Tender

"The Urie Locomotive Society volunteers are really good – they've been doing some of the riveting for us on the tender frame. There's a lot of riveting on this locomotive. They're experienced at that, so it's been a huge help," said Becky.

During non-destructive testing, nine of the 12 axle box horn guides were found to be cracked.

"We've decided to replace all 12, which should hopefully minimise the risk of problems in the future," added Becky.

"The tender frame has mainly been a volunteer project, although a couple of staff have worked on it too. Our Eastleigh team have been working on the tender – they come up once a week. For them, it's progressing something at Ropley and helping to get it ready for going back there. We didn't have space to overhaul the tender

Above: No. 35005 *Canadian Pacific's* boiler is seen inside Ropley boiler shop on June 29. The new inner firebox was out of shot to the right. GARETH EVANS

Ahead of the reattachment of its bogie and pony truck, No. 35005 *Canadian Pacific* emerges from Eastleigh Works on June 1, hauled by a Class 07 diesel. Several days later, the locomotive was shunted again – this time as a 4-6-2. BECKY PEACOCK/MHR

Left: The flagship at work: Merchant Navy class Bulleid Pacific No. 35005 *Canadian Pacific* runs into Ropley station on May 10, 2008. RICHARD BENTLEY

Origins of the name

"Our locomotive *Canadian Pacific* was named after the shipping line, not the railway company, which in fact owned the shipping line. The shipping line ran into Southampton and was heavily involved in the Battle of the Atlantic," explained Becky.

"It had the largest loss of life of any merchant shipping line and also lost the largest liner in the battle, The Empress of Britain. Rivalling the Titanic in size, it was sunk in October 1940.

"The locomotive emerged from Eastleigh Works three months after the ship was sunk. All 30 locomotives in the Merchant Navy class were named after shipping lines serving Southampton Docks."

Left: Where it belongs: No. 35005 *Canadian Pacific* gleams in the sun as it hauls a train on the Mid-Hants Railway on March 3, 2007. MATT ALLEN/MHR

at Eastleigh, so it's being worked on here."

A new tender top is awaiting fitting and it's currently sat on *Wadebridge's* tender frames.

"We're getting the tender frame ready to enable the tender top to be fitted," continued Becky. "Even if the tender is ready well ahead of when it will be required, it could be useful at events such as galas, to provide extra water – so there will be a use for it.

"In the meantime, if we have volunteers who may not have a specific task, they can work on this and progress the project. The staff can then work on the more specialised tasks.

"Aside from the welding and riveting, everything else is not what you might call highly skilled – so you can involve a lot of volunteers on it who would be happy to needle gun and paint. It's good as it allows those who want to get involved, but may not have high skill levels, to assist and feel part of it."

Asked about the time-frame, she said: "The tender has been progressing really well – it's something that's running alongside everything else. If required, the tender can be paused for a few months and then we can move the workforce on to something else if that's beginning to slip.

"The tender realistically needs to be in Eastleigh by January 2021, where it will be required for the locomotive's steam test. The boiler is due down there in November 2020. Clearly, the tender will get there for 2021, but it's not so time-sensitive – until we have the boiler ready, we don't need a tender."

Boiler

The boiler entered Ropley boiler shop in 2015. "It was very rotten – it had a lot of limescale, as it picked up water where it could in main line service," explained Becky. "The inner firebox was damaged from the 2002 Paddock Wood incident (see history panel), when the boiler tube blew back into the cab. That was patched up, but not rectified entirely, so that had an impact.

"The best way to describe the way it ended was 'a very big furry, rusty kettle.' We've now got to get it to a nice shiny kettle. The boiler dates from 1941, one of the first five built. We're building our new inner firebox using the old one as a pattern or else it won't fit.

"When you take that – an original of which only five were made as the other survivors have later boilers – what do you do? It becomes far more complicated than many people assume it to be.

"The boiler was brought to Ropley boiler shop in 2015 to be assessed ahead of the start of its overhaul. The original Non-Destructive Test (NDT) showed a few areas were in need of repair. However, when our boilersmith began removing those parts, it became apparent the damage to the inner firebox was more extensive than had been picked up by the NDT. The NDT process had failed to find the problems.

"Unfortunately, it means that the techniques we've been using are not picking up what's going on with Southern Railway all-steel welded steam boilers. By working with the British Institution of Non-Destructive Testing and with other heritage railways, such as the South Devon Railway (SDR), we've been looking at how we can better improve the techniques – particularly methods where we don't even have to clean the boiler, but still enable us to see if stays are broken. That saves a lot of time, as we currently have to needlegun for the NDT to work."

Becky continued: "It's been a learning process for us. After the NDT failed, we found the inner firebox wasn't worth repairing – it had a maximum five-year life left before it failed. Spending all this money on our

A milestone in the project was the re-attachment of the bogie and pony truck in June 2019 at Eastleigh. In Becky's words, it was akin "to a gigantic Tetris game, with the expert level unlocked." BECKY PEACOCK/MHR

flagship, we decided the best course of action was to replace the inner firebox. That meant we had to look at how we could do that. We liaised with the SDR, as it has considerable experience of SR West Country (WC) class fireboxes. The consensus was 'we can help a bit but we don't know either.' Although WCs and Merchant Navies are similar, there's a size difference – particularly for the inner firebox, so they're a more complex beast to build.

"Fortunately, the SDR managed to press the inner backplate, tubeplate and throatplate for us. It was lovely, but it cost £120,000. That's just plate – on top of that there is the labour and boiler stays to fit. We removed 2200 boiler stays to extract the old inner firebox. To replace those costs £25 per stay, so we're looking at £55,000 to replace them. The costs all start to quickly rack up in there.

"This year we've welded in place the backplate and dropped the firehole door plate, throatplate and tubeplate into the boiler. It was hugely satisfying when it all fitted perfectly fine. The long, arduous task of mapping out 2200 stays then commenced. The outside and inside have to match up, otherwise nothing will sit properly. That was finished at the start of the year.

"Then we took out the inner firebox plate. We managed to remove the foundation ring, which is what you build everything from. We've built a jig here in the boiler shop and we've started to tack on all the inner firebox parts – including the throatplate, tubeplate and backplate, followed by the top. The thermic syphons have also started to be tacked in, so it's starting to look like a boiler. The thermic syphons have had to have a lot of work too – only the middle section is original, everything else having rotted away. The firebox is expected to be re-attached to the boiler in January.

"The boiler is currently on schedule. It's a hugely labour-intensive project. The amount of work the team here has achieved in a short space of time amazes me."

Along with fellow current Ropley boiler shop reside No. 34105 *Swanage*, *CP* is due to return to action in 2021.

"*CP's* boiler is due to return to Eastleigh in November 2020, where the in frames steam test will take place," said Becky. "Mechanically, we're ticking along. We have a backlog in the machine shop that we're looking to rectify, so we can get the pistons and valves done. That's the next big task – fitting the pistons, valves and motions, so we can set the valves in March 2020."

Skills base

"It's great that the majority of the team in the boiler shop were our apprentices," explained Becky. "A prime example is our boiler shop manager, who served his apprenticeship here, then went to work for a boiler inspection firm on heritage railways and then came back to become our manager.

"We're building up a team that will ultimately be geared up for maintaining and building boilers for Bulleid locomotives – and because we've got four of them on the MHR, that's great.

"Ultimately, although we're spending £120,000 on a new inner firebox, that will only last approximately 30 years, so by investing in our team we're ensuring we've got the capability here to do that again – or for other locomotives. Having that skills base here helps to make the railway more secure."

The project funded six apprentices, including a machinist, a fitter, two carpenters and two boilersmiths.

Becky said: "On completion of their apprenticeships, our fitter got a job at another heritage railway; our machinist became our machine shop foreman – that's down to the skill level he got here; the two boilersmiths work here at Ropley; we're funding a new machine shop apprentice; and of our two carpenters, one got a job elsewhere, but Ali Steele is still here working on Bulleid carriages.

"Where possible, the intention is to build sustainability into the MHR. Not everyone works well in what is a tough environment – you've got to get down and dirty, the hours are long and a passion for what you do is essential. However, the skill level of those who come out of the apprenticeships is amazing. They learn from both the staff and volunteers – some of our volunteers built these locomotives and carriages.

"We've been trying to give the apprentices their own little project, so they have a stake and they have a bit of ownership over it. Our

"Someone once asked what my job was and I joked that I was a translator – I translate what engineers say and turn it into 'normal' English, which means something to the public. 'Can Pac' has run more than 900,000 miles in its lifetime, which means it's travelled to the moon and back twice. It puts it into a context they can understand. It's about finding those weird facts that work."

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New seats have been manufactured for the two carriages that form part of the project. The Southern Railway moquette looks the part inside No. 1456. BECKY PEACOCK/MHR

Completion of the restoration of Bulleid Open Third carriage No. 1456, built in 1947, is now within sight. GARETH EVANS

Canadian Pacific: A brief history

Canadian Pacific is now the oldest survivor of the Merchant Navy class. Built in 1941 at Eastleigh Works, the locomotive entered service on January 13, 1942. During its time on the Southern Railway, it was numbered 21C5. Renumbered 35005 upon Nationalisation, between March 1948 and April 1951 it was fitted with a Berkeley mechanical stoker. The system proved unreliable in everyday service, earning the 4-6-2 the nickname 'Canadian Pathetic' from crews.

In 1952, No. 35005 became one of the locomotives that took part in trials at Rugby's static test facility.

Although excellent performers, the Merchant Navy Class had numerous mechanical issues that necessitated a major rebuilding programme. In May 1959, No. 35005 returned to Eastleigh Works for its rebuild, which involved reverting many of the more novel features to those of more standard practice. The most noticeable visual change was the removing of the 'Spam Can' casing, resulting in a more conventional outline.

Withdrawn from Weymouth shed in 1965, it was sold to Woodham Bros in Barry in 1966. Rescued from the famous scrapyard in March 1973, it moved to the former Steamtown Museum at Carnforth, where its restoration began.

In 1989, No. 35005 was sold to Andrew Naish, who took it to the Great Central Railway, where it steamed in November 1990.

While visiting the Mid-Hants in 1996, Andrew repainted *Canadian Pacific* into the short-lived BR express passenger blue livery, which the class never carried in the rebuilt form. It carried this livery when it returned to the main line in 1998, operating out of Tyseley Locomotive Works, from where it hauled the summer Sunday 'Shakespeare Express'.

In January 2001, Marcus Robertson, founder of Steam Dreams, bought No. 35005, repainted it into BR green and it became a mainstay of the tour operator's 'Cathedrals Express' excursions.

The boiler incident

However, on October 19, 2002 during a 'Cathedrals Express' from London to Canterbury, the Pacific made an unscheduled stop at Paddock Wood station as a signalman reported an oil leak from one of the coaches. While there, one of the small tubes near the firebox crown burst, immediately filling the cab with steam. The crew were unharmed but, unfortunately, Richard Bowker, from the Strategic Rail Authority, was scalded in the incident.

This led to the withdrawal of *Canadian Pacific* for 2½ years while it was repaired. The incident resulted in No. 35005 being confined to heritage railway operation, mainly based at the MHR.

In 2006, with the boiler certificate nearing its end and the forthcoming cost of overhauling it back to working order, *Canadian Pacific* was sold to the MHR for £300,000.

boiler shop apprentice, will be assembling *CP*'s ashpan. It's great that he'll be able to demonstrate the different skills he's gained for doing that.

"Our apprentices gain a qualification – and even if they don't stay here, they tend to go to other heritage lines, so it helps the wider sector."

Carriages

The two carriages being restored as part of the 'Can Pac' project have remarkably similar histories in that they both formed part of the six-carriage sets allocated to the London Waterloo to Bournemouth services.

There were 11 of these sets, which were numbered 290 – 300. Built in 1947, the Open Third carriage, which is being restored first, is numbered 1456, and was part of set No. 295. The project's second carriage, Semi-open Brake Third No. 4367 was part of set No. 299 and entered traffic in February 1948.

After withdrawal in July 1966, No. 4367 was used by the British Army. It arrived on the MHR in 1992 in poor but substantially complete condition.

When the MHR was looking for a third Bulleid carriage to join its fleet – the other being Bulleid Brake Third No. 4211, which is operational – it looked to other heritage lines. In 2012, No. 1456 was placed on a 25-year loan to the MHR. Having survived in departmental use, it was claimed by the National Collection. De-accessioned in the late 1990s, ownership was transferred to the Bluebell, where it had resided since 1980.

Having received a thorough restoration, completion of No. 1456 is now within sight. Painting is due to get underway imminently. Once complete, it will then be ready to move to Alresford for the traincare department to carry out its fitness to run tests, before entering service.

"Once that's done, Ali and Gordon, our carpenters, plus our volunteers, will be moved on to No. 4367," said Becky. "They'll start on the sides of the carriage. No. 4367 is a bit different in that it's got compartments, so it's rather more involved.

"When you replace the wooden frame, it's striking and it seems to happen very quickly. When you reach the point where all the panelling is on, it appears that progress has slowed as all the changes are going on inside. It's a shame that people are not always aware of the progress that goes on inside, as everyone's focused on how it looks on the outside.

"These coaches have skirts too – so that's another additional piece of work to do. It does though, finish them off, bringing the nice sweeping curve to an end.

"When I show visitors around, I draw their attention to the fact someone had to screw those panels in by hand. There are more than 4000 screws on the panelling on a single carriage alone! It takes a while. Ali, who fitted them, is very particular – he takes pride in his work. You may notice all the screw heads are facing the same direction.

"Hopefully, because No. 4367 had a tarpaulin over the roof for most of its life while it was stored outside, the roof will be fine – as that was the big problem with No. 1456. The need to replace the roof resulted in a longer work schedule. When you've got something that's entirely curved, it's not easy to do in the first place.

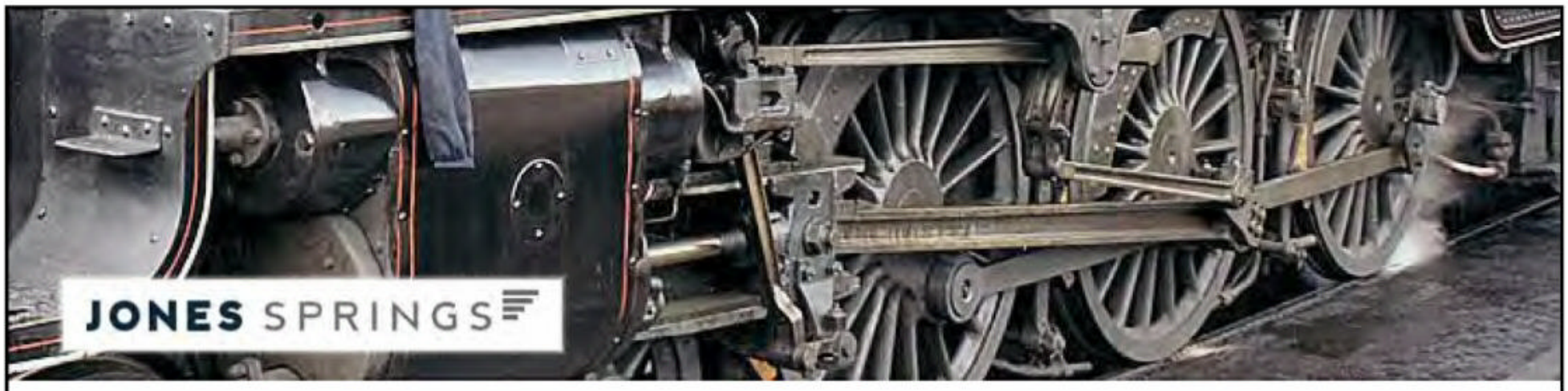
"It was a learning curve for us, as we hadn't replaced a roof on one of these before. It's straight timber like you'd put down as your floorboards in your house, which is then sanded. When we were dismantling the roof, we thought the timber was curved. At least the timber didn't need steaming to bend it to shape.

"We've learned from that process – so if a roof goes on one of these carriages, we know what to do."

No seats remained in Nos. 1456 and 4367, so it was back to the drawing board. Having learned from the experience of operating No. 4211, which was restored outside of the CP project, No. 1456 has been fitted with redesigned seats.

"Feedback indicated passengers were finding it difficult to get in and out of the seats in No. 4211," said Becky. "The reason for that is there's no structural support under the seat, so you really sink into the cushion – which is fine, but on a typical weekday, our passengers include many coach groups, who are often elderly. The design was great in 1940, but today's traveller doesn't like being 'eaten by the seat'.

"Therefore, with the help of heritage seat maker Alan Pavitt we've designed a new set of seats that look exactly like original, except for a hidden structural support underneath. When you sit on them, you feel a lot more comfortable. You don't sink too far into the seat, meaning you can see out of the window.



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"During the autumn 2018 gala, we had a mock-up to get visitors to try it out and we asked them how it compared to No. 4211. We took into account their feedback and Alan redesigned them again.

"The result will be heritage vehicles fit for what they're being used for. There's always an argument that you should restore something to what it was. That's fine, but, unfortunately, modern travellers are different – they want to enjoy their experience – it's not commuting.

"It's a balancing act between being sympathetic to the original against the need for the railway to earn money to pay for its continued preservation and operation."

Becky highlighted another example of the latter: "The ceiling would originally have been made of hardwood – but as we can longer obtain the correct size, No. 4211 has plywood. However, that doesn't really work.

"We liaised with our friends at the Bluebell Railway, who said they use plastic sheets for their Bulleid ceilings. Again, it's a balancing act – a plastic ceiling is easier to bend; results in a better finish; it's easier to maintain; it will last the full length of the vehicle's service life; and it's cheaper. Once it's painted, nobody knows it's plastic.

"We would like to bring No 4211 back into the carriage works and incorporate some of the modifications we've learned on the refurbishment of No. 1456 – and also give it a little refresh in terms of making it more 'friendly'. It's our accessible carriage, so it needs to have that higher level."

Interpretation

As part of the project, £46,000 has been invested at Ropley to enhance interpretation in the locomotive, carriage and boiler workshops, providing improved visitor engagement, particularly for general visitors.

"To make it more inviting and to draw people upstairs, we've installed large welcome boards – and a historical timeline up and down the stairs to the locomotive workshop viewing gallery. The aim is to tell them something about us in easily digestible snippets," explained Becky.

"We want people to learn something. Most people only have a one to two-minute attention span, so it's essential to be concise.

"We've fitted stickers to the window so visitors know at a glance what they're looking at in the shed below. We've added a dressing up box for children too, plus a 'waiting room' backdrop that people can take photos in front of.

"My favourite feature is the 'feeling boxes' – which you stick your hand into a glove in a draw, read the description and try to guess what it is, before opening the draw to reveal its identity. It's meant to be simple, not overly complicated, but engaging.

"Our second phase has involved interactive activities. We've installed an air-operated working steam locomotive model and a model yard crane. Another cabinet contains models of different wheelsets on a section of track – a reminder that wheels are what keeps a locomotive on the track.

"We've been trying to look at ways of teaching people without teaching them – it's about engaging them while they're having fun, so they learn something from it.

"It's another lovely legacy of the project – it's about more than the locomotive and carriages. We're actually trying to get people interested in engineering in a fun way."

> "When I show visitors around, I draw their attention to the fact someone had to screw those panels in by hand. There are more than 4000 screws on the panelling on a single carriage alone! It takes a while. Ali, who fitted them, is very particular – he takes pride in his work. All the screw heads are facing the same direction."

Multi-media

Another aspect has been a partnership working with film students from Solent University over the past four years.

"They spend two days here each year and they film different subjects," said Becky.

"As part of their course, they have to make a film. We had 65 students this year – none of them had ever visited a heritage railway before. They had to learn it all from scratch.

"We got films covering everything from BR 4MT 2-6-4T No. 80150 to how to restore a wooden-frame carriage. We put them up on our YouTube channel. We've also installed some of them on a device in the Ropley viewing gallery, which visitors can press a button and watch them there. We're using the students' work as a valuable education tool – I think it's great that they can put that on their CV."

Not to be forgotten is the oral history project, where members of the public have been interviewed about their memories of the age of steam.

"Originally it was supposed to be about

Meet the project supervisor

Heritage Railway (HR): How long have you been working on this project?
Becky Peacock (BP): I started here in 2015 on the project as an outreach and interpretation officer. Then, in 2017, I took over as project supervisor. I went from essentially talking to groups to running a project – it was quite a big jump.

HR: When you saw the job advertised, what made you apply?
BP: I really liked the fact that what they were aiming to do was to engage with a new audience – and how to do that.

I also like the fact the locomotive was about giving people new heritage skills. It was multi-faceted.

I can remember coming here as a child. I was never fascinated by railways, but I do recall having enjoyable days out. I thought I would apply and much to my delight, I was successful.

I started in early October 2015 and at the end of that month I had to ensure the project had its own displays ready for the autumn steam gala. I also had to run escorted tours of Ropley yard during the gala, so I had to know all about the locomotives and the carriages, as I would be presenting to and answering questions from people who knew about it. I managed it – I don't think I did too badly.

I've learned on the job. The volunteers who work on the project are very supportive. I couldn't do what I do without the team I have. They support me a lot, particularly when I took over as project supervisor, they had to listen to me ask some of the dumbest questions they've probably ever heard – and they still answered them without laughing. The staff are the same. They're all helpful and friendly here in ensuring I understand. They know that if I understand, I can help them achieve what they want to achieve.

HR: Tell us about your background.
BP: I have a doctorate in archaeology, so nothing to do with railways or engineering. I specialised in museum education and communication. When I came to the project, that's what I was here to be used for – to get people aware of the project, how we can better engage with groups that don't come to the railway etc. I still do that, but I now run an engineering project without an engineering background.

I've had to learn very quickly, as everyone uses three or four different terms for the same thing, so I've had to know them all. I've also had to be a jack of all trades and understand how the railway's different departments work. It's been fun, as I've learned a lot about every aspect, from the mechanical side to carriages and boiler work.

Dr Becky Peacock, project supervisor, is seen in front of one of the interpretation boards that now adorn the staircase leading to the locomotive workshop viewing gallery at Ropley. GARETH EVANS

Because I don't come from a railway or engineering background, I have a different way of looking at things. Sometimes that can be good. When we had the issues with the boiler first off, members of the team were considering what could be done to fix it. However, I questioned why the boiler had issues with its Non-Destructive Test (NDT).

It can be quite interesting that some team members can be focused on one thing as engineers, which is getting the locomotive out, but I believe that if you've got a problem, you ask the question.

I managed to randomly have the president of the British Institution of Non-Destructive Testing (BINDT) on one of my public tours of Ropley yard and I spoke about the problems we were having. We now have a partnership with the BINDT. We've hosted a workshop here for NDT specialists; we've presented at its conferences; and we're setting up a group for NDT specialists and heritage railways to look at the problems of NDT and boilers.

It's helped and it has been interesting to have a different aspect to it. I also now know a lot more about boilers than I probably need to, and the same can be said about NDT!

HR: You clearly like people. Do you have any work-related anecdotes to share with us?
BP: A question I am often asked is – why is there a Canadian locomotive being restored on the Mid-Hants Railway?

Also, when I tell people what I do for a living – working on the Canadian Pacific Project – they have visions of glamorous work trips across the Atlantic. However, I have to inform them that my work actually takes me to a railway works in Eastleigh!

'Can Pac', which is great, but rather limited. Therefore, we covered a range of topics, from travelling by train in World War Two to trainspotting. It's been interesting to hear about why people got involved in that – including the different types of trainspotter," said Becky.

"A lot of people came to the UK from the Caribbean in the 1950s and 1960s. After arriving at Southampton port they would have boarded boat trains to London Waterloo, worked by Merchant Navy locomotives – so 'Can Pac' could have been hauling them.

"They've told us their recollections, including their first impressions of Britain. Most had never seen a steam train before. It's been interesting to hear their thoughts on something many of us hold so dearly.

"Everyone has a stake in heritage railways – engaging different groups is another thing this project does really well. Not only minority groups, but also the history of women on the railways – 'Can Pac' was built with the help of a female workforce at Eastleigh, so it's important to tell that story as well.

"'Can Pac' is a locomotive for everyone – as it would have hauled everyone, it represent female engineering and it is also a living memorial to the Merchant Navy. For me, that's what makes it such a fascinating locomotive."

More than a train ride

"In terms of all we're doing, it's a large NLHF project for the heritage railway sector," enthused Becky.

"There are 59 activities in all, including tours, talks and so on, a locomotive and two carriages. When you take all of that, it's a huge project with so many different aspects.

"The 'Can Pac' project is something to be proud of for the heritage railway movement, particularly for the MHR, it was the scope of a project that had not previously been undertaken. With that came a host of challenges, particularly with the activities, as the railway did not have the expertise for that, hence why I was hired. By contrast, engineering is something that's done on a daily basis.

"In terms of the NHLF, we've overshot each target for the number of activities and feedback. For example, we were expected to give four talks per annum, but I give 65 – ranging from school groups to Women's Institute groups.

"It's surprising who I get to meet on the tours of our facilities at Ropley. They all want varying amounts of information, so good communication skills are essential. They can range from a life-long enthusiast to a three-year-old child, who just likes the fact that they're big, they produce steam and they have a whistle.

"Someone once asked what my job was and I joked that I was a translator – I translate what engineers say and turn it into 'normal' English, which means something to the public.

'Can Pac' has run more than 900,000 miles in its lifetime, which means it's travelled to the moon and back twice. It puts it into a context they can understand. It's about finding those weird facts that work.

"We've realised the importance of community engagement. Over the last 3½ years, the project has engaged with more than 30,000 people.

Above: The slidebars are aligned on February 20 at Eastleigh. BECKY PEACOCK/MHR

Left: Members of the Urie Locomotive Society have kindly assisted with riveting of Canadian Pacific's tender. BECKY PEACOCK/MHR

Below: No. 35005 ran as No. 35008 during the MHR's 40th anniversary end of Southern Region steam gala on July 7, 2007. PHIL MARSH

"Yes, the project is about 'Can Pac', but it's also about what else we can do to help ensure the long-term survival of the railway. An example is that during our October Wizard Weekend, I now offer tours of the workshop with young children. We call it a 'spooky tour' – we hide Halloween characters around the workshops. We have Frankenstein in the machine shop. Our machinists are very good – they provide me with a new and an old bolt. The story is that Frankenstein has come to the railway as he wants our machinists to make him new bolts. We pass the bolts around for the children.

"Last year, I had 450 people on those tours over two days, which was tiring – with children you have to be 100% all the time. Although we're telling ghost stories, we're still talking about engineering and the skills we have.

"We're teaching in a fun way – Frankenstein's bolt has to be made on a lathe and only a certain person can do that.

"It's simple things with children – anything that sounds gross is a winner, so when you talk about a bogie, that sounds gross. We've tried to broaden the scope a lot more."

Becky concluded: "Our motto is it's more than a train ride – for me it's important that everything we do makes it more than just a train ride."

More details about the project can be found online at www.canpac.watercressline.co.uk HR

THE SPIRIT OF ST TRINIAN'S

Gareth Evans talks to well-known professional photographer Jack Boskett about how he attempted to capture the feel of the original 1966 Great St Trinian's Train Robbery film in 2019 through a series of black and white photographs. All photographs by Jack Boskett.

As the girls cheer on, King No. 6023 *King Edward II* heads a train from Cheltenham Race Course to Broadway.

It's an all-time classic – a 'goodies and baddies' tale with a railway element. Who can forget the sights and sounds of Wickham trolleys, Austerity 0-6-0STs, a WD 2-10-0, DEMUs and a Class 11 racing each other in a manner akin to a childhood model railway – not to mention Dora Bryan shouting through a megaphone: "I am the headmistress of St Trinian's and I claim the reward!"

The Great St Trinian's Train Robbery was a British film comedy set in the fictional St Trinian's School, released in 1966. The railway scenes were filmed in colour on the closed, but not forgotten, Longmoor Military Railway, providing a valuable record of a network that became the subject of a failed preservation attempt.

Fast forward 43 years and Jack Boskett, a well-known professional photographer, whose work has appeared in a host of national and local newspapers, magazines, websites, books and journals, decided that it was time to try to recreate the feel of the original film with a black and white photo shoot.

In black and white

On August Bank Holiday Monday, Jack co-ordinated the shoot at privately-owned Gotherington station, which is located alongside the Gloucestershire Warwickshire Railway (G/WR).

"The idea was to recreate the original 1966 film, in which a group of schoolgirls rescue the loot from the robbers and take it away by train while using a pump trolley and a Wickham trolley," explained Jack.

"The girls played a vital part in the photo shoot and they were the main focus on the day. Their challenge was to look 'in character' as much as possible – so with a little bit of research from photographs online from the 1966 film, they managed to pull it off, despite the weather being incredibly warm at 34° centigrade."

The girls taking part included Isabel Beckett, Jess Beckett, Samantha Swinford, Sarah Scott, Michelle Vincent, Claire Boskett, Serena Gough and Charlotte Harris. Mike Mount and Jack Boskett starred as enginemen. The 'headmistress' was played by Adrian McPherson.

"I hired a professional make-up artist to work on Adrian," added Jack.

"She arranged the outfit and the wig for him and she did a superb job!"

The girls of St Trinian's on board GWR Toad van No. 17390.

The headmistress is about to announce that she is claiming the reward on Wickham Type 4B Gang & Inspection Trolley PWM2779 and trailer.

The smiles on the faces of the recreation team say it all…

Asked why he chose to do it, Jack replied: "Some of the girls in the shoot had been wanting to do a modern recreation for some time. They said it would be fun to do. I agreed, but suggested that if a heritage railway element could be incorporated, we could recreate the original film. It's a classic – it resonates with many people."

Explaining his choice of black and white for the photo shoot, Jack said: "Black and white is in fashion. I think it's quite flattering. I find that it works well in portrait photography and also when attempting to recreate scenes from the past.

"Furthermore, although the original film was shot in colour, the still photographs were all taken in black and white. Therefore, the medium is correct, not only for the film scenes, but also for the period."

Above: The girls work the pump trolley.

Right: Securing the loot.

Sympathetically restored it to its former glory by the owners, Jack said Gotherington station was a perfect venue for the shoot.

"It has so much to offer from a photography perspective," he said. "Not only do you have the passing trains on the G/WR, but in the station garden there are station platforms, a GWR Toad brake van, a host of out-buildings and original railway signs – plus a signal box and a covered ground frame.

"The station also has its own self-contained standard gauge line, which is operated using a pump trolley and a Wickham trolley, which looks like a car."

Pulling the right levers.

The girls giving a member of the locomotive crew some stick.

Patina of time

"The beauty of the station is that it's not a sparkling museum, so the artefacts retain a patina of time. The owners spend a lot of time taking care of the station – flowers are not in short supply."

Capturing another element of the original film, Jack also brought in three cars. Among them was his own Austin 1300, which has featured in many of his photographs, often 'broken down' with the bonnet up.

Reflecting on the day, Jack concluded: "Nobody knew about our photo shoot at the G/WR, so it was a surprise to the train crew and the passengers. Some of them worked out that it was me, so they sent photos via Twitter. One person quipped that 'Jack Boskett is up to no good with St Trinian's girls!' Joking aside, it was nice to see people smiling on passing trains when they noticed what we were doing. The shoot was not intended to be smutty and sleazy – it was meant to be a classic. It was also the last day the blue King No. *6023 King Edward II* ran on the G/WR and I wanted to get that in. Overall, it was fun!" HR

The King passes the car line-up, which includes a 1975 Morgan, a 1970 Austin 1300 and a 1969 Morris Minor.

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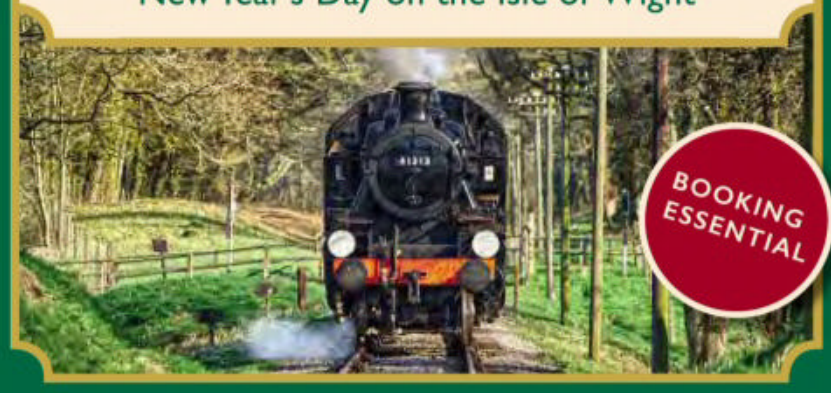

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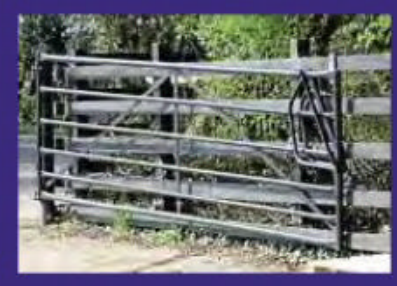

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Steam in a stunning Scottish landscape: Ian Riley's LMS 'Black Five' 4-6-0 No. 45407 *The Lancashire Fusilier* is seen crossing Loch Eilt causeway on the West Highland Extension with West Coast Railways' 'The Jacobite' on Saturday, September 21. The freshwater loch lies between Glenfinnan and Lochailort.
ANDREW N FOWLER

Heavyweights are ready for action in GW Railwayana sale

WHILE nameplate *Great Western* from GWR Castle class No. 7007 will be eyeing the top prize at GW Railwayana's sale on November 16 (*Heritage Railway* issue 258), two other heavyweights from the LNER and Southern Railway will be determined to put up a fight and may even fancy their chances for the gold medal.

From the LNER comes *Bradford City*, carried by B17 4-6-0 No. 61668, one of 11 members of the class built by Robert Stephenson & Co, from whose Darlington works it emerged in April 1937. This was the last 'Footballer' to be withdrawn, from Stratford (30A) in August 1960, so bringing to an end a class beloved by we east of London trainspotters who enjoyed names such as *Arsenal* and *Manchester United* flashing through our local stations.

The SR contender is *Holland-Afrika Line* from No. 35023, a Merchant Navy Pacific built to the design of Oliver Bulleid at Eastleigh in December 1948 and one of the last batch to be taken out of service, in July 1967.

Another nameplate from an Eastleigh product is *King Uther* from No. 30737, which was built in October 1918, withdrawn in June 1956, and named after King Arthur's father. The name, albeit not the same plate, was transferred by the Southern Region in 1959 to Standard Class 5MT 4-6-0 No. 73111.

Three other GWR nameplates will comprise the support cast for *Great Western*, including *Earl of Dunraven* from Castle class No. 5044. This 4-6-0 emerged from Swindon in March 1936 carrying the name *Beverston Castle*, but was renamed after the GWR director in September 1937. The Earl's name was originally carried by Dukedog 4-4-0 No. 3201 (later No. 9001), but was transferred to the Castle allegedly after complaints from directors whose names were given to the old-fashioned Dukedogs.

The two other GWR representatives are *Graythwaite Hall* (No. 6976) and *Ditcheat Manor* from No. 7821. The Hall was built at Swindon in October 1947, withdrawn from Banbury (2D) in October 1965, and named after a 17th century country house near Hawkshead in Cumbria that was Grade II-listed in 1970.

Like No. 35023, the Manor was built by BR to a Big Four-design, having been outshopped by Swindon in November 1950, nearly three years after Nationalisation. It ended its service days in November 1965 when allocated to Shrewsbury (6D), but was saved for preservation and, now owned by the West Somerset Railway Association, is currently on display at Swindon Designer Outlet. The Somerset manor after which the 4-6-0 is named also dates from the 17th century and it too is Grade II-listed.

The lone LMS contender is The *Welch Regiment* from Royal Scot No. 46139, one of 50 built by North British Loco Co, from whose Glasgow works it emerged in October 1927. This was another locomotive to change its identity, for when new it was named *Ajax*, an historical LNWR name, but renamed after the regiment in May 1936, with its original name being given to Jubilee No. 5689 (BR No. 45689).

Also in the nameplate mix is *Daring* from Class 42 Warship D811, an A1A-A1A diesel-hydraulic built at Swindon in October 1959 and withdrawn from Newton Abbot (83A) in January 1972. It was named after the nameship of a class of 11 post-Second World War destroyers, eight of which saw service with the Royal Navy and three with the Royal Australian Navy.

Among other locomotive items in the auction are the cabside and smokebox numberplates from both Nos. 7007 and 6976, the cabside from No. 5044 – all being sold separately from their matching nameplates – and further cabsides from Nos. 4080 *Powderham Castle*, 6027 *King Richard I*, D1018 from 1963 Swindon-built Class 52 diesel-hydraulic *Western Buccaneer*, and E3029 from a Class 83 Bo-Bo electric loco built for the West Coast Main Line by English Electric in October 1960.

Also going under the hammer will be the smokebox numberplates from preserved Class 9F No. 92219, the penultimate steam loco built by BR, and No. 1009 *County of Carmarthen*.

Among the headboards is 'Anglo-Scottish Car Carrier' from a London-Newcastle-Edinburgh train introduced in 1960. It may have had a rather less romantic and more pragmatic name than many other titled steam trains, but it still justified decent motive power, as illustrated by my logging of the train at Hadley Wood on June 3, 1961, when A3 No. 60053 *Sansovino* was in charge of the Up working. By this date the Gresley Pacific had been at work on the ECML for nearly 37 years, but still had two years to go before retirement.

The auction is at Pershore High School and starts at 10am.

It's no photo-finish as Ireland trounces the opposition

THERE was no doubting the winners in GW Railwayana's Casserley collection sale at Pershore on September 21, for the top four realisations of the 400 lots going under the hammer were negatives of railways across the Irish Sea.

Leading the pack at £550 were 112 negatives of Enniskillen, Bundoran Junction and Belcoo scenes taken in 1953, followed at £480 by a selection of 110 negatives featuring Bray, Belfast and Coleraine in 1938.

The next batch at £440 was 75 negatives of a litany of Irish railways, comprising Great Southern, Midland Great Western, Belfast & County Down, Great Northern (Ireland), City of Dublin Junction, Northern Counties Committee, and the Dundalk Newry & Greenore railways, and the Castlederg & Victoria Bridge Tramway, taken in the 1920s and 1930s.

Completing the top four were 127 negatives including Londonderry, Strabane and Letterkenny taken in 1953 (£420), while next up at £400 were the first English representatives, 51 large format glass negatives of the Somerset & Dorset Joint Railway in 1930 . Prices exclude buyer's premium of 11% (+ VAT).

Auctioneer and GW Railwayana director Simon Turner said post-sale: "Overall, I was pleased with the results, and most of all the Casserley family was pleased."

The second part of the collection will be auctioned by Simon next year, probably in June.

H C (Henry Cecil) Casserley started photographing Britain's railways in 1919, and his name became familiar with many trainspotters due to his work featuring in the Ian Allan ABCs. He died in December 1991 at the age of 88, and with the death of his son Richard in 2017, the family decided to sell the entire collection.

➜ A GAUGE 1 live steam model of preserved LNWR 'Jumbo' No. 790 *Hardwicke* made by Fulgurex of Switzerland in conjunction with the Japanese company Aster, led the Vectis model train sale at Thornaby on September 27, with a realisation of £1500.

No. 790 was at Crewe in 1873, rebuilt as a member of the Improved Precedent class in 1892 for express passenger work, and withdrawn by the LMS as No. 5031 in 1932.

It is fascinating to think that at a time when the GWR had the Kings, the Southern Railway the Lord Nelsons, and the LNER the A3s, the veteran 2-4-0 was still at work with the LMS, who themselves had by that time such locomotives as the Royal Scots.

The price excludes buyer's premium of 25% (inc VAT).

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Withdrawn 1965 trio to headline TRA sale at Newark

NAMEPLATES from three locomotives withdrawn in 1965 will headline Talisman's auction on November 23. Heading the trio by age is *Leviathan*, from LMS Jubilee No. 45704, which was outshopped by Crewe in May 1936 and ended its days allocated to the town's North shed (5A). The 4-6-0 carried the name given to four ships by the Royal Navy between 1750 and 1945, the last being an aircraft carrier than was launched but never completed, and was scrapped in 1968.

Secondly comes *Croxteth Hall*, from GWR No. 6923 that emerged from Swindon in July 1941 – the wartime year in which no fewer than 25 members of the class were built – and was pensioned off when an Oxford (81F) locomotive. The 16th century hall that gave its name to the locomotive is in the Liverpool suburb of West Derby and is now Grade II* listed.

Finally comes *Pommern*, from LNER-designed, BR-built A1 Pacific No. 60133, an October 1948 Darlington product that was withdrawn from Ardsley near Wakefield (56B) and named after the winner of the 2000 Guineas classic in 1915.

The worksplate category features an LNER 1946 Doncaster plate (works No. 2005) from A2 Pacific No. 60514 *Chamossaire*, and the handlamp line-up includes an example from the Charing Cross Euston & Hampstead Railway, which was established in 1891 to build a deep level underground line in the capital and opened in 1907 over a length of nearly eight miles serving 16 stations.

By 1926 it had expanded to more than 14 miles between Edgware and Kennington with 23 stations, and in July 1933 was absorbed by the newly-formed London Passenger Transport Board. Today it forms part of the Northern Line.

Totem signs include Devonport Kings Road, a former London & South Western Railway station that was opened in 1876 as a terminus, became a through station in 1890, and was closed by BR in 1964, while Southern Railway targets include Plymouth Friary, the location of an engine shed coded 72D by BR until 1958 and then 83H until closure in May 1963.

On the subject of stations, a selection of LNER seatbacks includes Newmarket, Copgrove, Cowdenbeath and Clydebank (Central).

The auction is at Newark showground and starts at 10am.

Railwayana shop expansion as Joe celebrates first anniversary

FORMER BR signalman Joe Nemeth, whose interest in railways stretches back nearly 50 years, is celebrating the first anniversary of his Monmouthshire railwayana business with an expansion into additional premises.

Joe, 57, founded Junction Railwayana in Caldicot, near Chepstow, last November, since when it has grown into what he believes is the largest railwayana shop in the UK and possibly even the world.

"I first became interested in railways at the age of 11 while on holiday in north Wales, when I visited the Bala Lake Railway, then under construction," he said. "I peered through the windows of the closed signalbox looking at signal levers, instruments and other items, and was smitten.

"Eventually I managed to get into a signalbox and became passionate in its working and equipment, particularly the block bells and beautiful brass plates on the levers and the block shelf."

He became a railwayana collector in 1973 when he was given some brass lever plates by a railway enthusiast friend, which he still has.

"My passion grew, and by the age of 14 had collected enough parts to make a signal for the garden," he recalled. "Over the years I continued to seek more railway items, and later in my life I was able to build my first signalbox in the garden, complete with lever frame, block instruments and even a coal fire.

Railwayana partners: Joe Nemeth at Great Central's September 7 auction on his stall with his wife Goska, who he says "plays a very important role in the business" in a variety of ways and is "always at my side and finds the railwayana hobby and people in it fascinating." GEOFF COURTNEY

"I had various signals in the garden which were connected to the signal levers, and had visitors come to view, and even appeared on television and was interviewed by local radio."

Although he trained as an engineer, in 1992 he became a BR signalman, and remained with the railways for seven years, mainly in the Bristol area.

"My collection was still growing, and working on the railway was a fantastic opportunity to meet older railwaymen who had collected items over the years," he added.

Joe's collection was getting quite large, and he had also built up a miniature railway engineering company with his son Dan, which he says "seemed a good marriage of selling railwayana and working with railway equipment."

Sales in both the engineering business and a railwayana restoration website Joe had launched started to build to such an extent that they moved to premises in Caldicot, with a shop on the upper floor and the engineering business below, and this became Junction Railwayana.

Joe added: "With business going from strength to strength I could not manage on my own and was joined by Sue Prescott, who has made her mark. We now have about 800 items for purchase on our website and 7000 items in stock in the shop, and our website has been a huge success, and we even ship items as far as Australia."

Joe has now expanded into an adjoining second unit and has stocked it with heavy signalling equipment, signage, and even vintage vehicles, while there is also a militaria section run by Gerry Davidson, who has been a railwayman for 42 years, initially as a signalman and now an operations manager.

"In addition, we have full restoration workshops where was can restore most items of railwayana, including nameplates and cast iron signs," said Joe.

Doggone it – a ticket for man's best friend takes pride of place

A 3d ticket for a dog to travel from Thrumster to Wick on the far north of Scotland's Wick & Lybster Railway will have pride of place as lot No. 1 in Paddington Ticket Auctions' sale in central London on October 26. The railway opened in July 1903 and ran south for 13½ miles from the main line station of Wick to the fishing port of Lybster.

From the beginning it was worked by the Highland Railway and was in essence a financial shell of that company, and as such was absorbed into the LMS in the 1923 Grouping. It closed in April 1944, and the station building at Lybster is now the clubhouse of the local golf course.

A ticket from another Scottish railway, the Inverness & Perth Junction, will also be going under the hammer, as will an example from the Wolverton & Stony Stratford Tramway, which ran from 1887 until 1926, by which time it had become the last steam-worked street tramway in the country. The sale is in the Royal National Hotel, Woburn Place, and starts at 11am.

LNWR and LSWR lead chasing pack in model sale

A REPORT of the £100,000 success of the two top-selling live steam models in Dreweatts' auction at Newbury on September 24 is in the news section of this issue, but the chasing pack gave a good account of themselves, not least three other models that each made it into five figures.

Heading this trio was 9½in gauge LNWR 4-4-0 No. 1941 *Alfred the Great* (£38,000), followed at £15,000 by 7¼in gauge LSWR H15 class 4-6-0 No. 486 (BR No. 30486), and 5in gauge LMS Princess Royal class Pacific No. 6201 *Princess Elizabeth* (£13,500).

Other realisations included £8500 for 5in gauge Chicago West Pullman & Southern Railroad 0-6-0 No. 29 *Cincinnati* and £7000 for an award-winning 3½in gauge GWR No. 6001 *King Edward VII*. Prices exclude buyer's premium of 25% (+ VAT).

Totem sign and diesel worksplate share the Thirsk plaudits

A BR(NE) station totem sign from Shipley, West Yorkshire, and a Class 15 diesel worksplate shared the plaudits in Thirsk Railwayana's September 21 sale, each with a realisation of £900.

Shipley was opened by the Leeds & Bradford Railway in July 1846 and remains open today, while the Class 15 diesels were designed by British Thomson-Houston for local freight and empty stock working and were built in two batches, the first 10 by Yorkshire Engine Co between November 1957-November 1958, and the remaining 34 by Clayton Equipment Co between October 1959 and February 1961.

They were numbered D8200-43, and all ended their days on the Eastern Region, with the first being withdrawn in 1969 and the last in March 1971. One, D8233, survived into preservation, and is currently being restored by the Class 15 Preservation Society at the East Lancashire Railway.

Behind this pair in the 963-lot auction came a second totem, a BR(M) sign from Barrow, which went under the hammer for £500. Prices exclude buyer's premium of 10% (+ VAT)

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Steam Dreams to celebrate 20 years of success in December

By Cedric Johns

ON Thursday, December 16, 1999, a special train comprising green Mk.1 and Mk.2 carriages pulled out of London Waterloo station at 11am, behind BR green-liveried Standard Five 4-6-0 No. 73096 heading for Woking and Salisbury.

It was a special train and a special occasion. It was a test run to prove that steam could hold its own, in the face of rapid third-rail acceleration and even faster line speeds.

By the time that Vauxhall was reached, exhaust beats from the two-cylinder engine grew stronger and faster as the regulator was opened for a smart run through Clapham, the 4-6-0 accelerating its train on down the South Western Main Line towards Surbiton and Weybridge.

Just as the 5MT was nicely warmed, a string of 'yellows' curbed the train's speed to the south west. By Woking, the special was six minutes down, but the station stop, shaved to a minute, allowed the 4-6-0 to be opened up to such good effect that exhaust beats echoing back off line side buildings emphasised the power created by those two cylinders.

After passing Basingstoke and diving under the flyover at Worting Junction, favourable gradients hurried the train on through Whitchurch, Andover and Porton ,the special rolling into platform four at Salisbury a couple of minutes down, much to relief of the day's host and company founder, Marcus Robertson.

Thompson B1 4-6-0 No. 61306 *Mayflower* makes a fine sight as it passes Millbrook, Hampshire with the 8.45am London Victoria to Swanage Steam Dreams charter on September 26. MARK V PIKE

Yes, this was the trip which confirmed the creation of Steam Dreams – and to mark the occasion a 20th anniversary trip has been planned for Tuesday, December 17.

Starting out of Waterloo at 11am, the train calls at Woking, then follows in the path of the special to Salisbury.

Having allowed passengers to alight and take on water, the train heads on down the Exeter line to Sherborne, where passengers can join a carol service in the abbey.

Enthusiasts can continue the journey to Yeovil Junction, where both carriages and locomotive will be serviced and turned ready for the return to Salisbury and Waterloo.

All passengers will receive a commemorative gift.

Hauling the train of maroon carriages will be LNER apple green 4-6-0 No. 1306 *Mayflower*. The occasion is set to be an inaugural visit by a B1 to the Yeovil Railway Centre's turntable.

As previously reported, Steam Dreams' final pre-Christmas hurrah will be the 'White Cliffs' luncheon train routed around Kent on Friday, December 20.

There then follows a gap – the first 'Cathedrals Express' from Clapham Junction to Bath, via Shalford and Guildford departs on Thursday, March 12.

Scotsman to head 'Christmas Dalesman' trips

By Gareth Evans

West Coast Railways is operating three excursions on behalf of Ian Riley, hauled by *Flying Scotsman* from the major north west of England conurbations in December.

The National Collection-owned A3 Pacific is to head 'The Flying Scotsman Christmas Dalesman' from Manchester Victoria to Carlisle on Wednesdays December 4 and 21 and Saturday 18th. Running out via Hellifield and then the Settle and Carlisle line, the tours return along the West Coast Main Line to Carnforth, where a diesel locomotive is scheduled to work the final leg.

No. 60103 is to follow a similar itinerary on Saturday, December 14, albeit from Liverpool.

Union of South Africa owner faces further wait for museum go-ahead

THE ultimate future of LNER A4 class 4-6-2 No. 60009 *Union of South Africa* and its final resting place has yet again been put on hold.

A decision on a revised planning application for the visitor centre, which the A4's owner, John Cameron, wants to build to mark his retirement and that of his Pacific, has been delayed until possibly at least mid-November. As previously reported, the original application was turned down earlier this year by Fife Council.

The A4 has a full programme of main line excursions lined up for the remainder of the year, having appeared in the North Yorkshire Moors Railway's big autumn gala (feature, pages 74-79) and the East Lancashire Railway's October 18-20 gala.

The A4 is then committed to seven main line outings for the Railway Touring Company, five of them in November and two in December. Beginning with a Bristol to Chester on November 16, this is followed by a Slough to Shrewsbury on the 23rd, a London Victoria to Hastings on the 26th, a Norwich to York on the 28th and a London to York on the 30th.

Sunday, September 8 saw No.60009 *Union of South Africa* heading to Kingswear, in charge of the last Torbay Express of 2019 – which could have been the A4's final run west of Bristol before its permanent retirement next year. The Pacific is seen here in the evening upon arrival back in Bath Spa. DUNCAN SAVIDGE

LMS Princess Royal class Pacific No. 6201 *Princess Elizabeth* passes Wetheral Shield, near Cumwhinton, Cumbria on October 12, with The Railway Touring Company's 'The Cumbrian Mountain Express'. Steam-hauled between Carnforth and Carlisle and return, the charter originated at London Euston. HENRY WILKINS

Princess Elizabeth looks forward to a busy 2020

ALTHOUGH No. 6201 *Princess Elizabeth* has little or no main line commitments during the coming months, having completed its current programme working a Railway Touring Company (RTC) 'Cumbrian Mountain Express' on October 12, the Stanier 4-6-2 remains on stand-by as a replacement, if required.

Next year, however, promises to be a busy one for the celebrated Carnforth-based maroon express passenger locomotive.

Owning society's chairman Clive Mojonnier said that he is in discussions with one of the rail industry's major railtour promoters and in addition, an intriguing talk with a private individual interested in planning a two-day trip.

Boosted by the honour of working the final two legs of RTC's 'Great Britain 20-20' next April, 'Lizzie' takes the train from Cardiff to Penzance and from there to London.

With St Blazey turntable unusable, No. 6201 will need to run light to Plymouth Laira for turning then retrace its tracks, again running tender-first back to the Cornish terminus.

Equally encouraging comes news that the society has gained a new recruit in 19-year-old Robbie Ellis, who is studying engineering at college. Robbie's father, who joined the 4-6-2's support team back in spring, has played a major part in convincing his son that steam is worth supporting.

Clive said: "We welcome Robbie and hope that other interested youngsters will come and join us while increasing their engineering skills and knowledge."

Application forms are available from the membership secretary at: 112 Draycott Road, Upper Tean, Staffordshire ST10 4JF.

LMS Jubilee 4-6-0 No. 45699 *Galatea* is seen passing Edale with West Coast Railways' Carnforth to Burton upon Trent empty coaching stock working on September 21. A lucky survivor on the right is the 1893-built Midland Railway signalbox. JAMES SHUTTLEWORTH

Vintage Trains operated its 'Chester Venturer' trip from Dorridge to the historic cathedral city on October 12. Tyseley's flagship WR 4-6-0 No. 7029 *Clun Castle* leads the train as it passes Beeston Castle, while Class 20 No. 20189 can be seen at the rear. ALAN WEAVER

Saphos 2020 programme

By Brian Sharpe

ONE of the newer steam Train Operating Companies has announced the first details of its 2020 programme, marketed through Saphos Trains.

The programme currently consists of 27 trains covering all parts of England and Wales, beginning with a 'North Wales Coast Express' to Holyhead on February 1. This train originates from Leicester with steam haulage from Crewe.

The 'Pennine Peaks and Valleys Explorer' is steam-hauled throughout from Crewe in an itinerary that takes in the West Coast Main Line to Carnforth, then returning south via Settle Junction and Blackburn. This train will run on February 15, March 22, June 21 and December 17.

Another repeat itinerary tour is the 'White Rose', which will run from Crewe to York via the Hope Valley, returning by the Calder Valley route on March 7, August 27 and December 19. The popular 'Fellsman', covering the Settle & Carlisle route, is scheduled to run on May 27, June 24 and July 15.

Most tours originate from Crewe, Shrewsbury, Wolverhampton or Preston, but certain tours start from Bristol, including the 'English Riviera Express', which will run from Bristol Temple Meads to Kingswear on July 26, August 2 and 9.

Two of the more interesting one-off trips are the 'Great Western Envoy' on June 27 and the 'Severn Valley Enterprise' on July 11. The former runs from Crewe via Oxford to Bath and Bristol, while the latter also heads south from Crewe on the WCML before taking the Leicester line at Nuneaton and then the Midland main line north through Leicester and Loughborough. It then follows the Castle Donington line before running through the Birmingham suburbs to Kidderminster for a trip along the full length of the Severn Valley Railway to Bridgnorth.

Other one-off trips include the 'William Shakespeare' to Stratford-upon-Avon, 'Welsh Marches Express', 'Lakelander' to the Cumbrian Coast, 'Pembroke Coast Express', 'Devonian Express', 'Sussex Belle' from London Victoria to Brighton, Hastings and Ashford and the 'Cotswold Express'.

LMS 'Black Five' 4-6-0 No. 45231 is seen at Chester on September 17 with a loaded test run for Locomotive Services from Shrewsbury to Crewe with Saphos coaching stock. BRIAN DOBBS

TPO set for main line

"THIS is the Night Mail crossing the border, bringing the cheque and the postal order," was the opening line of the poem by WH Auden that featured in the GPO documentary film Night Mail, released in 1936.

The year 2021 will be the 85th anniversary of the release of the film and, coincidentally, the 50th anniversary of the last mail exchange by a Travelling Post Office (TPO) train in Britain, at Penrith in October 1971.

The TPO trains are kept alive by Railway Vehicle Preservations (RVP), based on the Great Central Railway. The group's six-coach rake of BR Mk.1 TPO coaches sees regular use at GCR gala weekends, with mailbags dropped and picked up at the lineside apparatus south of Quorn & Woodhouse station.

To commemorate the two anniversaries in 2021, RVP has an ambitious plan to take its TPO train on to the main line for a programme of public runs, although, sadly, it will not be possible to perform any mail exchanges on them.

RVP is pleased that Ian Stone, of Network Rail, has given permission for the project to go ahead, but a considerable amount of work will need to be done. An approved engineer will have to inspect the vehicles and there may be some repairs and renewals to be carried out.

Once RVP has obtained an Engineering Acceptance certificate, the coaches can be re-registered on the Rolling Stock Library and a Train Operating Company approached to run the train, which will have passenger coaches added.

Five of the coaches will need a repaint and RVP is aiming to raise a minimum of £45,000 to get the project moving, although this sum may increase, depending on the result of the engineers' inspection.

It is expected that ticket sales will cover the cost of the actual operation of the train on the main line.

RVP is asking for donations from enthusiasts wishing to see this project succeed, which should be sent to RVP (Night Mail 85 Appeal), Spinney Close, Main Street, Kibworth Harcourt, Leicester LE8 0NQ. Cheques should be made payable to RVP Ltd with 'Night Mail 85' written on the back.

On October 9, No. 35028 *Clan Line* worked Belmond's 'British Pullman' from London Victoria to Leamington Spa, where passengers were transferred to road coaches for Warwick and Stratford-upon-Avon. The Merchant Navy Preservation Society-owned Pacific is seen here climbing Hatton bank on the Down Goods Loop with the subsequent 12.38pm Leamington Spa to Tyseley light maintenance depot empty coaching stock working. Before the end of the year, the 4-6-2 is due to work London Victoria to Shalford Belmond lunchtime excursions on November 8 and December 5 and 14. GRAHAM NUTTALL

A1 No. 60163 *Tornado* departs Doncaster platform 3 on October 5 with the A1 Steam Locomotive Trust 'The Pennine Explorer' charter, which ran from Leicester to Carlisle and return. Explaining the events that led to the unusual scene, the photographer said: "I thought this was a unique opportunity to get the 'Doncaster Plant' in a shot due to the changeover in the Down sidings. The drawing office can been in the top left. Unfortunately, the old paintshop and some other parts of the plant are long gone. The train came through Sheffield, which meant for the change of locomotive, it had to run into the station down goods loop. No. 60163 backed down from York. The train engine, a Class 47 diesel, moved off, then *Tornado* came forward, before backing on to the train." ALAN WEAVER

A1SLT confirms its 2020 tour schedule for *Tornado*

ANNOUNCING its 2020 tour programme, the A1 Steam Locomotive Trust (A1LST) has revealed its first trip of the year will be April 4's Cambridge to Carlisle 'The Fen and Fells Flyer'.

Diesel-hauled to York, No. 60163 will work the train on via Hexham and return via the Settle and Carlisle line as far as Doncaster. On May 2, 'The Cumbrian Explorer' is due to run from Darlington to Carlisle, via the Settle and Carlisle line. The return leg is set to traverse the Cumbrian Coast route to Carnforth, where *Tornado* will be replaced by a diesel for the return to Darlington.

A week later, 'The Jorvik Express' is booked to run from Liverpool to York, via Newton-Le-Willows and Manchester Victoria and then onwards through the Peak District, returning via the Calder Valley line.

With the date of this tour coinciding with the bank holiday weekend commemorating the 75th Anniversary of VE day, the train will have a 1940s feel and passengers are encouraged to dress accordingly. Significantly, this will be *Tornado's* inaugural departure from Lime Street.

The A1SLT also intends to repeat its Edinburgh to Aberdeen 'Aberdonian' day trips during the summer months.

Remainder of 2019

More immediately, the A1LST is keen to see its final two trains of 2019 well supported, in order to provide funds for the upkeep of its Peppercorn Pacific No. 60163 *Tornado*.

The first of these trips, on November 2, 'The Illuminati', takes the A1 to Blackpool for the first time, to view the famous illuminations. A special champagne afternoon tea will be available after the train departs Birmingham New Street.

The second excursion, 'The Christmas Bath & Bristol Express' starts from Wolverhampton and heads to Bath and Bristol via Birmingham and the West Midlands. On board, passengers can enjoy Christmas dinner silver service on the return journey in first class dining. Mince pies and other festive favourites will be available in the buffet and complimentary in non-dining first class. The A1 is booked to work a one-way trip with Railway Touring Company's 'The Christmas White Rose', from London to York, on December 14, prior to retiring for winter maintenance.

Tornado and Class 50s feature in Pathfinder's year end plans

FOR a long-standing promoter, organising approximately 40 excursions each year, Pathfinder Tours is notable for only running a handful of steam-hauled trains.

This year has been no exception and the approaching festive season contains only one steam-hauled charter – 'The Marches & Severn Express', on Saturday, November 23, from Eastleigh to Ludlow and Shrewsbury, due to be worked by A1 No. 60163 *Tornado* from Gloucester.

The following Saturday (November 30), 'The Festive York & Durham Explorer', from Bristol, Cheltenham and stations to Birmingham, offers passengers a choice of three destinations – York, Durham or Newcastle.

Motive power is planned for a pair of Class 50s with a Class 66 working the train back to Bristol from Worcester.

In a final fling, 'The Grotto Grid', on Saturday, December 14, is described as Pathfinder's annual Christmas outing around the East and North Midlands to North Lincolnshire – Santa outfits optional! Starting from Westbury, it runs via Bath and selected stations to Burton-on-Trent and Derby.

After reversal in Chaddeston Yard, Derby, the tour takes on a 'forgotten tracks' itinerary, including the Scunthorpe Trent Reception, Roxby Gullet, the Doncaster avoider, Toton High Level lines and other 'quiet' places, before a break at Barnetby. This is an all-diesel train, with a Class 56 as the main haulage attraction.

Hastings DEMU wows all England

By Cedric Johns

ANOTHER good year for Hastings Diesels' unique six-car narrow-bodied main line set has seen the green DEMU variously visit Charing Cross, the Isle of Grain, Norwich and Lowestoft, Gloucester and the Dean Forest Railway and, most recently, Salisbury and Ludgershall.

'The Ludgershall Legionnaire' ran on September 14 from Hastings, making calls in the unit's usual catchment area via Redhill and Guildford, thence Westbury and Warminster to Salisbury.

Passengers either had a break there or a 49-mile round trip to the Ministry of Defence establishment at Ludgershall, situated on the former Midland & South Western Junction line from Andover. Passengers were not allowed to alight from the unit or take photographs in the army's railway-served base.

Considering passengers are mostly drawn from the same geographical area every time the unit goes main line, it is a tribute to the Hastings organisation that each trip is so well supported. That said, the modest choice of fares must surely be an incentive. Club Class passengers receive a meal with wine on the homeward journey.

For the 11th consecutive year, on December 21, the set has been hired for a private charter – running as the 'Olympia Express' – to Kensington for the International Horse Show.

No. 46115 *Scots Guardsman* passes Euxton with the Carnforth – Chester Lune Rivers Trust railtour on September 28. FRED KERR

Lune Rivers tour diverted

By Brian Sharpe

THE Lune Rivers Trust annual steam railtour is well-established in West Coast Railways' (WCR) calendar, usually running from Carnforth towards the end of September and raising money for the trust, a charity dedicated to the conservation, protection, rehabilitation and improvement of the River Lune throughout its whole length and its associated tributaries in Cumbria, Yorkshire and North Lancashire.

This year the booked motive power was recently-overhauled LMS Royal Scot 4-6-0 No. 46115 *Scots Guardsman* and the destination was Shrewsbury, running via Hellifield, Blackburn, Warrington and Crewe on September 28.

In view of the layout of WCR's Carnforth depot, assembling and shunting the stock into position before departure can take considerable time but, on the day in question, *Scots Guardsman* and its train were in the Up and Down goods loop, ready to run into the station to pick up its passengers in plenty of time.

Then came the news that there was a problem down the line and it was likely that departure would be delayed, possibly by an hour or so. Heavy overnight rain had led to a mudslide on the route between Bentham and Clapham and no trains were permitted to travel over this section.

While passengers were provided with free tea and coffee at the Royal Station Hotel, those waiting at Bentham and Wennington were contacted and advised to head to Carnforth to board the train that was likely to be diverted to run diesel-hauled to Lostock Junction with No. 46115 on the rear, which would then take over, having regained its booked route.

However, a revised plan saw the Scot detached from its train to return to the shed to turn, so that it could take the train south from Carnforth itself on the West Coast Main Line through Lancaster and Preston.

This manoeuvre took some time and the train was more than two hours late departing from Carnforth, but taking a much shorter and faster route, it was only 16 minutes late when it regained its original route at Farington Junction south of Preston.

The return was by the same route with no further problems encountered.

Up the 'Mountain' a year on!

By Cedric Johns

PATHFINDER Tours "Sugar Loaf Mountaineer II' reached Carmarthen via the Central Wales line on September 7 – a year late.

Originally set to run in the summer of 2018, the tour was pulled, owing to the fire risk following high temperatures and a dry spell. The trip was to have been worked by Locomotive Services' 'Black Five' No. 45231, sponsored by incumbent Welsh franchise operator, Arriva Trains Wales. The train was subsequently cancelled for a second time, because the 4-6-0 was unavailable.

Third time lucky, the excursion ran successfully with steam from Shrewsbury to Carmarthen and back. However, with Arriva having lost its franchise in the interim, the 'Mountaineer' finally ran with the support of Pathfinder, Riviera Trains, Locomotive Services and DB Schenker.

Immaculate Class 47 No. 47593 *Galloway Princess* is seen at Bristol Temple Meads soon after arriving with the 4.47am Ely to Bristol Temple Meads Statesman charter on September 21. MARK V PIKE

Locomotive Services: 'Brit' changes identity for 'Golden Arrow' excursion

CREWE-based Locomotive Services BR 7P 4-6-2 No. 70000 *Britannia* will undergo a change of identity on October 26, when the engine runs as No. 70014 *Iron Duke* hauling a Saphos Trains 'Golden Arrow' trip from London Victoria to Canterbury.

Reviewing the Locomotive Services line-up, spokesman Peter Greenwood said the only other engine in steam at mid-October was 'Black Five' 4-6-0 No. 45231 *The Sherwood Forester*.

Still out of traffic, LMS No. 46100 *Royal Scot* remains dogged by wheel problems. Having had its driving wheelsets retyred and refitted, the 4-6-0 is currently 'stopped' because when the tender wheelsets were removed for tyre work at the South Devon Railway's workshops, cracking was discovered in the horn guides.

Almost completed, remedial work is expected to see the wheels returned to Crewe by the end of the year.

Bulleid West Country 4-6-2 No. 34046 *Braunton* is also out of traffic for a small amount of boiler work, which includes a replacement stay and some unspecified welding. Unless other problems are revealed, the locomotive should be back on the road by early November.

LMS Jubilee 4-6-0 No. 45690 *Leander* passes Aisgill on the Settle-Carlisle line with a Steam Dreams excursion on September 14. DAVE WILSON

October

SAT 26: 'The Golden Arrow'
London Victoria, Canterbury & return.
Steam-hauled throughout.
Loco: No. 70014 (70000) *Tornado (Britannia)*. ST

November

SAT 2: 'The Illuminati'
Birmingham New Street, Blackpool North & return.
Steam-hauled: Birmingham, Preston. Blackpool, Birmingham.
Loco: No. 60163 *Tornado*. A1ST
SUN 3: 'The South Yorkshireman'
Blackburn, Sheffield & return.
Steam-hauled throughout.
Loco: No. 45690 *Leander* or No. 45699 *Galatea*. RTC
FRI 8: 'Belmond British Pullman'
London Victoria, Shalford & return.
Steam-hauled throughout.
Loco: No. 35028 *Clan Line*. BEL
FRI 8: 'The North Wales Coast Express'
London Euston, Holyhead & return.
Steam-hauled: Crewe, Holyhead & return.
Loco: 60103 *Flying Scotsman*. RTC
SAT 9: 'The Citadel'
Manchester Victoria, Carlisle & return.
Steam-hauled: Manchester, Carlisle, Carnforth.
Loco: Nos. 45212 or 44871 or 45157 *The Glasgow Highlander*. WCR
SAT 16: 'The Christmas Cheshireman'
Bristol Temple Meads, Chester & return.
Steam-hauled throughout.
Loco: No. 60009 *Union of South Africa*. RTC
SUN 17: 'London to York St Nicholas Fair'
London King's Cross, York & return.
Steam-hauled: London, York.
Loco: No. 61306 *Mayflower*. SD
SAT 23: 'The Ludlow Medieval Christmas Fayre'
Slough, Shrewsbury & return.
Steam-hauled throughout.
Loco: No. 60009 *Union of South Africa*. RTC
SAT 23: 'The Marches & Severn Express'
Eastleigh, Shrewsbury & return.
Steam-hauled: Gloucester, Shrewsbury & return.
Loco: No. 60163 *Tornado*. PT
SUN 24: 'Santa Special'
Lancaster, Carlisle & return.
Steam-hauled: TBA.
Loco: TBA. WCR
TUE 26: 'The Christmas Sussex Belle'
London Victoria, Eastbourne & return.
Steam-hauled: London, Eastbourne. Hastings, London.
Loco: No. 60009 *Union of South Africa* or TBA. RTC
THU 28: 'The York Yuletide Express'
Norwich, York & return.
Steam-hauled: Norwich, York. York, Peterborough.
Loco: No. 60009 *Union of South Africa*. RTC
FRI 29: 'Bath Christmas Market'
West Brompton, Bath & return.
Steam-hauled throughout.
Loco: No. 61306 *Mayflower*. SD
SAT 30: 'The York Yuletide Express'
London Ealing Broadway, York & return.
Steam-hauled throughout.
Locos: No. 60009 *Union of South Africa* and No. 6233 *Duchess of Sutherland*. RTC

December

SUN 1: 'Bath Christmas Market'
Solihull, Bristol Temple Meads & return.
Steam-hauled throughout.
Loco: No. 7029 *Clun Castle*. VT
SUN 1: 'Bath Christmas Market'
London Paddington, Bath & return.
Steam-hauled throughout.
Loco: No. 61306 *Mayflower*. SD
TUE 3: 'North Kent & Ashford to London & Windsor Carols'
Borough Green & Wrotham, Windsor & return.
Steam-hauled: Borough Green & Wrotham, Windsor.
Loco: No. 61306 *Mayflower*. SD
THU 5: 'The Bath & Bristol Christmas Express'
Swanage, Bristol Temple Meads & return.
Steam-hauled: Swanage, Bristol. Bristol, Salisbury.
Loco: No. 6233 *Duchess of Sutherland*. RTC
THU 5: 'Belmond British Pullman'
London Victoria, Shalford & return.
Steam-hauled throughout.
Loco: No. 35028 *Clan Line*. BEL
SAT 7: 'The Christmas Bath and Bristol Express'
Wolverhampton, Bristol Temple Meads & return.
Steam-hauled throughout.
Loco: No. 60163 *Tornado*. A1SLT
SAT 7: 'The Lindum Fayre'
London King's Cross, Lincoln & return.
Steam-hauled throughout.
Loco: No. 6233 *Duchess of Sutherland*. RTC

Tour promoters

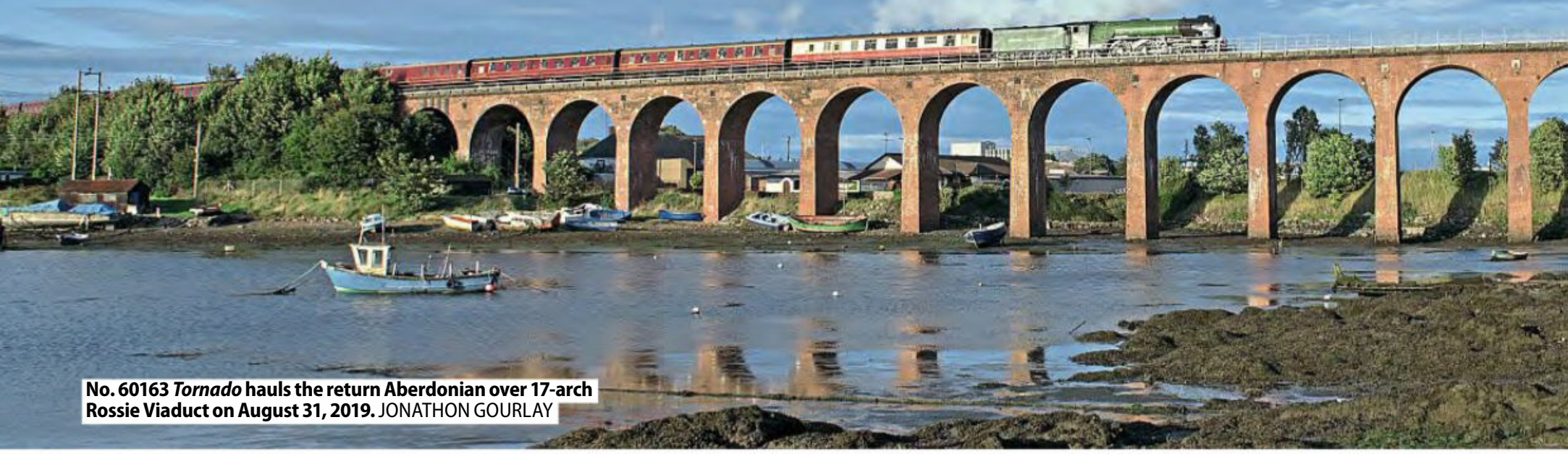
A1SLT	A1 Steam Locomotive Trust Railtours 01325 488215
BEL	Belmond Pullman 0845 077 2222
PT	Pathfinder Tours 01453 835414
RTC	Railway Touring Company 01553 661500
TEL	Torbay Express Ltd 01483 209888
SD	Steam Dreams 01483 209888
ST	Saphos Trains 0800 038 5320
SRPS	SRPS Railtours 0131 202 1033
UKRT	UK Railtours 01438 715050
VT	Vintage Trains 0121 708 4960
WCR	West Coast Railways 01524 737751

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.

WITH FULL REGULATOR

LOCOMOTIVE PERFORMANCE THEN AND NOW

Don Benn describes the performance of *Tornado* on the summer 'Aberdonian' trips; of A4 Pacific No. 60004 *William Whitelaw* on a heavily-loaded overnight relief train from Edinburgh in 1965, and of No. 60007 *Sir Nigel Gresley* and LMS 'Black Five' No. 44671 on the same day 54 years ago.



No. 60163 *Tornado* hauls the return Aberdonian over 17-arch Rossie Viaduct on August 31, 2019. JONATHON GOURLAY

NEW-BUILD A1 Pacific No. 60163 *Tornado* worked a series of five trips from Edinburgh to Aberdeen in the spring of this year, though all were accompanied by a diesel locomotive.

In issue 253 I reported on the first of these which took place on March 14. Marketed as 'The Aberdonian', these were successful, so a further series of four took place on August 1, 8 and 31 and September 7. All ran diesel-free and my correspondent Sandy Smeaton has kindly sent me full details of three of the trips with *Tornado*, run by the A1 Steam Locomotive Trust and crewed by West Coast men.

Table One shows the outward journey from Edinburgh on September 7, over this heavily graded and restricted route as far as Perth on its way to Aberdeen via Dundee, via the Forth Bridge and the Ladybank single line via Newburgh as *Tornado* is banned over the Tay Bridge. From Edinburgh, the gradients are varied until the 1-in-110/500 drop down passed Turnhouse, where one of the highest speeds on this section normally occurs. Then there is a 1-in-100 climb to Dalmeny and the level stretch over the Forth Bridge to North Queensferry from where the line drops steeply down at 1-in-70 to Inverkeithing.

Here, the route to Dunfirmline diverges and the Dundee line climbs for nearly three miles at gradients as steep as 1-in-94 to a summit beyond Dalgety Bay, before falling to Burntisland. From there it's a steady uphill stretch to after Dysart and downhill to Thornton Junction. Then the line climbs again for over four miles to Lochmuir, before dropping down at 1-in-95/111 to Ladybank. The line on to Dundee is mainly on falling gradients.

TABLE ONE: EDINBURGH TO PERTH

Date	Saturday, September 7, 2019
Train	8.48am Edinburgh to Aberdeen
Loco	A1 Class 4-6-2 No. 60163 *Tornado*
Load	11 coaches, 387 tons tare 420 tons gross
Driver / Fireman	Mick Kelly / Neal Woods
Recorder	Sandy Smeaton
Position	11th coach
Weather	Dry and mostly sunny

	miles	sched	mins	secs	speed
Waverley	0.00	0.00	00	00	5 mins late
Mound Tunnel	0.25	2.00	01	30	20/23
Haymarket	1.19	3.30	04	10	
	0.00	0.00	00	00	5½ mins late
Saughton Jct	2.36		04	52	49½
South Gyle	3.37		05	57	59½/61
Edinburgh Gateway	4.24		06	49	59½
Turnhouse OB	5.36		07	51	71
Dalmeny	8.25	9.30	11	47	17*
Forth Bridge S	8.79		13	11	30
Forth Bridge N	9.80		14	51	41½
N Queensferry	10.10		15	18	43
MP 12	10.81		16	19	43½
Inverkeithing	11.96	19.30	18	11	30*
Dalgety Bay	13.39		20	37	38
MP 15½	14.31		22	01	39½
Summit	14.81		22	45	44
Aberdour	16.19		24	21	54½/62
Burntisland	18.93	29.30	27	58	25½/42½
MP 21	19.81		29	30	34½*
Kinghorn	21.56		32	30	36½/36
MP 24½	23.31		34	46	55/55½
Kirkcaldy	24.70	39.30	36	20	51
Wemyss Jct FB	26.94		39	23	41
MP 29	27.81		40	46	30/32½
Thornton S Jct	29.11	45.30	43	30	28
Thornton N DPL	29.81	48.30	45	58	
	0.00	0.00	00	00	1 min early
MP 31½	0.52		03	35	15/13½
MP 32½	1.53		07	05	28½
Markinch	2.28		08	29	32½
MP 34½	3.78		11	07	39
Lochmuir Mast	4.15		11	40	44
Falkland Road	5.20		12	57	55/58½
Kingskettle	7.24		15	13	37* sigs
			sigs stop		
	7.98		17	54	0*
			19	05	
Ladybank	8.15	18.00	19	34	9½
MP 1½	9.65		22	54	46½/50
Collesie	10.80		24	16	49
MP 4	12.15		26	10	40
OB 12	13.75		28	13	50½/52
PSR 45	14.68		29	17	45½*
Newburgh	15.80	30.00	30	42	53/51½
MP 9½	17.40		32	33	56/57
Abernethy	18.41		33	38	56½
Bridge of Earn	22.41		38	02	53
Hilton Jct	23.83	43.00	40	12	19½*
Friarton Jct	24.96		42	41	33
Perth	25.78	48.00	45	38	3½ mins early

*brakes or speed restriction

Good running to Perth

Sandy recounts the story of the outward journey, the section to Perth being shown in Table One: "The load was increased (compared to August 31) to 11 coaches, 387 tons tare and about 420 gross. Mick Kelly was at the regulator for the first section from Edinburgh to Perth, with Peter Walker taking over there. Neal Woods fired throughout from Edinburgh to Aberdeen. The start from Edinburgh Waverley's Platform 19 was five minutes late, for once suffering no checks in Princes Street Gardens and stopped to pick-up in Haymarket in 4m 10s.

Restarting 5½ late from Haymarket, a maximum of 71mph was reached at Turnhouse, before slowing for the Forth Bridge. Inverkeithing was passed at 30mph, accelerating up to Dalgetty Summit, passed at 44mph. The maximum after the Kinghorn slack was 55½mph at MP23¾ with the summit at MP29 eased past at 30mph. We stopped in Thornton loop in 45m 58s, comfortably within the 48½ minutes allowed, but three minutes late.

"Once the 9.37am Edinburgh-Perth service train had passed, we started a minute early and moved out of the loop cautiously passing Coaltown of Wemyss OB at 16mph. Speed rose to 32½mph at Markinch and 39mph at MP34¾, where the gradient levels for Lochmuir's flat summit. We were stopped at Ladybank for over a minute, before being allowed into the single line section. After getting the road, we accelerated to 50½mph at the bottom of the 1-in-120 rise between MPs 2 to 4, falling

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to 40mph at the latter. On the mainly falling grades to Bridge of Earn, speed was held in the mid-50s and after the required slow approach to Perth we stopped just over 2½ minutes within the schedule and 3½ minutes early."

Mishap to *Tornado*

Sandy continued: "Here the drivers changed over. The sprint to the Invergowrie water stop was achieved in 21m 39s, just over the 21 allowed. Before Glencarse, 65½mph was achieved, falling to 60mph at the MP13 Minor Summit with a final maximum of 68½mph at Errol. The watering took slightly longer than the 11 minutes allowed and we left Invergowrie 3½ late. The five minutes allowed for the 3.3 miles from Invergowrie to Dundee is impossible to keep and it took 7m 42s.

"We followed the 10.39am Glasgow Queen Street-Aberdeen, getting away from Dundee 5½ late. After reaching 57½mph at Balmossie, we were checked to 9 at Signal CA1 (8m 50c). The Carnoustie stop was omitted passing at 27½mph and accelerating to 66mph at MP14½, before easing through Arbroath at 18mph.

Tornado then accelerated up the mostly 1-in-100 for two miles to pass MP19 at 40½mph. In the gradient dips before and after Inverkeilor, 67mph and 72½mph were reached, with an excellent minimum at Dunninald Summit of 50mph. The 12.07pm Aberdeen-Edinburgh then checked us at Usan and next the 12.42pm Montrose-Aberdeen stopper running 10 minutes late caused further checks.

However, worse was to come. Just after the slack at UB283, the lineside vegetation smashed the driver's side spectacle glass and must have had a sobering effect on the crew as the subsequent running up to Drumlithie Summit was very subdued compared with the previous trips. We had passed Montrose 9½ late but at Stonehaven we were 13½ late. The maximum at Glenury Viaduct after Stonehaven was 70mph, falling to 56½mph at the minor summit. The combination of temporary speed restrictions and clearance slacks between Muchalls and Portlethen then reduced speed to the 40s for about four miles and the maximum from MP234 down to Aberdeen was 60mph. A final check outside Aberdeen station made the final arrival 16 minutes late."

TABLE TWO: EDINBURGH TO DUNDEE

Date Friday, June 4, 1965
Train 7.40pm (Thursday) King's Cross to Aberdeen
Loco A4 class 4-6-2 No. 60004 *William Whitelaw*
Load 13 coaches, 462 tons tare 505 tons gross
Crew Not recorded
Recorder T Bagworth
Weather Cloudy

	miles	sched	mins	secs	speed
Waverley	0.00	0.00	00	00	57¾ mins late
Haymarket	1.15	3.00	03	08	30
Saughton Jct	3.50		07	29	46
Turnhouse	6.50		11	09	64/65
Dalmeny	9.45	14.00	14	07	60
N Queensferry	11.30	17.00	16	43	43*
Inverkeithing	13.15	21.00	19	32	37
Donbristle Halt	15.20		23	49	28
Dalgetty	16.15		26	06	29
Aberdour	17.40		28	09	47/54
Burntisland	20.15	31.00	31	47	30*
Kinghorn	22.75		36	06	38
Kirkcaldy	25.90	39.00	40	13	53
Sinclairtown	27.30		42	05	46
Dysart	28.00		43	07	43
Randolph Siding	29.65		45	39	37
Thornton Jct	30.70	49.00	47	53	15*
Markinch	33.25		52	33	41
Lochmuir	34.90		55	21	36
Falkland Road	36.15		57	13	57
Kingskettle	38.20		59	01	70/74
Ladybank	39.10	60.00	59	51	35*
Springfield	42.30		64	21	53
Cupar	44.60		66	52	58
Dairsie	47.60		70	06	55
Leuchars Jct	50.85	73.00	73	16	64
St. Fort	54.60		77	16	59/60
Wormit	55.90		78	59	50*
Tay Bridge South	56.50	80.00	79	43	16*
Esplanade	58.45		84	43	28
Dundee Tay Bridge	59.20	89.00	87	12	56 mins late

*brakes or speed restriction

No. 60163 *Tornado* awaits departure from Edinburgh Waverley with the 8.48am 'The Aberdonian' on September 7, 2019. SANDY SMEATON

TABLE THREE: ABERDEEN TO PERTH

Date Saturday, August 31, 2019
Train 5.56pm Aberdeen to Edinburgh
Loco A1 Class 4-6-2 No. 60163 *Tornado*
Load 10 coaches, 354 tons tare 380 tons gross
Driver Peter Walker
Fireman Phil Akester
Recorder Sandy Smeaton
Position 10th coach
Weather Dry

	miles	sched	mins	secs	speed
Aberdeen	0.00	0.00	00	00	2 mins late
Ferryhill Jct	0.60	1.30	03	59	23½
Craiginches South	1.56	3.00	05	57	33
MP 239	2.06		06	50	33/28½
MP 238	3.06		08	51	31
MP 237	4.06		10	33	39½
Cove Bay	4.81		11	40	41½
MP 235¼	5.81		13	06	45½
MP 234	7.06		14	41	50½/63½
Porthleven	8.21		15	50	62½
MP 261¾	9.31		16	54	66/69½
Newtonhill	10.33	13.30	17	47	67
Muchalls	11.56		18	57	64
Mp 228	13.06		20	35	48
MP 226	15.06		22	49	63½
Stonehaven	16.11	21.00	23	49	59½
MP 222¾	18.31		26	15	49½
MP 222	19.06		27	08	53
MP 221	20.06		28	17	51
Carmont LC	21.58	29.30	29	59	59
Drumlithie	23.33		31	39	70/73
MP 215½	25.56		33	37	63½/65½
Fordoun	27.19		35	08	61/57½
MP 211¾	29.31		37	18	58½/60
Laurencekirk	30.49	38.30	38	31	58½/57½
MP 208	33.06		41	03	66
Craigo	35.86	44.00	43	47	59½
Kinnaber Jct	38.05		46	04	56/9* sigs
Montrose	40.60	49.00	51	36	31
Rossie Viaduct N	41.45		53	08	33½
Usan Jct	42.55	53.00	55	03	38
MP 28	43.25		56	07	41
Dunninald Summit	44.50		57	57	44
Lunan Bay	45.50		59	05	62/64
Inverkeilor SB	48.11	59.30	61	50	49½/58
Cauldcots	49.50		63	27	48/55
St Vigeans Jct	53.50		–	–	17*/12½ sigs
Arbroath	54.23	66.00	72	15	18½*
Elliot Jct	55.65		74	44	55/60½
Carnoustie	60.40	74.00	79	53	46*
Barry Links LC	62.03		81	41	59½/68½
Monifieth	64.94		84	23	66½
Broughty Ferry	67.28	83.00	86	37	51½/40½*
Camperdown Jct	70.53	86.00	91	31	17*
Dundee	71.33	89.00	95	02	
	0.00	0.00	00	00	5½ mins late
Invergowrie	3.49		05	47	66
Templehall LC	5.88		07	53	69½
Inchture	7.99		09	49	61½
Errol SB	10.41	12.00	12	02	70½
MP 13¼	13.10		14	18	73½
Pitgoag OA	14.11		15	06	77½
Glencarse	14.36		15	18	76/67½
MP 16	15.85		16	34	70
Barnhill	19.73	22.00	21	38	19½*
Princes Street	20.19		23	03	21½
Perth	20.59	26.00	24	29	

*brakes or speed restriction

"*Tornado* then accelerated up the mostly 1-in-100 for two miles to pass MP19 at 40½mph. In the gradient dips before and after Inverkeilor, 67mph and 72½mph were reached, with an excellent minimum at Dunninald Summit of 50mph."

Heavy load with *William Whitelaw*

By way of comparison, Table Two shows the detail of a very good run with A4 No. 60004 *William Whitelaw* working the 7.40pm relief train from King's Cross to Aberdeen from Edinburgh on the early morning of Friday, June 4, 1965. As described below, I wasn't on this, but I am very grateful to Terry Bagworth for sending me the log.

On the evening of Thursday, June 3, 1965, I joined the 7.30pm 'Aberdonian' from King's Cross with a friend for a day on the Aberdeen to Glasgow line. Unusually for me, it was a Thursday, probably because I wanted to be back south fresh for the series of high speed dashes to Basingstoke from Monday, June 7, which had been rumoured on the grapevine (no internet then of course). From King's Cross, our Deltic D9020 had an unusually heavy 16 coaches for about 580 tons and did well reaching Grantham in 102 minutes 30 seconds.

At Doncaster A1 Pacific No. 60146 *Peregrine* was seen standing on an Up line south of the station. This was one of the last sightings of the engine before it was stored on August 18, 1965 and withdrawn on October 4.

Our train ran from York to Darlington in 37 minutes 20 seconds with a maximum speed well into the 90s, though with sleeping cars it should have been limited to 80mph. At Edinburgh, Terry Bagworth gave me the news that the 7.40pm relief from King's Cross would be hauled forward from there by No. 60004 *William Whitelaw*, but as this was running an hour or so late and we wanted to make the 7.10am from Aberdeen, we stayed put and although No. 60034 *Lord Farringdon* was also in the station we were hauled by D365 (which would later become Class 40 No. 40165) on to Aberdeen.

No. 60532 *Blue Peter* was noted at Dundee on standby duties and we hoped for our diesel to fail but no such luck! *William Whitelaw* had a big load of 13 for 505 tons and turned in the very fine performance shown in Table Two. Of particular note were the climbs to Dalgetty, minimum 29mph and Lochmuir, where the big Pacific got speed up to 41mph on the level before Markinch after the 15mph restriction at Thornton Junction and the initial 1-in-129 climb but then only fell to 36mph on the two miles of 1-in-102 to the summit. A lively 74mph down the bank at Kingskettle and steady running to Dundee concluded a splendid performance, regaining nearly two minutes of the very late start. I have regretted not changing trains to this day and can still recall passing the A4 as we left Stonehaven on the 7.10am from Aberdeen. More of this train later.

TABLE FOUR: ABERDEEN TO PERTH

Date	Friday, June 4, 1965
Train	7.10am Aberdeen to Glasgow
Engine	Class A4 4-6-2 No, 60007 *Sir Nigel Gresley*
Load	6 coaches, 210 tons tare 225 tons gross
Crew	Ferryhill MPD
Recorder	Don Benn
Position	2nd coach of 6
Weather	Dry and cloudy

	miles	sched	mins	secs	speed
Aberdeen	0.00	0.00	00	00	½ min late
Ferryhill Jct	0.65		03	05	24
Craiginches	1.65		05	06	38½
Cove Bay	4.80		09	42	44
MP 234	7.10		12	39	50
Portleven	8.15		13	42	64½
Newtonhill	10.40		15	40	72½/68½
Muchalls	11.55		16	39	74
MP 227½	13.60		18	26	63½/72
Stonehaven	16.15	21.00	21	12	
	0.00	0.00	00	00	1½ mins late
Dunottar SB	2.70		05	11	43
MP 221¼	4.70		06	30	48/45½
Carmont SB	5.45		08	44	53½
Drumlithie	7.20		10	38	62½
Fordoun	11.10		13	52	75
Laurencekirk	14.40	16.00	16	41	70½/68
Marykirk	17.60		19	22	77½/79
Craigo	19.75		21	08	66½
Kinnaber Jct	21.85	23.00	23	05	67
Dubton Jct	23.05		24	03	73
Bridge of Dun	25.70	27.00	26	20	66½*
Farnell Road	28.85		29	03	71½
MP 194	30.95		31	03	60/58
Glasterlaw	32.15		32	16	65/69
Guthrie SB	33.95		35	03	23* tsr
Auldbar Road	36.15		37	47	55
Clocksbriggs	38.80		40	19	65½
Forfar	41.15	43.00	42	57	
	0.00	0.00	00	00	2 mins late
Forfar South Box	0.70		01	53	43½
Kirriemuir Box	2.85		04	12	64
Glamis	5.65		06	35	74
Eassie	7.85		08	18	77/79
Alyth Junction	11.90	12.00	11	27	76
Ardler Box	13.15		12	22	78
Ardler	14.20		13	13	76½
Coupar Angus	16.65		15	05	77½
Burrelton	18.85		16	51	75
Cargill	21.20		18	41	80/83
Ballathie	23.05		20	04	80
Stanley Junction	25.30	23.00	21	47	74
Strathord	27.35		23	26	79½
Luncarty	28.30		24	12	81
Almond Valley Jct	30.85		26	26	59*
Perth	32.50	32.00	29	34	½ min early

* brakes or speed restriction

Forfar to Perth start to stop average: 65.95 mph

Tornado from Aberdeen

Table Three shows the work of No. 60163 *Tornado* on the return 'The Aberdonian' as far as Perth on Saturday, August 31, 2019. The load was 10 for 380 tons and details have been supplied once again by Sandy Smeaton, who writes: "For the return to Edinburgh, Peter Walker drove and Phil Akester fired throughout. The 5.50pm to Montrose preceded us, but the 6.02pm to Stonehaven does not run on Saturdays, so we left slightly late, I suspect to avoid checks. On the initial start, the A1 was not worked hard, but from MP238 it accelerated from 31 to 50½mph at the summit at MP234. Some of the estimated power outputs are shown below." The gradient is 1-in-102 at Cove Bay but eases to the top.

Power outputs on climb to MP234
(values rounded to nearest 10)

Location Between Mileposts	Gradient 1 in	Edbhp
Climb through Cove Bay		
238 & 237	154	1,350
237 & 236½	116	1,540
236½ & 235½	116	1,450
235 & 234½	164	1,700

"The maximum after Portlethen was 69½mph, with a minimum of 48mph at the MP227½ minor summit. Stonehaven was passed at 59½mph, falling to a minimum of 49½mph before recovering to 59mph at Carmont, on this occasion passed unchecked. On the downgrade from Drumlithie Summit the maximum was 73mph, falling to a minimum of 57½mph before the minor summit at MP209¼.

"Montrose distant was on and we were checked to 9, but recovered to climb past Usan Jn at 38mph and got over Dunninald Summit at 44mph. Arbroath's distant was also on and passing the station we were 6¼ minutes down on the schedule. The booked Carnoustie stop was omitted, but despite running up to 68½mph before Monifieth we stopped in Dundee's through loop for water six down on the schedule and eight late.

"The schedule for the sprint from Dundee to Perth had been eased from a very tight 24 to 26 minutes. The restart was 5½ late and Invergowrie was passed at 66mph rising to 69½mph at Longforgan. Approaching Errol, the engine was eased to 61½mph, mindful of the previous run's check, but the distant was off and a maximum of 77½mph before Glencarse followed. The end to end time was an excellent 24m 29s, which is probably the best steam time recorded for this section. The fastest time in the Railway Performance Society's (RPS) historic records is 26m 32s from Dundee Tay Bridge to Perth by No. 73146, hindered by the 30mph restriction at that time in force at Invergowrie.

"Perth was left three minutes late only and with no check at Ladybank we passed there right time. The climb to Lochmuir Summit was achieved at a moderate 42mph and despite a very cautious approach downhill through Markinch to Thornton loop, we stopped there only one minute late. Following an Aberdeen-Edinburgh service south, two minutes late, No. 60163 accelerated to 42mph at MP29 in only 1.69 miles. Burntisland was passed at 22mph, recovering to 51mph before Aberdour, then falling to a minimum of 44½mph before Dalgetty Summit. Inverkeithing was passed at 40mph and 25m 38s from Thornton Loop, 3½ minutes down on the schedule, but the climb up the 1-in-70 to North Queensferry was achieved with a minimum of 33mph, resulting in Dalmeny being passed 2½ minutes within the schedule.

"The maximum at the Almond Viaduct was 63mph, before a clear run into Haymarket stopping four minutes early. The inevitable checks in Princes Street Gardens resulted a final arrival 2 late in Waverley's Platform."

Another fine performance by *Tornado*. I really must find the time and make the effort to cover one of these trains personally next year, especially as the section from Aberdeen to Kinnaber was one of my favourites in the days of steam.

A4 from Aberdeen

The rest of my column is devoted to the runs we had after getting to Aberdeen on Friday, June 4, 1965. The 7.10 am was headed by No. 60007 *Sir Nigel Gresley* on the usual load of six coaches, for 225 tons. Table Four shows the detail to Perth and the initial section as far as Kinnaber, which back then was still a junction, makes an interesting

A1 Pacific No. 60163 *Tornado* heads over the Forth Bridge with the 8.48am 'The Aberdonian' Edinburgh Waverley to Aberdeen on September 7, 2019. JONATHON GOURLAY

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Above: 'Black Five' 4-6-0 No. 44671 enters Gleneagles with the 9.25am Crewe to Perth train on June 4, 1965. DON BENN

Left: Gresley A4 Pacific No. 60007 *Sir Nigel Gresley* is seen at Stirling with the 7.10am Aberdeen to Glasgow on June 4, 1965. DON BENN

comparison with the running of *Tornado* in Table Three with a much heavier load on 'The Aberdonian'.

The A4's start was naturally faster but the final speed at the MP234 summit was the same as the A1. Our A4 was producing a fairly typical time keeping performance and so the speed in the forties up the mainly 1-in-92/107/102 climb to just short of Carmont was again as expected.

The A1 didn't stop at Stonehaven and produced a good 51mph minimum up through this lovely winding climb. From there it's mainly downhill to Kinnaber, a maximum 73mph for the A1 and 79mph for the A4. Then for the A4 it continues downhill to the level stretch after Bridge of Dun. After that, No. 60007 produced a very good climb of the 1-in-107/120 Farnell Road bank, minimum 58mph and 69mph after Glasterlaw, before a temporary speed restriction to 23mph at Guthrie hindered progress, though the schedule to the Forfar stop was kept almost exactly. Net time from Stonehaven was about 41 minutes.

The train left Forfar two minutes late for the dash to Perth booked in 32 minutes for the 32½ miles and which on the occasion of my visits always produced an even time run. It should be remembered that the overall speed limit in Scotland was 75mph, though this was largely ignored by the steam crews, especially on this section and on the descent from Gleneagles to Perth. This run was no exception and over the mainly level track across the broad valley of Strathmore from Eassie to Coupar Angus the average was 77.84mph. With no easing, the dip over the River Tay produced 83mph, before a slightly checked approach got us into Perth half a minute early in 29 minutes 34 seconds a start to stop average of 65.95mph. Net time probably 29 minutes. *Sir Nigel Gresley* also gave me my only 90mph in Scotland also over the river after Cargill.

Perth to Stirling

Changing crews and taking water at Perth only occupied just over six minutes, but we were still two minutes late away and treated to a lightning start out to Hilton Junction at 56mph, which my notebook described as 'fantastic start-utterly thrashed'.

By just after Forgandenny speed was up to over 74mph though there the engine was eased somewhat, but still climbing to the summit just after Gleneagles at a minimum of 51mph. Relatively subdued running on to Stirling got us there nearly a minute early in just over even time in 33 minutes 17 seconds for the 33.05 miles – my fastest time in either direction for the section. Details are in Table Five.

I then adopted one of my usual one-day bash plans by returning to Gleneagles for the 10am from Dundee with Willie Jardine driving No. 73149 (see HR226) to Glasgow Buchanan Street returning at 1pm behind No. 45214 to Stirling changing there to No. 73152 on the 2pm to Dundee as far as Perth, before catching No. 60006 on the 1.30 pm from Aberdeen back to Gleneagles to wait for the 9.25 am from Crewe, a train which could produce almost anything from Carlisle Kingmoor as motive power.

On this day it was 'Black Five' 4-6-0 No. 44671 on eight vehicles for 275 tons and as Table Six shows this ran down to Perth in 15 minutes 48 seconds for the 15.85 miles a start to stop average of 60.19mph with a maximum of 81mph. We then had runs behind Nos. 44722 and 73149 (again), before returning south on the 9pm from Perth with D1624, E3077 and D312. Distances in my logs in Scotland are taken from Ian Allan publications and from my own calculations so may vary slightly from those now shown on the RPS database.

Next time I hope to report on the work of No. 70000 *Britannia* running as 70014 *Iron Duke* on the Saphos Trains 'Golden Arrow' round Kent. HR

TABLE FIVE: PERTH TO STIRLING

Date	Friday, June 4, 1965
Train	7.10am Aberdeen to Glasgow
Engine	Class A4 4-6-2 No. 60007 *Sir Nigel Gresley*
Load	6 coaches, 210 tons tare 225 tons gross
Crew	Perth MPD
Recorder	Don Benn
Position	2nd coach of 6
Weather	Dry and cloudy

	miles	sched	mins	secs	speed	gradient
Perth	0.00	0.00	00	00	2 mins late	L/176R
Hilton Jct	2.10	4.00	03	44	56	L/173F
Forgandenny	4.00		05	24	70½/74½	L
Forteviot	6.90		07	47	71½	280/221R
Dunning	9.65		10	12	69	434R
MP 141	10.30		10	51	64	121R
MP 140	11.30		11	50	60	121R
MP 139	12.30		12	53	58	98R
MP 138	13.30		13	57	56	100R
Auchterarder	14.80		14	22	55½	100R
MP 137	14.30		15	03	54	100R
MP 136	15.30		16	12	52½	96R
Gleneagles	15.85	19.00	16	36	53½	108R
MP 135	16.30		17	24	51	101R
Blackford	18.05		19	11	62½	375F
Carsebreck	20.30		21	16	71½/70½	163F
Greenloaning	22.30		22	54	71/72½	912F
Kinbuck	25.50		25	35	70½	L
MP 124	27.30		27	11	76	88F
Dunblane	28.15	31.00	27	58	65½*	212/88F
Bridge of Allen	30.20		29	49	70½	100F
Cornton SB	31.15		30	47	66	L/373R
Stirling	33.05	36.00	33	17	¾ min early	L

* brakes or speed restriction

TABLE SIX: GLENEAGLES TO PERTH

Date	Friday, June 4, 1965
Train	9.25am Crewe to Perth
Engine	LMS 'Black Five' 4-6-0 No. 44671
Load	3 vans and 6 coaches, 261 tons tare 275 tons gross
Crew	Not recorded
Recorder	Don Benn
Position	4th from front
Weather	Dry and cloudy

	miles	sched	mins	secs	speed
Gleneagles	0.00	0.00	00	00	¾ min late
Auchterarder	1.05		02	09	61
MP 139	3.55		04	25	71½
MP 140	4.55		05	13	76
Dunning	6.20		06	32	81
Forteviot	8.95		08	42	76
Forgandenny	11.85		11	12	67½
Hilton Jct	13.75		13	02	60*
Perth	15.85	20.00	15	48	3½ mins early

* brakes or speed restriction

start to stop average 60.19 mph

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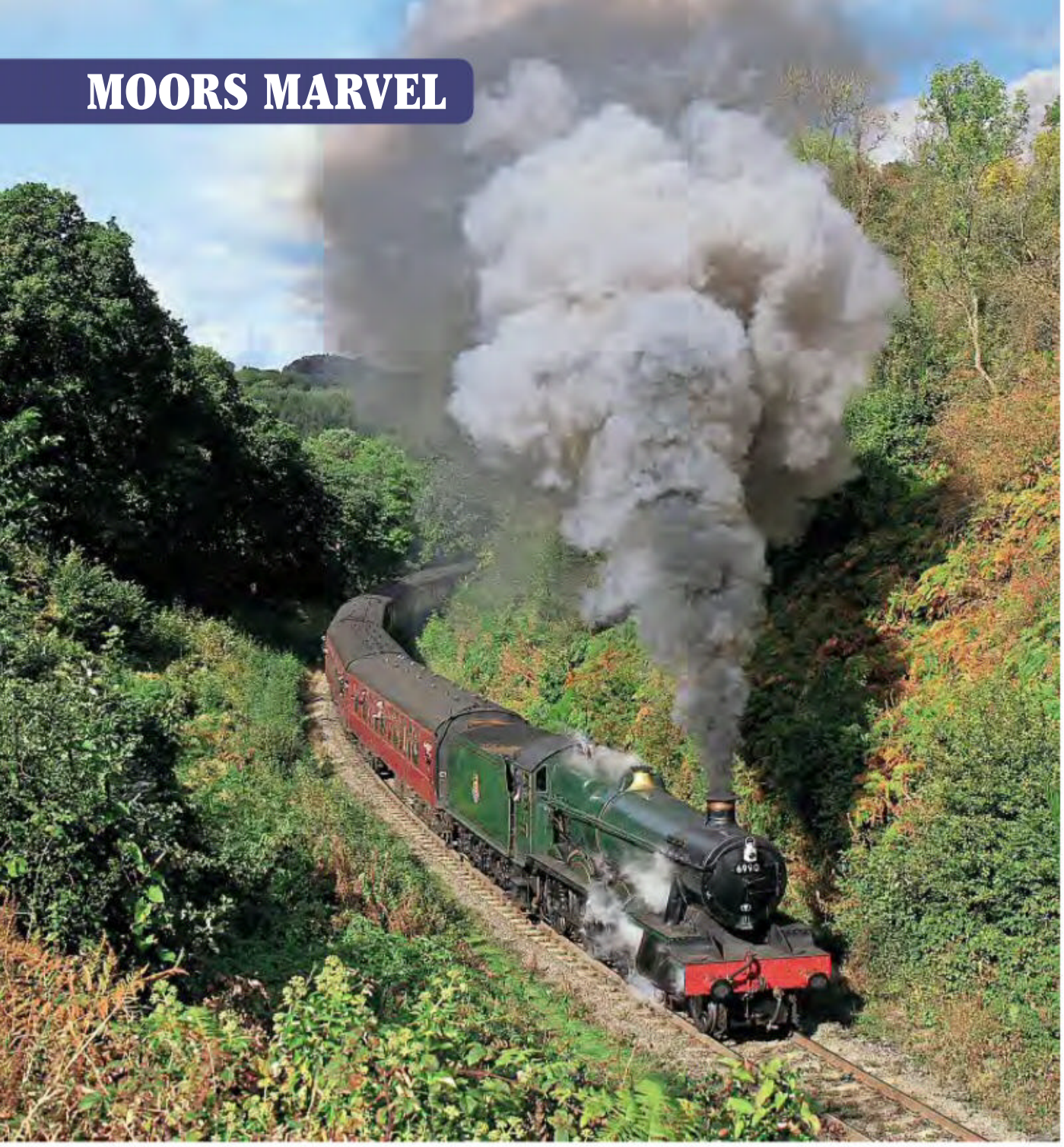

WR 4-6-0 No. 6990 *Witherslack Hall* is seen at Beck Hole with 12.44pm Grosmont to Pickering train on September 28. CHRIS GEE

WAS THIS THE BEST MOORS AUTUMN GALA EVER?

The long-awaited return of BR Standard 9F No. 92134 after 53 years out of steam, plus stunning displays by visiting and home fleet locomotives set in spectacular upland landscapes turning to autumn gold, made the North Yorkshire Moors Railway's showpiece September 26-29 event one of the finest of its kind ever held on the heritage line. And with ticket sales a third up, it proved a credit to the British tourist sector, writes **Roger Melton.**

For many enthusiasts, the North Yorkshire Moors Railway's (NYMR) autumn steam gala is one of the highlights of the year.

The autumn colours of the moors has again resulted in fabulous photographs, while the line itself offers the opportunity to catch the visiting engines working far harder than they do elsewhere.

This year the event seemed guaranteed to be a winner with a top-notch line-up of visiting locomotives and the prospect of several home-based engines returning to traffic just ahead of the event, giving the possibility of up to 15 appearing.

In the event, while the visiting engines all turned up and performed as planned, there was a little more inconsistency in the home-based fleet. A month or so before the gala, for example, it was announced that Peter Best's USATC S160 2-8-0 No. 2258 *Omaha*, (not strictly a home-based engine nowadays as it is due to move to the Dartmouth Steam Railway on long-term hire), which had been undergoing running-in trials after completion of its restoration at Grosmont, was remaining on the NYMR until after the big event, meaning that it would be able to appear in the gala and bring the potential turnout to 16 steam locomotives.

However, with less than a week to go, it was then announced that the sole surviving single-chimneyed BR 9F 2-10-0 No. 92134, one of the anticipated stars of the show together with Paul 'Piglet' Middleton's Cockerill 0-4-0VBT tram engine No.8 *Lucie*, would not be run-in in time to appear, even though it had undergone its first trial steaming and made its first movements around the shed yard by then.

In the case of *Lucie*, its non-appearance was not unexpected as it is yet to have its overhauled boiler-fitted to its frames – and the real target for completion was to act as a mobile steam heating plant for Christmas services, but to all outward appearances the Crewe, 1957-built 9F, the 116th out of 213 locomotives bought for preservation purposes from Dai Woodham's Barry scrapyard, was finished.

GWR 4-6-0 No. 6023 *King Edward II* makes a dramatic sight as it climbs the 1-in-49 gradient through Green End on September 28 with the 2.58pm Grosmont to Pickering train, which was not banked. MAURICE BURNS

Right: A powerful combination climbing to Goathland: In an unusual sight on September 28, recently-overhauled USATC S160 2-8-0 No. 2253 *Omaha* double-heads with newly restored 9F 2-10-0 No. 92134, working its first train in decades since its major overhaul. ROBERT FALCONER

Two of the other four newly-overhauled engines were however, in traffic by then, in Lambton 0-6-2T No. 29 and SR S15 4-6-0 No. 825. They would be backed up by the NYMR's other serviceable locomotives – SR Schools 4-4-0 *Repton*, BR 4MT 2-6-4T No. 80136 and LMS 'Black Five' 4-6-0 No. 5428 *Eric Treacy*. BR 4MT 2-6-0 No. 76079 was allocated to act as spare as it was said to be 'poorly' with leaking tubes.

Just a few weeks before the September 27-29 gala, an extra day was added beforehand, in the form of an 'NELPG Day,' with all services on September 26 operated by the North Eastern Locomotive Preservation Group (NELPG) trio of K1 2-6-0 No. 62005, newly arrived at

Working its first solo passenger train after overhaul, 9F 2-10-0 No. 92134 is seen at Esk Valley Cottages heading towards Pickering on September 29. TOM HOUSEMAN

Replicating a familiar small coal train from its past, Lambton 0-6-2T No. 29 is seen at the NYMR's summit of Moorgates on September 26. MICHAEL ANDERSON

Beneath menacing skies, Southern Railway pair S15 No. 825, back from overhaul after six years out, and Schools No. 926 *Repton* power away from Goathland station on September 27. MICHAEL ANDERSON

Grosmont from West Coast Railways' 'Jacobite' services at Fort William, plus Q6 0-8-0 No. 2238 and J27 No. 65894.

They were to be supplemented by Lambton No. 29, which has a long-standing affiliation with NELPG, and another LNER stalwart, B1 No. 61264, which handled services between Grosmont and Whitby.

By this time LNER A4 No. 60009 *Union of South Africa* had arrived at Grosmont to make what was probably its last appearance at the NYMR, because of owner John Cameron's intention to placing it permanently on static display in his proposed museum and visitor centre in Fife if he gains planning consent for it. At Grosmont, it joined the other visitors, including WR 4-6-0 No. 6990 *Witherslack Hall* from the Great Central Railway and Didcot's GWR 4-6-0 No. 6023 *King Edward II,* another single-chimney engine stretching its legs on possibly the toughest gradients it had yet encountered since restoration. Both had arrived by road earlier in the week.

Halls have run on the NYMR before, but the King had to carry out a gauging trial as part of its working from the road offloading point at New Bridge to Grosmont shed.

The NELPG day went as planned, with a variety of combinations of locomotives on both freight and passenger services, in particular the NYMR's new short train of coal wagons being a change from the regular mixed freight.

The Friday service saw all the visitors out and running, plus double-headed combinations such as the two Maunsell-liveried engines and the Q6 and J27. Contrary to expectations, the 9F was also in steam – and made forays to Grosmont station to shunt stock.

The trains themselves were packed in most cases, with standing room only and there was a 100 yard queue for tickets at Pickering for the 11.03am service.

There was reasonably good weather for most of the second day, although it was not to last, with flash flooding in some areas by 3.30pm, and from then on the weather was very variable.

The third day saw two locomotives succumb to failures that ruled them out of the rest of the event. No. 29 had to be stopped with a broken spring, and evening trains, including the dining train, were badly delayed when the fire had to be thrown out of the S160 following the failure of a single fusible plug.

First train for 9F No. 92134

By way of compensation though, the 9F made its first ascent of Grosmont bank, double-heading with the S160 on the 1.37pm freight train.

Its second ascent came later in the day when it piloted the King. This was to the disappointment of some photographers as the 9F was coupled chimney to chimney in front of the GWR 4-6-0 and the sun came out just as the ensemble passed the gallery at Darnholme, but it was a significant movement that took the 9F through to Pickering for the first time.

The opportunity was taken while it was there to turn it, so that it faced south like most of the rest of the participants. The 9F, which had been withdrawn by BR in December 1966, and until the completion of its rebuild had not steamed since, made its way back to Grosmont at the rear of its train, joined by the King, with the A4 on the front – providing a combined potential tractive effort of 115,422lb-ft. This figure comfortably represents in excess of that of the LNER Garratt at 72, 940lb-ft but

In an attractively lit scene, aided by the beautiful landscape and sheep, LNER J27 No. 65894 leads NER T2 0-8-0 No. 2238 with a train of Gresley carriages at Green End on September 28. ALAN WEAVER

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LNER pair K1 No. 62005 and A4 60009 *Union of South Africa* depart Grosmont with the first double header of the gala on September 27. RODNEY TOWERS

still short of a US Big Boy at 135.735lb-ft. Was this a UK record or has it been beaten in the heritage era?

There was better to come on Sunday, when No. 92134 took the 10.27am Grosmont to Pickering single-handedly, providing the highlight of that day, which was rather wet. This big veteran of Saltley, Wellingborough, Leicester and Birkenhead sheds was back and proved that it is here to stay.

Overall, there seemed to be a common consensus that this gala was one of the best on

GWR 4-6-0 No. 6023 *King Edward II* crosses the River Esk on September 27. RODNEY TOWERS

A4 No. 60009 *Union of South Africa* arrives at Goathland while working its final train at the gala on September 29. Will this be the last time this wonderful and iconic locomotive visits the Moors? MICHAEL ANDERSON

USATC 2-8-0 No. 2253 *Omaha* departing Grosmont with late afternoon service to Pickering with J27 No.65894 about to depart for the sheds on September 28. RODNEY TOWERS

Amidst a landscape transformed by autumn hues, the locomotive fleet also provided a riot of colour. Seen at Grosmont on September 23 were S160 2-8-0 No. 2253 *Omaha*, GWR 4-6-0 No. 6023 *King Edward II* and BR Standard 9F 2-10-0 No. 92134 at Goathland. MATTHEW DITCH

K1 No. 62005 heads the 10am from Whitby to Pickering on September 26, with the port's piers, lighthouse and swing bridge in the background. MAURICE BURNS

the NYMR for many years, with the two GWR engines in particular being very popular.

Ticket sales were 65% up on the previous year, confirming the anecdotal evidence that all trains were very heavily loaded.

The NYMR is already planning next year's event and is thinking about how to maintain the quality. There won't be as many debutants next year, but both BR Standard 4 No. 75029 *The Green Knight* and Bulleid West Country light Pacific No. 34101 *Hartland* have now taken up residence in the main works for their overhauls to be progressed so may be possible contenders.

The overhaul of WD 2-10-0 No. 3672 *Dame Vera Lyn* is only just starting, so while its return is sure to be eagerly awaited, it is still a way off. On the other hand, there are none of the home-based locomotives scheduled to be withdrawn next year, so the makings of a very strong line-up are already in position.

Chris Price, NYMR general manager, said: "We set out to showcase the railway and I am more than proud that it seems we did that well. I would like to thank all those who turned up and enjoyed the day. While the trains were indeed full, the mood amongst visitors I met was overwhelmingly positive. There will always be something we get wrong and I must acknowledge that the placing of the 9F in front of the King tender-first was, in hindsight, unfortunate. While some were disappointed, others were happy to see it on the train and this was undoubtedly the motivation for running it that day. A very good event indeed, but how do we match it next year?" HR

The Swindon empire takes over the Moors: 4-6-0 No. 6990 *Witherslack Hall* and No. 6023 *King Edward II* pass Darnholm in a flourish of steam. DAVID MART

ADVERTISING FEATURE

Get your Wedding on track!

By Gareth Evans

Are you planning to tie the knot in the near future? Perhaps marriage is something which is on the horizon for a family member or friend.

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A variety of heritage railway venues across the country offer bespoke packages, ranging from hosting the entire wedding ceremony and reception to being a fine experience for a post-marriage celebration.

Those licensed for wedding ceremonies include the Buckinghamshire Railway Centre, the Head of Steam museum in Darlington, the Llangollen Railway, the Perrygrove Railway, the Talyllyn Railway and Statfold Barn.

The Vale of Rheidol Railway offers a variety of locations to host your reception or as a means of transport from your ceremony to your reception.

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A marriage made in heaven: A happy couple celebrate their special day the Perrygrove Railway in front of Alan Keef-built 2-6-2T *Lydia*. PR

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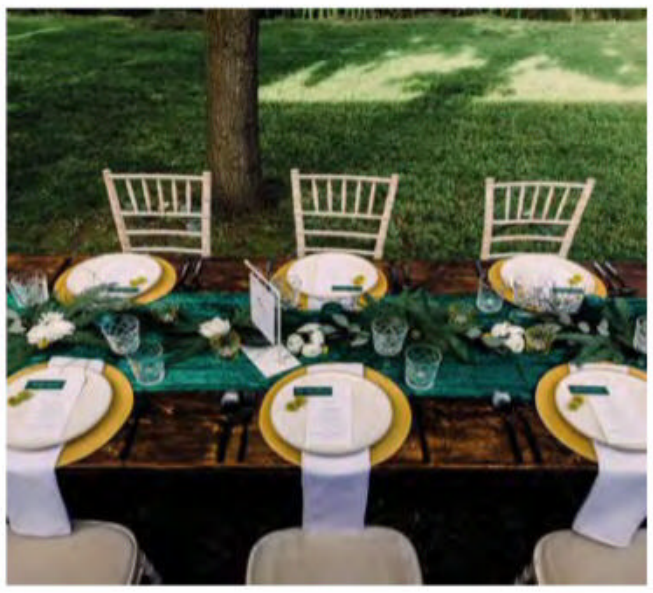

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Photography ©Barbara Fuller

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Darlington Railway Museum

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Please contact the museum to request a viewing:
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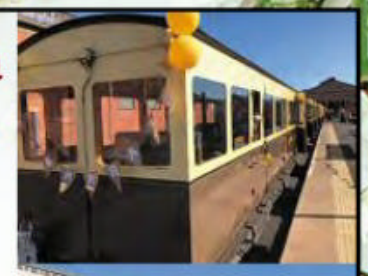

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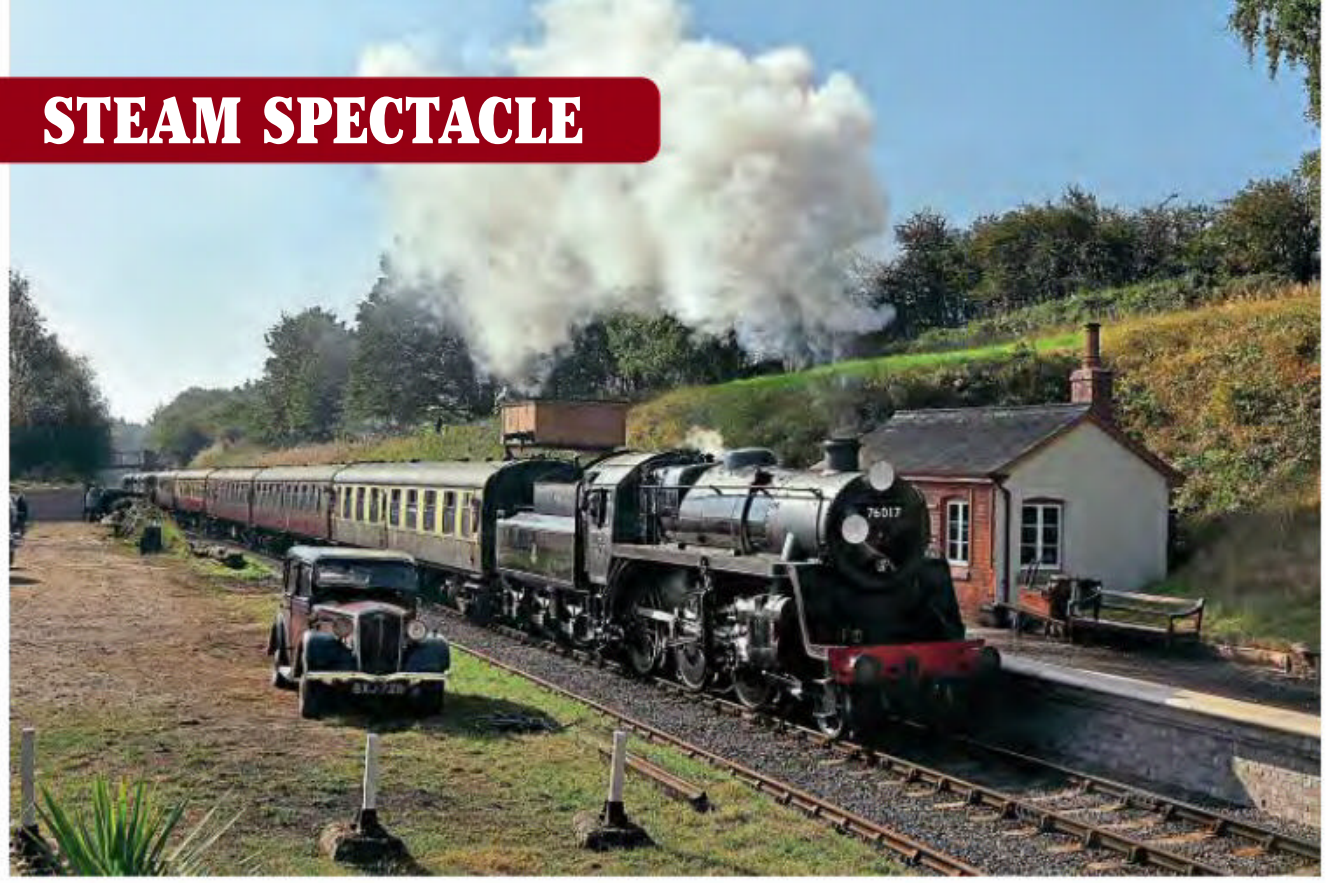


With a Wolseley Hornet in attendance, the Watercress Line's BR Standard 4MT 2-6-0 No. 76017 calls at Eardington on September 20. ANDREW BELL

SEVERN VALLEY GALA SUCCESS

DESPITE FIRES AND FAILURES

Superb weather, azure skies and the first hints of seasonal colour changes, combined with crowd-pleasing visiting locomotives, ensured that the Severn Valley Railway's September 19-22 steam gala was the perfect curtain-raiser for the autumn special events season, writes **Paul Appleton.**

The Severn Valley Railway Autumn Steam Gala, held from September 19-22, was blessed with warm sunshine for the most part, but all did not quite go according to plan.

As always, the gala had an imaginative timetable, with plenty of 'local' trains, auto-trains and goods trains, plus overnight running, but an imaginative timetable often means that when things go wrong, they usually do so in spectacular fashion.

Lineside fires, due to the extremely warm weather on Friday and Saturday, a points failure at Hampton Loade, and the failure of locomotives, all played a part in disrupting the timetable but, by and large, lost time was recovered and only a handful of trains in the intensive programme had to be axed.

As always, the gala gets underway in a sedate fashion on the Thursday and builds up to a frenzy of non-stop action throughout Friday and Saturday, before easing up again on the Sunday, as locomotives are returned to their home depots and stock is positioned ready for the Monday's timetable 'A' services.

The guest locomotives were the Bluebell Railway's Q 0-6-0 No. 30541, the East Lancashire Railway's West Country light Pacific No. 34092 *City of Wells* and the Mid-Hants Railway's BR Standard 4MT 2-6-0 No. 76017, along with summer-long visitors No. 6960 *Raveningham Hall* from the West Somerset Railway and Didcot's large prairie No. 4144. The latter two were rostered on local trains, with No. 6960 seen on a four-coach formation of Gresley teak coaches – shades of the 1948 Locomotive Exchanges on the Great Central – operating mainly between Kidderminster and Bewdley and the prairie matched with three GWR 'Toplight' coaches, running on the 'locals' between Bewdley and Arley/Highley.

The railway's own fleet was also very much in evidence, with BR Standard 4MT 4-6-0 No. 75069 returning after repairs following its light engine tree strike in the summer; West Country No. 34027 *Taw Valley*; GWR 28XX No. 2857; Ivatt LMR 4MT No. 43106; and the line's two panniers, Nos. 1501 and 7714 handling the overnight trains, each formed of four coaches. Nos. 2857 and 43106 were 'spare' engines, but in the event, both were pressed into service over the weekend.

The first problem to show its face was the failure of visiting No. 30541 from the Bluebell, which did not seem to like the SVR's water and failed with leaking boiler tubes on the Friday. After attention, it was steamed again on Saturday, but spent most of its time on-shed at Bewdley motive power depot, where it could, at least, be admired from the island platform.

Next it was *City of Wells*' turn, which missed a round trip on the Saturday, but was fixed in time to fulfil its evening schedule.

No. 7714 was reported as having a leaking plug on the Friday, but again, swift action by the SVR's fitters saw it lit up in time for its nocturnal programme of trains.

The final failure was No. 2857 on the Sunday, which although originally designated as spare, operated on the Saturday and had been planned to take over No. 30541's duties on the Sunday after it had been declared a failure the previous day. However, due to it too having a leaking plug, it remained cold in the Rock Siding at Bewdley, while the other spare locomotive was ushered down from Bridgnorth in the form of No. 43106. The Ivatt covered the duties that were originally planned for the Q and, in the process, it

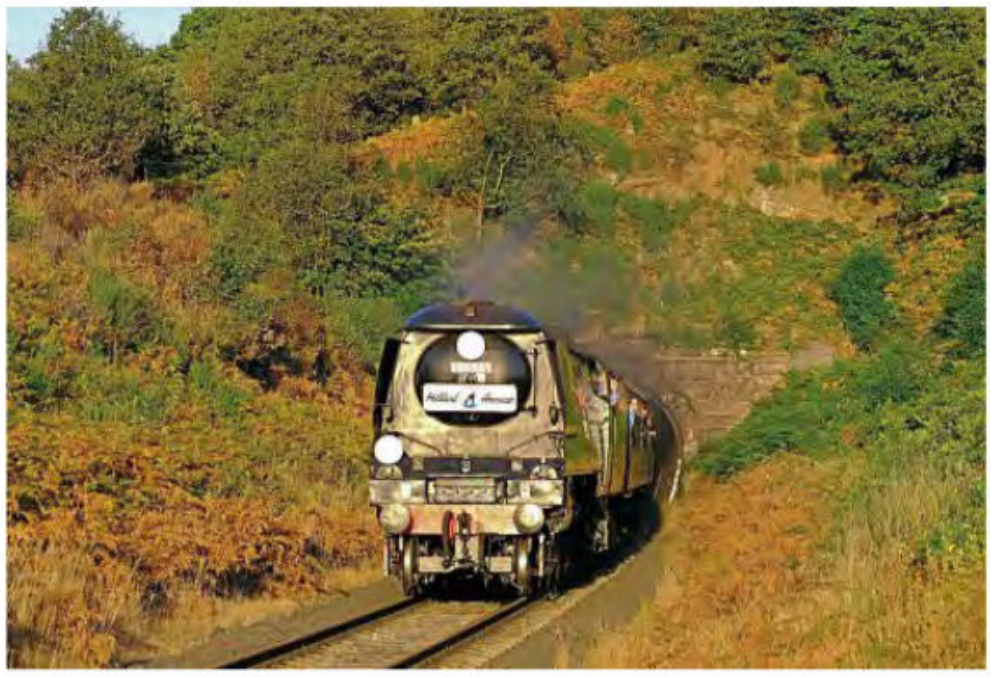
A view across the rooftops of Bewdley featuring visiting No. 34092 *City of Wells* on September 19. ALAN CORFIELD

GWR 4-6-0 No. 6960 *Raveningham Hall* passes Oldbury with the 8.25pm from Bridgnorth, carrying the correct headcode. ANDREW BELL

Visiting from the Bluebell Railway, SR Maunsell Q 0-6-0 No. 30541 hauls a train of GWR carriages at Foley tunnel, complete with Locomotive Club of Great Britain headboard, on September 20. ALAN WEAVER

Recently-restored BR Standard 4MT 4-6-0 No. 75069 climbs to Foley Park Tunnel with a short freight on September 19. JOHN TITLOW

No. 6960 *Raveningham Hall* leaves Hampton Loade with the 8.25am from Bridgnorth on September 20. NICK GILLIAM



Bulleid West Country light Pacific No. 34092 *City of Wells* exits Foley Park Tunnel with the 6.10pm from Kidderminster on September 20. NICK GILLIAM

Resident Bulleid West Country light Pacific No. 34027 *Taw Valley* heads 'The Royal Wessex' on September 20. DAVID DEW

It's nearly 5am on Saturday, September 21 and GWR 0-6-0PT No. 7714 pauses at Hampton Loade station with one of the overnight trains to Bridgnorth. Note the member of station staff guarding the barrow crossing. MIKE HUCKFIELD

Collett 0-4-2T No. 1450 and autocoach No. 178 cross Daniel's Mill at Oldbury on September 20. ANDREW BELL

made up for its own non-appearance on the Thursday, as some minor repairs had to be administered to it also.

Late on Saturday afternoon, disaster struck with a points failure at the south end of Hampton Loade, trapping the Up train, which in the end had to set back towards Bridgnorth and pass through the Down platform instead. It has been reported that the mechanism controlling the siding (bay platform) on the Up side of the station was fouling the south end loop points, preventing the lever in the signal box being able to throw the points across.

Around 50 minutes were lost by the time the Up train entered the section towards Highley, but passengers who had alighted from the earlier Down train in order to sample the auto-train back to Bridgnorth, were left disappointed, as No. 1450 and its single coach had been stranded in the siding all this time and water was running low, so the 0-4-2T had to return to Bridgnorth light engine, leaving its trailer in the bay platform, locked up and out of service. Instead, passengers had to resume their journey on the following Down train which, due to having to wait at Arley for the late running Up train, did not arrive for a further 50 minutes or so.

At least stranded passengers at Hampton Loade could bask in the warm, early evening sunshine. However, it was those very conditions that were starting to cause problems further down the line, with a number of fires of varying magnitudes, especially between Bewdley and Kidderminster in the Rifle Range area, just north of Bewdley Tunnel. Crews on the trains that passed by after each fire had been detected did their best to douse the burning undergrowth, but one in particular needed

Visiting from the Bluebell Railway, SR Q 0-6-0 No. 30541 departs from Kidderminster with the 11.40am to Bridgnorth on September 20. BRIAN SHARPE

Deputising for No. 30541, GWR 2-8-0 No. 2857 approaches the top of Eardington bank with the 6.30am from Kidderminster on September 21. BRIAN SHARPE

GWR Collett 0-4-2T No. 1450 heads an autotrain over the Victoria Bridge, south of Arley, on September 19. BRIAN SHARPE

the attention of the local fire brigade to bring under control, which closed the line for 20 minutes, although this particular one was well into the evening, with the number of trains thinning out.

Despite these challenges, the railway managed to keep the show on the road. With careful juggling, times were soon recovered and the night trains could run to time.

With so many trains operating and a veritable feast of locomotives on hand, the SVR's galas are always highly entertaining affairs! By the time the last train drew into Bridgnorth's platform one on Sunday evening, the railway had carried almost 7000 passengers and its hard-working staff could reflect on what had been a highly successful, if at times, fraught weekend of high quality action to satisfy even the most demanding of enthusiasts.

Lewis Maddox, the SVR's marketing and events co-ordinator told *Heritage Railway*: "The event was a great success, with a fantastic selection of engines on offer."

The next enthusiast gala event will be the spring steam gala on April 16-19. The A1

Above: In a timeless scene, GWR 1400 class 0-4-2T No. 1450 pushes the 5.55pm service from Kidderminster to Arley away from Bewdley on September 19. BRADLEY LANGTON

Left: Visiting from the East Lancashire Railway, Bulleid West Country Pacific No. 34092 *City of Wells* nears the summit of Eardington bank on September 19. JOHN TITLOW

WEST SOMERSET RAILWAY

JOB VACANCY

MANAGING DIRECTOR/GENERAL MANAGER

The West Somerset Railway (WSR) operates preserved Steam and Diesel locomotives, hauling heritage rolling stock between Bishops Lydeard and Minehead. It operates a timetabled service and special gala events between April and October, plus specials during the Christmas period. The WSR railway has over 1000 volunteers and a small paid staff.

We are looking for a Managing Director/General Manager who will be responsible for the day to day operations of the railway and for leading the organisational and cultural change needed to deliver a safe and sustainable railway for the long-term. The role reports to the PLC Chairman. The prospective job holder will need to show previous experience in a managerial role, including leading and managing change and while railway experience is preferable, this is not a requirement.

Prospective candidates should submit their CV (on no more than 2 pages) with a short covering note to:

Jonathan Jones-Pratt, WSR PLC, The Railway Station, Minehead, Somerset, TA24 5BG.

A more detailed role profile and application form can be obtained from:

Sam Eastaugh,
HR & Share Registrar Admin
Direct Dial: 01643 700407
Email: sam.eastaugh@wsrail.net

For informal discussion about the post please contact Jonathan Jones-Pratt, PLC Chairman on 01643 700408 or email direct to jon.jones-pratt@wsrail.net

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BLUEBELL RAILWAY

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The Bluebell Railway has the following vacancy full-time vacancy in the Carriage & Wagon Department

Carriage & Wagon Fitter

This is a rare opportunity to work as part of the team involved in the maintenance, repair and restoration of the railway's historic collection of carriages & wagons.

The applicant will ideally have either completed an engineering apprenticeship, although on-the-job training will be provided to otherwise suitable applicants. Skills advantageous for this post include fitting mechanical parts, welding and fabricating, pipework, and knowledge of electrical systems.

All applicants should be self-motivated and self-managing but also team players, and happy to work with both paid and volunteer staff alike.

The Carriage and Wagon Works operates 7 days per week and weekend working is required.

Carriage Painter

The position is to undertake bodywork preparation and painting of the railway's fleet of historic wooden and metal bodied carriages.

Applicants should ideally come from a transport background and will have previous experience of vehicle body preparation and traditional brush paint finishing.

All applicants should be self-motivated and self-managing but also team players, and happy to work with both paid and volunteer staff alike.

The Carriage and Wagon Works operates 7 days per week, and some weekend working may be required.

Please contact Lisa Boyle on 01825 724884 or email lisa.boyle@bluebell-railway.co.uk for an application form.
The closing date for receipt of applications is the 31st October 2019.

Locomotive Trust's new-build 4-6-2 No. 60103 *Tornado* will be revisiting the railway and will operate normal timetabled service trains on November 9, 10, 17 and 24. It will operate with the line's set of LNER Gresley teak carriages on all days.

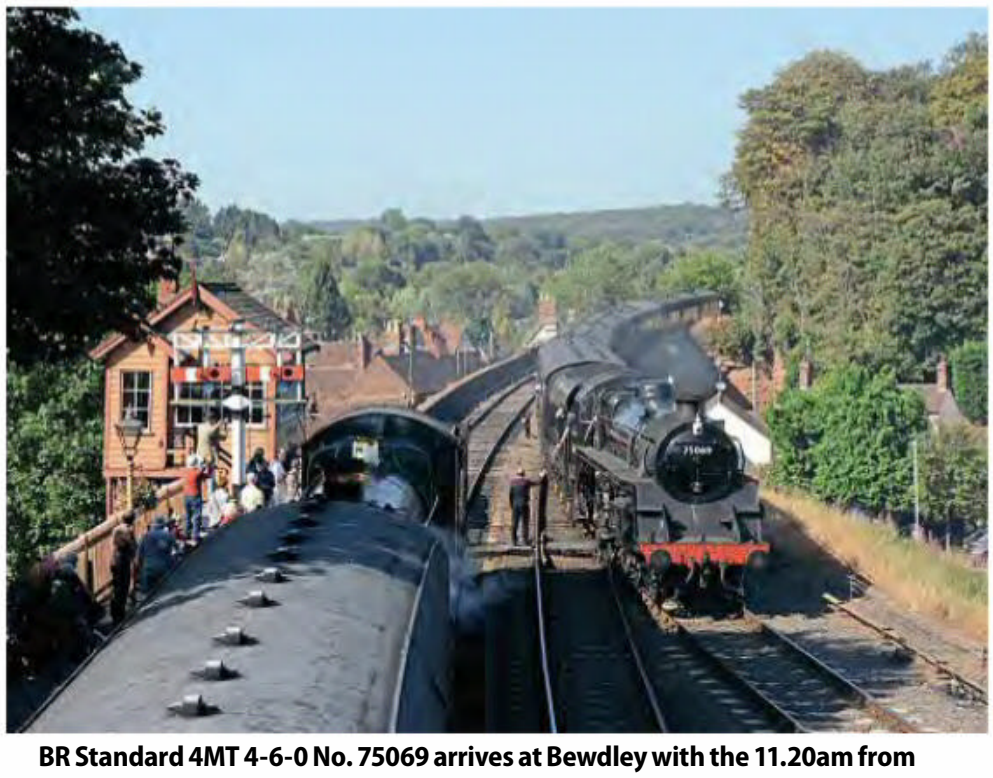
Normal fares apply, but passengers wanting to travel behind the Peppercorn Pacific can ensure that they have a seat by reserving for one direction only, using their Freedom of the Line ticket to travel in the other direction on any service train.

A first class option at a premium price is also being offered and it includes a hamper of locally produced food and drink, and a glass of champagne.

Visit **www.svr.co.uk** for full details. HR

Above: Visiting from the Great Western Society at Didcot, GWR 2-6-2T No. 4144 heads a local train of GWR stock towards Foley Park Tunnel on September 21. BRIAN SHARPE

Left: GWR 4-6-0 No. 6960 *Raveningham Hall* climbs to Foley Park Tunnel on September 20. ALAN WEAVER



BR Standard 4MT 4-6-0 No. 75069 arrives at Bewdley with the 11.20am from Bridgnorth on September 20, passing No. 6960 *Raveningham Hall*. BRIAN SHARPE

Visiting from the Mid-Hants Railway, BR Standard 4MT 2-6-0 No. 76017 departs from Kidderminster with the 9.25am to Bridgnorth on September 20. BRIAN SHARPE

Steam in Wolsztyn and Northwestern Poland

Thursday 2nd April to Wednesday 8th April 2020

Enjoy a full-throttle experience of Continental main line steam from the heart of Poland to the Baltic seaside on a special one-off tour that will appeal to both steam aficionados and seasoned 'track bashers' alike.

- Based initially in the historic city of Poznan, you'll have ample time to explore its rich cultural heritage, impressive architecture and expansive tram network using your complimentary travel rover ticket.
- Experience a steam adventure behind the impressive Pt47-65 locomotive as you head to the seaport city of Szczecin, covering both the main line route as well as some rare track.
- Enjoy four full days of main line steam in exclusively reserved First Class comfort on excursions to Swinoujscie on the Baltic Sea, the popular resort of Kolobrzeg, plus steam through the fields and forests of so-called 'Greater Poland'.
- Europe's last active main line steam shed is one of the signature attractions of you tour as you experience 'Plandampf' behind a Class Ol49 tender locomotive around Wolsztyn, a visit to the roundhouse there and also have a private photo charter to Powodowo.

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This could be your last chance to sample the Wolsztyn Experience world famous footplate courses. These are on scheduled steam trains which are now guaranteed to continue until the end of April 2020.

Look at our website in November for any further information and our 2020 excursion programme.

For further details look at our website http://www.thewolsztynexperience.org or ring Nigel on 01842 860436 to book or discuss your course in detail.

STEAM'S POLISH INDIAN SUMMER

A Wolsztyn Experience – 1000 miles of main line steam in four days. Poland continues to make it happen but for how long? **Rodney Towers** gives an update in words and pictures on this acclaimed British-led venture which is keeping alive the last 'real' steam operation in Europe.

PKP's 2-6-2 No. OI49-69 at Wroclaw station after the all-day trip to theCzech border on August 25.

Wolsztyn, Wroclaw, Czestochowa, Lodz, Poznan – unfamiliar names and even more unfamiliar pronunciations. Some of these towns and cities are in Silesia, much of which was part of Germany until 1945, and others are very much part of the central heartland of Poland.

Poland is unique in that some steam train services are still in operation and while the number of steam-hauled service trains has greatly diminished during the last 20 years, you can still go online and book tickets on certain services which will be headed by a steam locomotive.

Wolsztyn, with the last operational 'roundhouse' engine shed in Europe, has become the only surviving hub for main line steam train services. Wolsztyn's distinction arises from its unique asset, the engine shed, and having that pool of skills and expertise in steam train operation and maintenance living locally.

'Real' main line steam services have now become limited to two trains per day, from Wolsztyn to Leszno on Mondays to Fridays and on Saturdays two trains from Wolsztyn to Poznan. Distances each way are 30 miles Wolsztyn-Leszno and 50 miles Wolsztyn-Poznan. However, during the time of my visit both the Leszno and Poznan lines were closed and for a two-week period they were operating a three trains per day service from Wolsztyn to Zbaszynek, a station on the Warsaw-Berlin main line.

While on any visit to Wolsztyn you can see numerous steam locomotives around the engine shed area, only three locomotives remain in operational condition.

They are PKP class 2-6-2 Nos.OI49-59 and OI49-69, both mixed traffic locomotives built at Fablok, Chrzanow between 1951-54 to perform similar roles to the 'Black Fives' on Britain's railways. The third locomotive is the larger PKP Mikado 2-8-2 No. Pt47-65, designed to haul heavy 600-ton trains at 60mph, and built at Fablok, Chrzanow, between 1948-51.

Charter opportunity

Unfortunately, this locomotive had failed recently on a long distance excursion and was under repair during my visit.

There are also other steam locomotives operational in various other regional locations in Poland, which can be chartered or that will make more local excursion trips.

Polish State Railways (PKP) phased out the general use of steam in the early Nineties but following the huge enthusiasm, enterprise and persuasive efforts of certain individuals, PKP did agree to allow limited main line steam services to continue out of Wolsztyn.

In 1996 a British steam enthusiast, Howard Jones, living in Poland, set up a mutual trust society under the name The Wolsztyn Experience (TWE).

The trust had several objectives, primarily to save and continue running certain main line scheduled steam services, to operate main line special excursion trips and in particular to retain the last steam commuter service in Poland. To achieve such objectives needed revenue from which emerged the idea of running footplate experience courses for trust members on main lines in Poland.

PKP had transferred the rundown of steam train operation to PKP (Cargo) division which, despite being a State authority, proved amazingly positive, encouraging and cooperative when in negotiations with TWE to work out how steam could be kept going. A key element of the courses would be to generate income from which footplate permit fees could be paid to PKP (Cargo).

Additional objectives of TWE were to help restore particular Polish-built historical

Wolstyn – the last operational main line round house engine shed in Europe.

steam locomotives in cooperation with the Warsaw Transport Museum, rebuild the water tower, lengthen the turntable and refurbish the museum at Wolsztyn depot. All of these projects have been accomplished since 1996.

Meanwhile, news of the unusual footplate experience courses soon spread – and they remain open to any reasonably fit person.

The majority of attendants have come from the United Kingdom, but it is the popularity and sheer enjoyment of such courses which have seen some people return on an annual basis.

Apart from gaining operational support from PKP (Cargo), TWE also realised that it would need to have political support locally. There followed an important development when, in 2005, the Marszalek of Wielkapolska (a position akin to that of state governor) came to realise the tourist potential of steam train travel and decided to subsidise the daily scheduled services.

With rising interest in TWE courses, and increased numbers of people visiting

The steam-hauled service train – three times per day – from Wolsztyn to Zbaszynek.

PKP's No. OI49-59 on the Wolsztyn turntable on August 28, 2018.

Wolsztyn to see steam trains in daily operation, there emerged a perceived market for longer steam train trips in Poland.

Then in 2010 came the next positive development when Turkol, a new Polish steam train tour company, was established. This organisation received a mandate to focus on the development and promotion of longer distance steam excursions on the main line network of PKP.

Within Turkol's management was a certain Patryk Skopiec, someone who proved to hold shared visions of steam train travel with Howard Jones. Their subsequent and successful cooperation together has been an example of how people with such dedicated enthusiasm and belief in their mission can both shape the thinking of others and stimulate new approaches towards finding practical solutions for issues of the day.

In summary therefore, and about railways specifically, you can see here a fascinating and possibly unusual example of where state and local government authorities have both listened to and worked with private enterprise for the purpose of achieving some greater benefit for the community.

Wolsztyn engine shed activities on August 28, 2018.

Cessation of steam services

The Marszalek had been pressing PKP (Cargo) for several years to create a charitable cultural institution which, under Polish law, would allow it to apply for EU funding and charitable donations.

However PKP (Cargo), which received the subsidies, was in no rush to create the institution and a failure of the chairman of PKP (Cargo) to enter into such negotiation eventually gave the Marszalek no choice but to stop the funding.

So it was that on March 31, 2014 PKP's class 2-6-2 No.OI49-59 hauled the last steam service train from Leszno back to Wolsztyn, after which all scheduled steam train services came to an end.

It was a dark time for steam in Poland. However, and fortunately, the termination of scheduled steam services did not result in the total cessation of steam train operations.

Turkol continued to promote some limited long-distance excursions through the remainder of 2014. However, with the loss of daily scheduled services, it was not surprising that the number of steam locomotive operating days per year could not be maintained as previously. With steam derived income dropping sharply, the overhead costs of running the Wolsztyn engine shed and other steam train facilities would sooner or later become an issue.

Since 2010 Howard Jones of TWE and Patryk Skopiec of Turkol, had worked successfully together operating steam specials, and they recognised the inevitable problem. Fortunately, dedicated enthusiasm is a hard thing to kill off, and it was these two who kept the fire of steam in their souls and continued to pursue and promote the 'gospel of steam' to whoever they could and whenever they could to get a sympathetic hearing.

The issues were straightforward and that was how to get income up again to a level where revenues would support the costs of both running and maintaining the facilities needed to service a viable level of steam train operations.

One strategy which they pursued in order to raise income was to expand their own programmes for 2015 and 2016 by committing to operate steam trains 100 days per year. They felt that this course of action would serve to keep the pressure on both local government and PKP (Cargo).

Turkol, sponsored by TWE, soon began operating a series of short-run trains to Zbaszynek, Nowawies, Mocha and Rakoniewice. By hard work and careful management, they successfully achieved their operational targets, and at the end of 2016 were rewarded when the authorities finally agreed to establish a new cultural institution, Parowozonia Wolsztyn.

Key influencers

Two other people were particularly influential in gathering support within local government for their taking this step forward – they were Wojtek Lis, the mayor of Wolsztyn, and Andrzej Jablonski, who was appointed chief executive.

Parowozonia Wolsztyn would be a new train operating company with a licence to operate both scheduled and excursion steam trains on main lines. It would also assume responsibility for the maintenance of steam locomotives using the Wolsztyn engine

Leaving Wroclaw Docks with a freight working in August 2018 is 1953-built 0-6-0T No. 053 53.

shed facility.

PKP (Cargo) would gift its locomotive and engine shed assets to Parowozonia Wolsztyn and would become a 25% stakeholder in the new organisation.

Other stakeholders would be Wolsztyn Town Council 25%, Chamber of Commerce 25% and Wielkapolska Provincial Government 25%.

Part of the initial agreement was that the Wielkapolska Provincial Government would give an annual commitment to maintain the current steam-hauled scheduled services until May 2020 when the situation would be reviewed.

Happily after three years, the resurrection of main line scheduled steam services in Poland took place on May 15, 2017 with PKP's No. OI49-59 heading the first service train out of Wolsztyn to Leszno.

The train was fully booked and the media gave it enormous coverage.

TWE now supports and maintains close cooperation with both Polish steam train tour operator, Turkol and the new train operating organisation, Parowozonia Wolsztyn.

Footplate experience trips continue to be marketed, and there is an annual programme of long-distance main line steam excursions now in place.

The King's Lynn-based Railway Touring Company has also pledged its support to promote more up-market steam train holidays in Poland in conjunction with TWE.

Long-distance main line steam

Turkol recently promoted a very ambitious four-day main line excursion for TWE. It consisted of a five coach train together with PKP's 2-6-2 No.OI49-69 and support coach. Three coaches carried TWE trust members, one coach carried a Railway Touring Company group and the middle coach was both a buffet and bar. The majority of passengers on this trip were British. The trip was a grand circular tour of the south west, southern and central parts of Poland. The author was on board.

Day 1 began with an early departure from Wolsztyn, running south for 120 miles on the main line to the large city of Wroclaw. In the afternoon, the train made a side excursion from Wroclaw, running 70 miles due east along a freight line to Kepno and on to the small town of Wiesrow, a water stop serviced by the local fire engine and crew. There was an engine run round and return to Wroclaw on time by 8pm for the first overnight stopover.

Day 2 promised to be the most scenic of the four-day trip. From Wroclaw, the train headed south west across Lower Silesia, steaming fast across large flat fields and woodland before commencing a long climb up a steep sided valley and crossing several high bridges to reach Klodzko at a cooler altitude of 1300ft above sea level.

The train moved onto a single track branch line here, and after a further climb, reached Polancia-Zdroj at around 1500ft, a small health spa town situated within three miles of the Polish border with the Czech Republic.

There was a planned water stop here and an engine run round point. Two fire trucks were on hand at the station and after sorting out their water hoses, both trucks made three runs each to fully top up the locomotive's tender.

With watering complete, the train was moved about half a kilometre out of the station and down the single track approach, the engine being tender-first. From here, the locomotive was to push the train back up the incline and into a station siding to allow through passage of a modern diesel service train. However, the steam locomotive could not initially gain sufficient traction to move the six coach train and the service train was halted around 300ft beyond the struggling steam locomotive.

After some serious work by the engine crew, traction was finally gained, but by the time the delayed service train had passed uphill to the border and another had passed downhill to Klodzko, we had lost some 40 minutes. However, this was all part of the adventure of experiencing how it sometimes was in the days of steam.

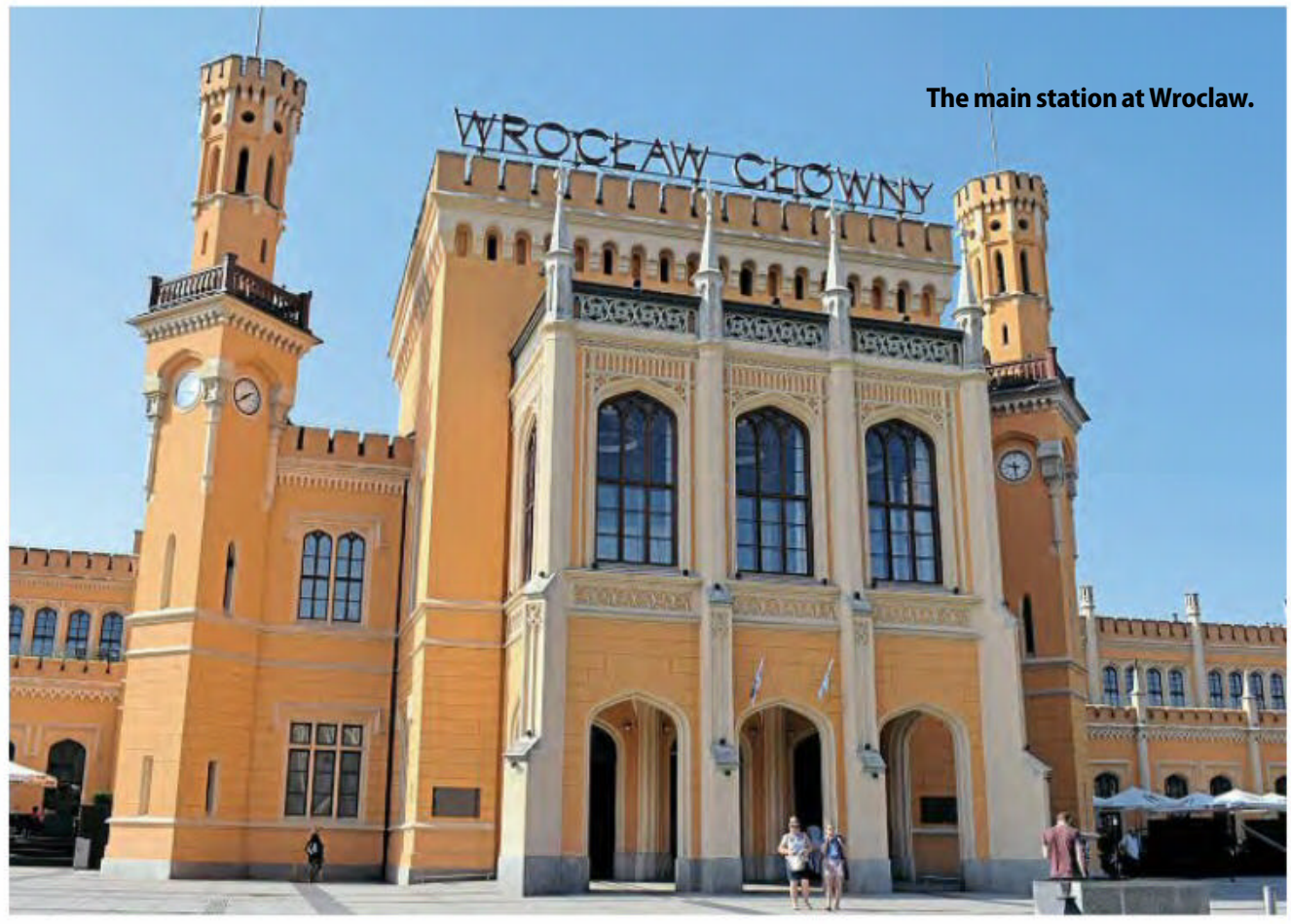
The train then followed another single track out of Klodzko to the north-east, where OI49-69 had to work up a long and twisting ascent over numerous bridges and through one long tunnel to pass the border town of Nowa Ruda. Scenically, this section was indeed the highlight of the four days before reaching at the small border town of Gluszyca, at around 2000ft, for another quick engine run round.

It was downhill now to Nowa Ruda again for a final water stop, before getting back to the flat terrain of lower altitudes. It was here where top speeds of the day, 56-58mph were recorded on a fast return run to reach Wroclaw only about 20 mins behind schedule. The total distance steamed for the day was approximately 280 miles.

Day 3 was Wroclaw to Lodz. It was Sunday morning and with it, a Sunday problem. The crane being used to bunker coal broke down and the engine crew had to finish the job by hand.

Unfortunately, such unexpected problems do occur as nearly all the old servicing facilities for steam engines have been removed from modern rail networks and those that are left are never in the right place when needed.

The train was therefore late into the station and departed Wroclaw nearly an hour behind schedule. Problems of finding another path, giving way to service trains on route, retiming of water stops with fire truck attendance, and generally trying to catch up lost time all land straight into the lap of train management. On this kind of ambitious steam trip, when some elements of the unexpected did arise, it is good to record that train management always stepped up to the task with patience, professionalism, and information.



The main station at Wroclaw.

Engine run round at Gluszyca, 2000ft above sea level.

From Wroclaw, the train headed south east for about 70 miles to Opole, historical capital of Upper Silesia; then another 70 miles further eastward across southern Poland to Czestochowa, with a water stop at Fosowskie before turning for a fast run north around 50 miles to Piotrkow Trybunalski. It was while running this section that a fastest speed of the trip, 60mph, was recorded.

An unexpected greeting

As the train drew into Piotrkow Tryb station in the early evening, we witnessed the most unexpected and astonishing sight of the trip when some 600 people or more began surging on to the platform to greet the steam train.

Flying Scotsman-style it was – but even more so with not just steam train enthusiasts but whole families with prams, bicycles, children on shoulders and mobile telephones clicking everywhere.

No steam train had been seen in this part of Poland for around 25 years and if anyone should doubt the level of interest which steam trains can generate, then their conversion would have been instant here! Turkol and the local authorities had clearly done a terrific PR job on highlighting this unusual and visually-exciting event.

After this hugely enthusiastic reception, the train managed to depart only 40 mins behind

No. OI49-69 arriving at Wroclaw from Wolzstyn on August 24, 2018.

No. OI49-69 heads the special excursion into Lodz Kaliska station.

No. OI49-59 on a branch line excursion.

The trip was greeted by large crowds at several main line stations.

schedule for Lodz, Day 3's destination, another 40 miles further north and arriving there at 7.40pm. A long day, having steamed 230 miles through swathes of rather flat rural landscapes but typical of this part of Poland.

Day 4 saw the tour complete Lodz-Poznan-Wolsztyn. It was a scheduled afternoon departure from Lodz, from where the train headed westward towards Poznan.

The first 50 miles were very slow, with two stops to allow main line service traffic to pass as scheduled, before our train stopped briefly at the major railway junction of Zdunska Wola.

It was here that another surprise awaited us. The train continued past huge freight sidings, before turning onto a short spur of track and coming to a halt within what might best be described as a smaller Polish version of Dai Woodham's scrapyard at Barry.

We were in a graveyard of redundant steam locomotives right in the middle of Poland.

Taking water from fire trucks at Polancia on August 25, 2018.

Easily seen were Polish heavy freight 2-10-0 classes TY42, Ty45, Ty2436, Pt47s 2-8-0s and numerous tank engines. Water was taken here and again local people were all around No. OI49-69 as the engine crew carried out their maintenance checks before setting out on the 160-mile run west to Poznan.

It was dinner in the buffet car as the sun bade farewell to Day 4, while thirsty passengers ran the bar dry as the train headed steadily west into the night.

It took four hours to reach Poznan, where a short halt was made before steaming the last 60 miles to Wolsztyn.

Journey's end came at 12.30pm after another very long day and covering another 270 miles to complete a round trip of just over 1000 miles. Remarkably, most of this distance had been main line steaming with the same locomotive, a combination which probably cannot be equalled anywhere in 2018.

The main line performance of PKP's No. OI49-69 remained good throughout all four days, and it was claimed that this engine has covered just short of 500,000 miles since 2001, a remarkable distance and thought to be greater than that run by any other steam locomotive in preservation.

Tkh No. 053 53 driver Jatek Jevczynski at Wroclaw Docks on August 23, 2018.

Running maintenance at Zdunska Wola.

Poland today has a land area of 120,000 square miles compared to the UK of 94,000 square miles; a population of 38 million to the UK with 67 million, and a rail network of 11,500 miles to the UK with 9800 miles. Poland is therefore a larger country with a bigger rail network than the UK, and so the relative importance of rail for both moving freight and connecting a smaller population over long distances continues to be high.

It is not surprising therefore that Poland has recently embarked upon a major reinvestment in the railways with the objectives of making them safer, more comfortable and helping restore the system to its former glory.

In the process, it must be hoped that certain preservation efforts now being made to maintain some of its working history will be given due encouragement and, better still, funding to continue.

Working history

Wolsztyn is just such a place, which will continue to need that kind of support.

In this context, we must hope that the continuation of some steam-hauled services in Poland will be seen as part of the nation's railway heritage and that it is a heritage function to keep that working history alive.

Turkol, as a special train operator, has proved important in that it has certainly helped improve accessibility of the general public to steam train travel and at the same time has helped create a growing sense of railway heritage in Poland.

Turkol has a limited number of its own carriages and currently seeks to acquire two more second class coaches. This would double its existing carrying capacity and greatly improve the financial viability of its operation.

The cost of such PKP redundant second class carriages is around the equivalent of £12,000 at present, and Turkol remains hopeful of finding sympathetic donors.

The sheer size of the enthusiastic crowds who turned out to greet the steam train at Piotrkow Tryb and other stations were surely confirmation that there is a national appetite for such events. Indeed, as a result of good publicity we were treated to an unforgettable glimpse of just how much latent interest there is in both the visual excitement of seeing a steam train working and for having the travelling experience, even a short ride, aboard one.

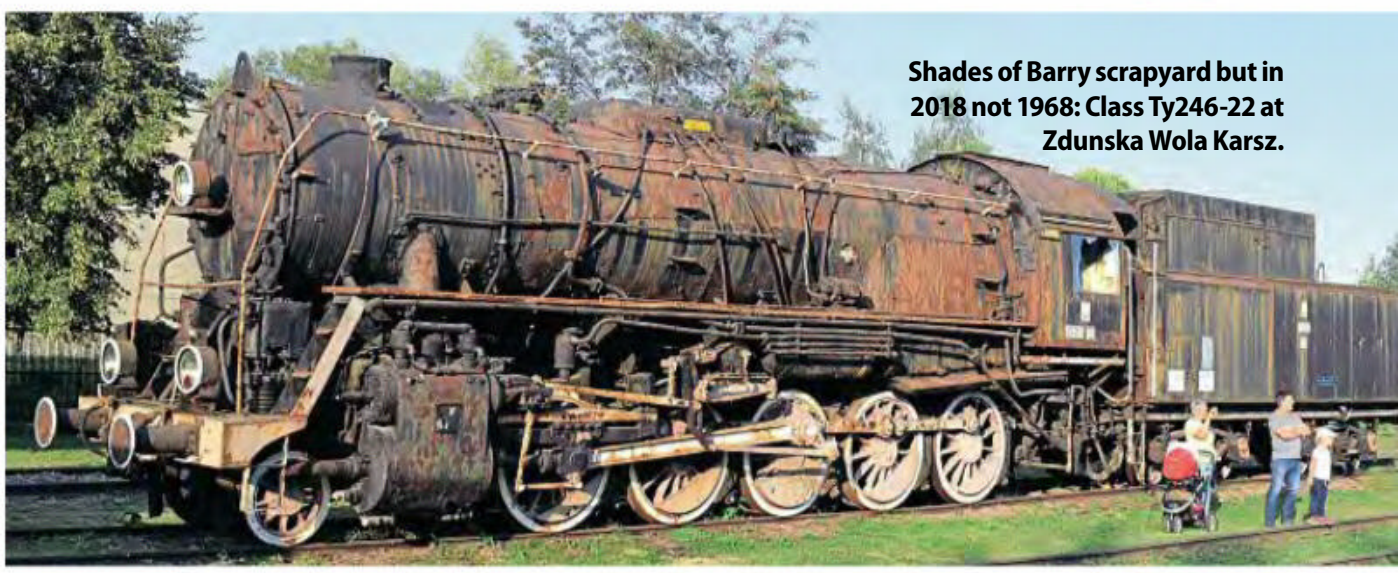
I talked to one 35-year-old Polish passenger, passionate about riding a steam train, who had bought a ticket for one day only, Wroclaw-Lodz, whereby he could take one day off work, do the all day steam train trip, travel back overnight to Wroclaw and still get to work next morning. That was passion expressed and great to hear.

PKP's redundant tank engines at Zdunska Wola Karsz.

Poland may not yet be a gourmet's type of holiday, but this is a country where the steam train is still alive. Anyone who has had a Wolsztyn Experience will surely want the present situation to continue and prosper, but it is in no sense a given that it will.

The message then to all who have such interests, is simply go there now while one can, soak up a Wolsztyn Experience, and support the cause in case a time should come when one cannot.

Further details may be obtained by visiting http://www.thewolsztynexperience.org/ or http://www.railwaytouring.net/ HR



Shades of Barry scrapyard but in 2018 not 1968: Class Ty246-22 at Zdunska Wola Karsz.

Chasing the evening sun westwards on the mainline to Poznan and Wolsztyn on August 27, 2018.

An unusual double-header of the BR Standard 4MT No. 80151 and visiting B1 No. 61306 *Mayflower* heads south in the evening sun with the 4pm service to Sheffield Park. The Standard 4MT was due to follow the B1 south as a light engine move but it was decided to attach them to make up for late running. PETER HOLLANDS

Q class 0-6-0 No. 30541 double-heads with BR 5MT No. 73087 *Linette* (No. 73082 *Camelot*) northbound past Holywell on Sunday, October 13 with the 10.30am service to East Grinstead. PETER HOLLANDS

GIANTS WIN THE DAY

Despite southern England being deluged by rain for much of the weekend, the Bluebell Railway's October 13-15 Giants of Steam event saw crowds defy the weather to see and ride behind two illustrious main line visitors, writes **Robin Jones**.

THE eagerly-awaited Bluebell Railway Giants of Steam gala, one of the big events of the annual autumn gala calendar, this year saw BR 7MT Pacific No. 70000 *Britannia* and B1 4-6-0 No. 1306 *Mayflower* as the star guests.

Steam Dreams supremo David Buck sent *Mayflower* as a late replacement for LMS Princess Coronation Pacific No. 6233 *Duchess of Sutherland* which was unavailable.

The home fleet in action included BR Standard 5MT 4-6-0 No. 73082 *Camelot*, which, sponsored by a Bluebell volunteer, took on the identity of scrapped sister No. 73087 *Linette*.

No. 73087, which was outshopped from Derby Works in 1957, was a veteran of the Somerset & Dorset main line. Every Summer from 1956 until 1961, No. 73087 was shedded at Bath Green Park and usually was sent back to Nine Elms between late August and October for the winter. It was named *Linette* in 1961 while at Nine Elms.

It might have rained in southern England, but the downpour could not dampen the autumn hues let alone the sight of B1 4-6-0 No. 61306 *Mayflower* at it arrives at Horsted Keynes on October 12. EDWARD DYER

No. 70000 *Britannia* approaches Kingscote station on October 12. EDWARD DYER

Withdrawn from traffic, No. 73087 ended up at Cashmore's scrapyard in Newport when it was cut up in 1967.

Running over the weekend only were BR Standard 4MT 2-6-4T No. 80151 and SR Maunsell Q 0-6-0 No. 30541. Maunsell S15 No. 847 was in steam as the spare locomotive, but as it transpired was not required.

A 12-coach train behind the visiting locomotives was operated on the Sunday.

A special dining train, the 'Britannia Gala Golden Arrow' ran on Monday, October 14.

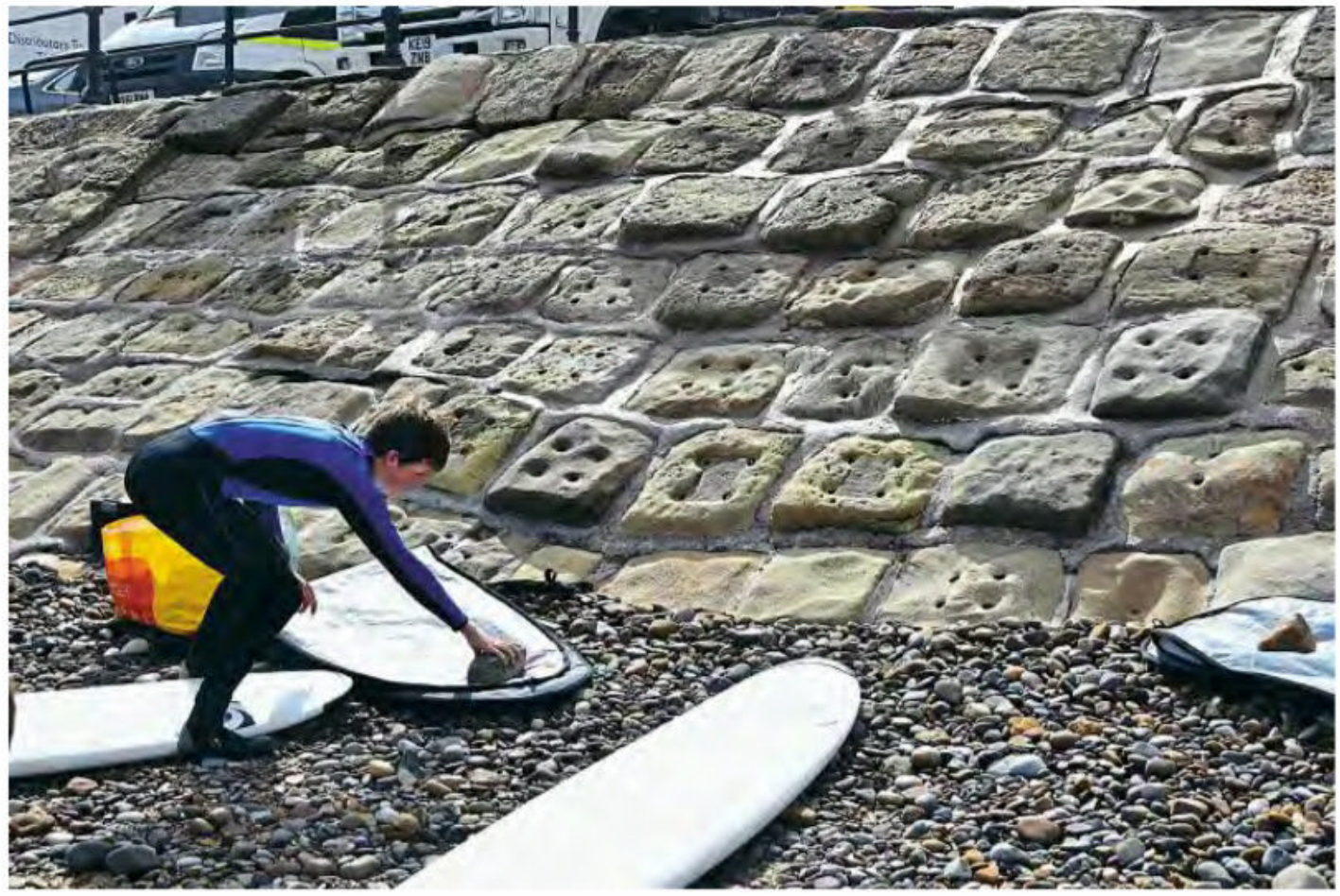
A Bluebell Railway spokesman said: "We were delighted that thousands of people turned out despite the rain to see the visiting locos *Britannia* and *Mayflower* as well as our own line-up of locos and carriages to make this year's Giants of Steam such a successful event." HR

No. 70000 *Britannia* passes Horsted Keynes (No. 61306 on the rear) with the 12-coach 12.30pm from Sheffield Park on October 13. NICK GILLIAM

No. 70000 *Britannia* approaches the site of West Hoathly station on October 12. EDWARD DYER

STAR LETTER

'Hidden' railway heritage of Saltburn's sea wall at risk



A surfer's paradise – or a nightmare for railway conservationists? The sea wall at Saltburn-by-the-Sea, which is comprised of stone blocks that once held the rails of the Stockton & Darlington Railway in place. DAVID PRATT

BORN in 1939 during World War Two, I went to Yorkshire with my family to escape the East London blitz bombings. I returned with a serious Yorkshire accent.

As a result, after the war, we spent many summer holidays with adopted relatives in Park Street, Skelton, Cleveland, 'Aunt' Jinny and Matt Dowey, an ironstone miner. I recall walks to Saltburn-by-the-Sea in particular, through the woods and via waterfalls.

The town of Saltburn "was designed and built by the same personalities as the Stockton & Darlington Railway" (according to the Conservation Area Appraisal 2011). One of the main areas of interest for a teenager, besides my collection of fossils and small pieces of 'Whitby Jet' found along the beaches as far as Staithes, was the Victorian pier, the funicular railway, and the sea wall at Saltburn beach.

For over half a century it has been my dream to revisit Saltburn, and that wall. My reason? My chosen career has been as a lifelong professional photographer and educator. I studied and qualified in many specialisms, retiring from a higher education department, teaching photography film and television studies.

I began as a trainee in the Chief Civil Engineer's Department of British Rail, at Paddington at the end of steam. Brunel and the birth of railways became a passion as we demolished his Chepstow Bridge and when I walked across the top tube, or sat inside Saltash bridge where workers had signed. Learning my craft as an industrial photographer on the Western Region, I was in charge of the extensive library of historical negatives and prints, adding my own new (5in x 4in) colour transparencies at the time of the introduction of the blue Midland Pullmans. With 14 photographers using 5in x 4in film, we also made 16mm films of track-laying for training. This library, with several glass half-plate negatives of Brunel himself, disappeared and was last heard of some years ago, in a basement near Paddington station.

My 'retirement' hobby has been the design and building of miniature outdoor railways – even helping to put these on television with 15 half-hour programmes for the Discovery Channel – hence my trackwork interest.

From 1825, the first steam locomotive-hauled public railway in the world operated as the Stockton and Darlington Railway, the birthplace of all our modern railway systems. The first locomotive that was built for the railway, *Locomotion No.1*, is preserved at Darlington.

Walking over the top tube of Isambard Kingdom Brunel's Chepstow bridge prior to its demolition. DAVID PRATT.

Great detail has been recorded and historical attention paid to the rolling stock of railways. Much less so to the 'permanent way' originally based upon old pre-19th century mineral tramways. These already used short cast iron 'rails', even having 'flanges' and later rails were made of tougher rolled or wrought iron, as Brunel's bridges were. Tramways used "angled iron" guiding cart wheels along wooden "sleepers" and often stone blocks for quarry wagons.

Early railway tracks adopted 'chairs' bolted to squared stone blocks at the joins holding the 'fish-bellied' rails with their 'flange' at the top, later using wooden 'keys'. With the more powerful larger steam locomotives running at over 15mph, it became necessary to adopt a 'gauge' for the trackwork, and the sleepers became transverse as 'the permanent way'.

As things progressed, steel rail joins became bolted with 'fishplates'. Now, we have 'long welded rails' (getting longer) with sliding joins to prevent buckling. These days the automatic track-laying machinery 'tampers' the ballast that holds the sleepers and rails, perhaps so tightly that buckling is likely to occur in very hot weather.

I come to my point – the Saltburn sea wall. It was planted in my memory as a child and has stuck there ever since, that its stone blocks, each with four holes drilled, are from the Stockton & Darlington Railway track!

A painting by Terence Cuneo of the 'Opening of the S&DR' apparently shows 'ballast' holding the track stone blocks in place.

I have just revisited the wall at Saltburn beach. I was appalled and disgusted. The blocks are heavily worn away. In miles of lovely sandy beach, there are stones along the bottom.

These clearly join with waves to wear the blocks' faces, sides and corners. However, the jointing composition is perfect now after a collapse two years ago when 'ballast' was shed from behind.

Some of the blocks have the indentation of the old metal chairs eroded deeply. The launching ramp to the beach appears to have the blocks placed face down, and this is hardly eroded.

The next celebration of the 'first public railway in the world' is in 2025. I cannot imagine the state of these valuable historical pieces of stone by that time, and I call on all of those who are committed to preserving our railway heritage to see what we can and should do.

David Pratt, email

TRACK TALK

➜ GWR tender at Paddington after end of steam haulage

YOUR 1970 photograph of the GWR tender attached to a steam crane at Honeybourne (Platform, issue 258) brought back memories of a Sunday morning at Paddington in the early Seventies.

Track-relaying was taking place on the approaches, and some of the platform roads were full of ballast wagons. As I had some time to spare before my train, I walked to the end of platform one to see what was going on, but my view towards Royal Oak was partly blocked by a line of vans in platform 1A (the former parcels dock).

A cloud of steam drifted across the station throat, although I couldn't see where it was coming from. Then, out of the cloud, came a Collett 4000 gallon tender heading towards me. Suddenly, I was transported back to the 1950s.

What was this ghostly apparition? Was it really a King or a Castle backing down on to its train? It all seemed quite uncanny.

All was revealed when I saw the steam crane that was attached. It was my last sighting of 'real' steam at Paddington, well before any preserved steam was allowed there again.

I wonder if this was the same pairing as in your photograph?

Ron Head, Didcot, Oxfordshire

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Make our heritage lines attractive to the general public and they will come

CHRIS White makes a very unsavoury, but very important and accurate point in issue 259 concerning the future of our smaller heritage railways.

Many pages have been written about their problems, lack of young volunteers and attracting visitors (revenue). To find the answer, each railway needs to take a step back and consider why anyone would want to visit their railway.

Imagine a family discussing what they might do at the weekend. Dad says: "I'd like to visit XYZ preserved railway." Mum says: "We went there once before, we drove 20 miles to walk around a filthy yard full of scrap metal and I ruined a perfectly good pair of shoes."

The children will need some persuading to spend a few hours away from their Xbox. Dad loses the debate and they go to a shopping mall, also 20 miles away, where she can shop and they eat pizzas at inflated prices.

Now if the railway is a picture postcard destination with gardens on or around the platform and a delightful tea shop at one end of the line or the other it might be a different conversation. And if the work in progress on locomotives and rolling stock was relatively tidy with Tarmac paths between vehicles and information boards by each one explaining the origin and life of that vehicle, plus information about the team restoring it and what days they are working, with an invite to come along and watch or join in the restoration, then not only would the experience be more likely to attract occasional visitors, but it might become a regular Sunday outing. It may also increase volunteer numbers and get the young members of the family involved.

Selling any attraction is difficult in today's crowded market. I have been in the business of selling seats to customers to visit all kinds of destinations, including preserved railways, in my company for many years and the feedback tells me what works and what doesn't.

It doesn't necessarily matter if your little railway runs from nowhere to nowhere, as long as both of those nowheres are attractive in their own right and at least one of them has good facilities for eating and, of course, clean and pleasant toilets.

As railway enthusiasts we tend to concentrate on the locomotive and perhaps the coaching stock, but these are secondary in the minds of non-railway minded potential visitors, who should make up the majority of your visitor income.

I visit a lot of National Trust properties and they are almost always in remote locations. At weekends, the ones that have a nice café and tea shop are always busy. It's clear that a lot of people see these places as a nice destination to return to time and time again for a walk around the gardens and a Sunday lunch or afternoon tea. Not all of them have a house that is open to the public and its attraction is simply the garden and as a place to eat.

This model can be copied by every small railway by making the platform 'pretty', the café first class and putting the restoration projects out of full view.

The formulae for success and having a lasting future is to think about your railway as a nice place to spend time and only when you have achieved that, spend money on restoration projects. If you do it the other way round, you might not have a railway to run them on in a few years' time when the restoration is complete.

Honestly, it's not 'rocket' science, pun intended, but just plain old fashioned common sense!

Gerald Creed, email

'Femininity' of machines is tradition

I READ with considerable amusement Mr Trout's letter on locomotive names and gender (issue 259).

The bestowal of female names on devices of transportation is a long-standing practice that dates back centuries and, like other oddities of tradition, is to be viewed as part and parcel of nostalgia.

Indeed, the inclination carries on quietly unabated, even as we speak. To attempt to gainsay nostalgia is surely to question the ethos and raison d'être of the preservation movement.

There are many facets of Britishness which, in the light of contemporary life, seem worthless – but would we be better off without them?

I think not – they bring the grockles flocking! Mr Trout is prolix in his list of examples to support his somewhat dogmatic position, but then he cites 'Pretty Polly' as a "gender trap". Please explain, Mr Trout.

Nobility

He then describes as preposterous the naming of powerful locomotives after well-known female personages, overlooking the fact that many such required royal consent. Would Mr Trout question the wisdom of nobility? Can he not scent danger?

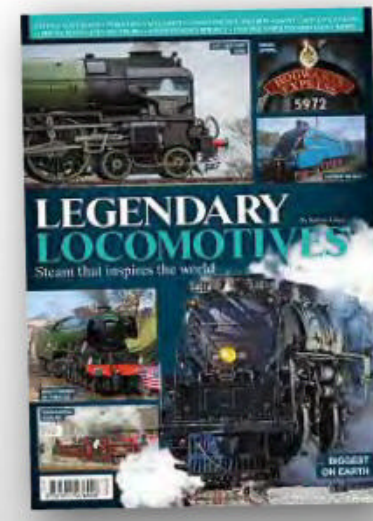
Alexander Pope once said: "Fools rush in where angels fear to tread." That observation is as valid today as it was in 1903.

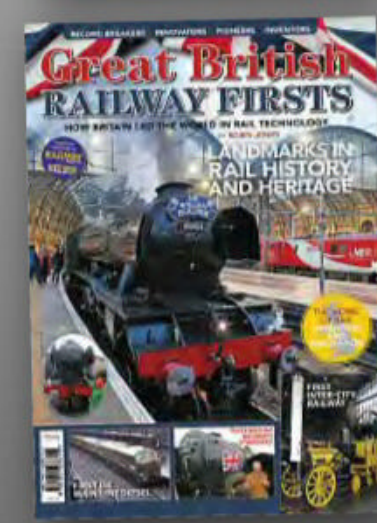
Mr Trout then compounds his folly by giving Andrew K. McCosh and Archibald Sturrock as examples of idiocy if referred to as 'she'.

Mr Trout, the simple fact is this: when people refer to machines as 'she', it is in a totally different context from any given name. Even if a locomotive lacks a name, it will still be thought of as 'she' by those so inclined. Hence the encouragement given to *Mallard* by Joe Duddington when exceeding 120mph – "Come on old girl – you can do it!" Perhaps Mr Trout would have the locomotive renamed Drake?

Martin McGinty, Frome, Somerset

ON SALE NOW





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TRACK TALK

'GWR' trams into Ironbridge?

IT was good to read of proposed extensions to the Telford Steam Railway, including a tramway from Buildwas to Ironbridge, in issue 256.

There have long been ideas of extending the Severn Valley Railway to Ironbridge. I understand the company is not keen because of the difficulties and fear of overextending steam operation.

A tramway can be installed more easily and be cheaper to operate. Indeed, a whole network of vicinal lines can use former trackbeds via the Severn Valley into Shrewsbury, from Wellington via Much Wenlock to Craven Arms and on to Bishops Castle and possibly Montgomery, and amongst the North Western route to Coalport, providing an attractive alternative to road travel.

To maintain the Great Western ambience, the trams can be painted chocolate and cream or plum and spilt milk on the North Western!

John Dalton,
West Mersea, Essex

Affection towards vehicles through gender referral

IN reminding us of masculine locomotive names, David Trout appears to be missing the point in referring to them as 'she' (issue 259).

Obviously he is above such sentimentality (!) but many of us refer to familiar machines in that way, often quite unconsciously, as a sign of regard or affection. Any name they might bear is completely immaterial.

It isn't just railway enthusiasts of course; vintage bus, tram and lorry fans also think of their vehicles as feminine. Then there are sailors and fishermen, who always refer to boats and ships as 'she', though admittedly more likely to give them names to match.

However, I have no problem with railway museums taking the gender neutral path. It may well be another 'age' thing after all, and we are not their future.

Personally, I'm about to oil and clean up my push-along mower before moving it to the back of the shed for winter. The old girl's done well this year – long may she continue!

Phillip Crossland,
East Yorkshire

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Keighley and its villages have a real railway!

REPLYING to your correspondent Simon James (Platform issue 258), I am able to disabuse him from his view that "other heritage railways are doubtless the same" when he refers to the apparent hopelessness of using them as a means of real transport.

He ought to live in Haworth. There are some decent shops in the village, but most only sell handy things such as Charlotte Bronte in a Snowstorm, smelly soap and candles and suchlike, being directed towards tourists. Nonetheless, there's a Spar and an outstanding ironmongers where it's worth buying something even if you don't need it, just for the terrific experience. However, most people do their main shopping in Keighley, where, if you lob a brick, the chances are that you will hit a supermarket.

It can take half an hour to get from any of the valley villages to Keighley and park, although none are more than five miles from the town centre. The railway station though is a few strides from Sainsbury, ASDA (where people do their weekly shopping in the period it takes to run round a train), Aldi and Iceland. Nowhere in Haworth or Oxenhope is more than 10 minutes' walk from the Keighley & Worth Valley Railway station.

Oakworth is a bit different, as the station is at the bottom of a long hill, but you can park there for nothing and its serves a wide area apart from the houses that surround it (the Midland Railway advertised it as the station for Oakworth, Scar Top, Oldfield, Mytholmes, Laycock and Goose Eye). Even Damems has a large number of people living on the doorstep.

A DMU service from Keighley at the Oxenhope terminus of the Keighley & Worth Valley Railway on September 28, 2016, re-creates a typical scene from the 1960s on many a suburban commuter line, and can be and is used by local residents for everyday purposes. ROBIN JONES

The cost? Huge numbers of local people use the line as a matter of course but I've never found any paying the full fare. You can buy a Local's Rail Card for £5 which will give you travel on any train for no more than the bus fare, which is why they are bought in their hundreds.

Train services? There is never a day when the first train is after 10am from Oxenhope and they run all day, at the very least at 90-minute intervals, usually more often.

My wife and I often use the KWVR for longer journeys too, as do many others always using it both ways. Inward bound through booking is easy from the main line: make sure to ask for "Oxenhope KWVR" from anywhere that you can buy a main line ticket to receive a massive discount on the KWVR fare if bought separately.

There's a train through Keighley going both north and south roughly every 12 minutes throughout the day, in fact so many that you do not need to bother about looking up a connection – all the KWVR's trains connect with main line services in all directions!

The KWVR is a real railway, carrying mostly tourists, but also large numbers of real people for real reasons. Don't despair at the utility of heritage railways for the purpose of real travel, the concept is alive and well in West Yorkshire!

David Pearson,
Haworth, West Yorkshire

More purposeful destinations needed – and fast

WITH reference to Chris White's letter in issue 259 about heritage railways struggling to survive, it has long puzzled me how some of the short 'nowhere to nowhere' lines in Britain have kept going as long as they have.

I have lived in the antipodes (New Zealand and Australia) for the last 50 years and, while I would dearly love to move back to Britain – simply to be near to, in particular, the North Wales narrow gauge railways, the prospect of packing up my entire home and shifting everything back to Britain at the age of 77 is just too daunting.

Quite close to where I live there was a beautifully scenic country line of 42km with a main-line connection halfway between Queensland's capital city Brisbane and one of the biggest tourist centres in the world, the Gold Coast.

In addition to this, just a few kilometres from the railway is Warner Brothers Movie Studios (and we all know how much money can be made when a studio is making a period movie that requires footage of a steam railway). A group of enthusiasts tried to set this railway up as a heritage line.

I rode it and photographed it in 2004 and was thinking about joining the group but, before I could act, in 2005 the restoration group folded (see en.wikipedia.org/wiki/Beaudesert_railway_line) and the track is no longer usable.

A lot of money was spent getting the railway set up but it simply wasn't a viable proposition – even with five million people living within an hour's drive of it and a main line link.

Like Chris, I don't want to name any British heritage railways but, with only what I read in *Heritage Railway*, I cannot understand how some of them keep going. The Beaudesert Railway was the only heritage railway within 100km of Brisbane and it failed.

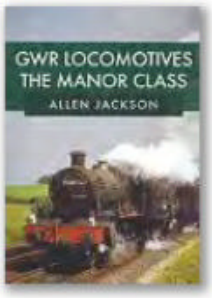
In Britain, some heritage railways are only a few kilometres apart and I cannot help wondering whether they deliberately set up in competition rather than pool their resources.

As has been seen by the worldwide railfan community, Australia doesn't seem to care about its railway heritage and so I have virtually no other stimulation of my lifelong interest other than *Heritage Railway* magazine.

David R Holt, email

GWR Locomotives: The Manor Class

By Allen Jackson (softback, Amberley Publishing, 96pp, £14.99, ISBN 978 1 4456 9302 6)



The Llangollen Railway has been giving a rapturous reception to its flagship, WR 4-6-0 No. 7822 *Foxcote Manor*, after returning from its duties at Minehead, and this new book gives a timely introduction to the class.

As the book relates, the Manors, the smallest class of GWR 4-6-0s and which eventually numbered 30, were not only a Collett development of Churchward's moguls but many were built using parts from their predecessors. Designed for lighter-laid Blue routes, such as the Cambrian Coast Line, a total of 30 were built and of them nine have survived, including *Foxcote Manor,* which was restored from Barry scrapyard condition over a 15-year period and first ran at Llangollen in 1987.

Packed from cover to cover with facts and archive photographs, this is a splendid ready reference work for any students of the Manors. It even has an extensive list of notable working and a list of the books in which pictures of them can be found.

FACTS AT YOUR FINGERTIPS GUIDE

Country Railway Routes: Uttoxeter to Buxton via Ashbourne

(Hardback, Middleton Press, 96pp, £18.95, ISBN 9781910356333).

With the Churnet Valley Railway generating headlines by virtue of its long-awaited extension into Buxton, here is a timely volume proving a definitive history of a long-lost adjoining White Peak route.

For many generations of Midlanders, names like Thorpe Cloud, Tissington and Alsop-en-le-Dale conjure up romantic images of happy sunny afternoons around Dovedale and Milldale.

These villages were once served by a railway, part of which was opened in 1887 by the LNWR in a bid to create an alternative route from London to Manchester. However, the Midland Railway's route through Buxton took prominence, and this cross-country route was destined to remain a backwater. Passenger services were withdrawn as early as November 1, 1954, although the London Midland Region ran an annual Sunday well-dressing special until October 7, 1963.

Derbyshire County Council and the Peak District National Park Authority took over the vacant trackbed from Ashbourne to Parsley Hay in 1968 and turned it into a route for cyclists and walkers. It is now the popular Tissington Trail.

Regular visitors and trail users will delight in the unrivalled series of archive photographs, large scale OS plans and historic timetables depicting every main feature of the railway that was, and also still is: the northernmost section from Buxton to Hindlow is still open for stone traffic, and here Class 37s and 60s appear in these pages alongside the steam of yesteryear.

Had it survived along with its wonderful wooden station buildings, the whole route would have made a marvellous and undoubtedly very popular heritage line. Thankfully, however, we have the nearby CVR and 'Little Switzerland' to satisfy such demands.

SUPERB COUNTRY BRANCH PROFILE

Railway Children Christmas cards

(£5 per pack of 10, www.railwaychildren.org.uk/shop)

David Maidment, who founded the Railway Children charity after retiring as a BR executive, has been as busy as ever, despite turning 81 in the summer.

The charity's popular Christmas railway-themed cards include several new designs for 2019.

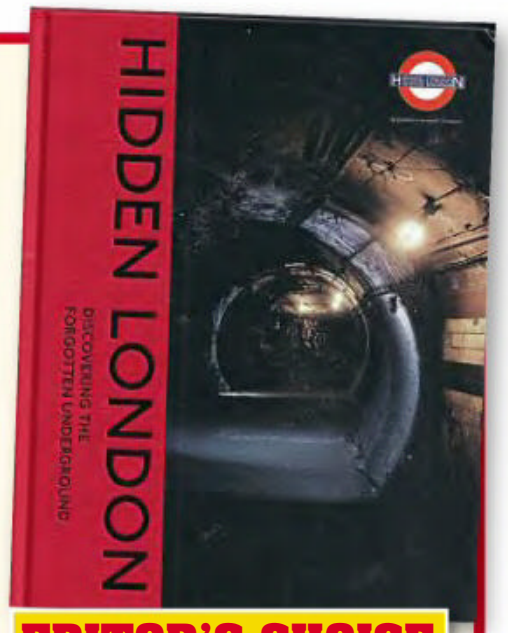
He set up the charity to help homeless children who congregated around the world's railway stations.

Buying just one pack could help Railway Children provide school materials for a child in India. Buying six packs could fund first aid for 10 children on a railway platform or feed a child in Kenya for a month.

SUPPORTING A BRILLIANT CAUSE

Hidden London: Discovering The Forgotten Underground

By David Bownes, Chris Nix and Siddy Holloway, with Sam Mullins (Hardback, Yale University Press, 240pp, £25, available from London Transport Museum (LTM), Covent Garden, WC2E 7BB, www.ltmuseumshop.co.uk ISBN 978 0 300 245790)



EDITOR'S CHOICE

PUBLISHED in conjunction with Hidden London: The Exhibition now running at the Covent Garden museum, this inspirational and ground-breaking volume allows you to 'take home' many of the rare photographs, detailed historic drawings and diagrams, many of them works of art in their own right, on display and study/enjoy them at your leisure.

As highlighted in Headline News, pages 8 and 9, the new exhibition unveils the story of the lost stations and subterranean spaces of the Underground network, many of which survive after decades of disuse.

Read about King William Street, which in 1900 became the first tube station to be disused; North End, a station near Hampstead Heath was never opened but is only now being revealed as a Cold War bunker; Mayfair's Down Street station was repurposed as a bomb-proof shelter for Winston Churchill during the Second World War; the Grade II deep-level shelter at Clapham South beneath the common; the lost tunnels of Euston station; and the Highgate station tunnel that is now a bat sanctuary.

Turning every page leads you on to a new discovery and insight into the secrets of the world's first and greatest underground system.

Below the capital's street lies a secret world of disused stations, elevator shafts, ventilation ducts and passageways, including places where the course of both London and world history was changed.

This remarkable volume draws on the museum's extensive archive to bring the past to life like never before. If you thought you knew everything about London and/or its railways, this book is guaranteed to make you think again. In many cases, scenes from the now-distant past are compared with colour views from today.

Of course, London Underground did not stop at the city limits, and a chapter looks at the history of the northern outpost of Quainton Road, now the Buckinghamshire Railway Centre, and Ongar, now the terminus of the Epping-Ongar Railway.

David has worked as head of collections at LTM and assistant director (collections) at the National Army Museum; Chris is LTM's assistant director (collections and engagement); Siddy is engagement manager for Hidden London; and Sam is the museum's director.

Lavishly illustrated, the volume's A4 format brings out the best in the beautifully-reproduced photographs, drawings and plans, many in mint condition from many decades ago.

We cannot remember the last time we saw such a quality presentation-style hardback volume offered at such a competitive price, and we are told that a second print run has been needed after the first all but sold out following the September launch.

Containing an immeasurable amount of secrets from underneath the city streets, it is now deservedly destined to be a wrapped secret under the tree, to be opened on Christmas morning in many a home.

MAGNIFICENT VOYAGE OF SUBTERRANEAN DISCOVERY

BR Blue: A Personal Reflection

By Stephen Owens (softback, Amberley Publishing, 96pp, £14.99, ISBN 978 1 4456 8990 6)

Dieselisation was by and large a major reason for the establishment of the preservation sector: enthusiasts lamented the passing of their beloved steam locos. For the most part, those who did not become involved in starting a heritage line simply picked up their cameras and books and went home never to return.

Thankfully, there were those linesiders who remained to capture the period. Here is an excellent collection of superbly-reproduced photographs depicting BR classes in the corporate blue period, all of them previously unpublished.

A BR BLUE TREASURE CHEST

The Keighley & Worth Valley Railway's 1920 Midland Railway-built 4F temporarily had its LMS number and lettering applied on one side only for a filming assignment in early October. The 0-6-0 is seen departing Haworth on Saturday, October 12 with the 'Haworth Steam Punk Express'. ROBERT FALCONER

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 until Nov 3.

Bluebell Railway
Standard gauge, 11 miles, footplate experience, wine and dine.
Sheffield Park,
East Sussex TN22 2QL.
Tel: 01825 720800.
Running: Wed-Sun until Nov 3 + Oct 28, 29.

Bredgar & Wormshill Light Railway
2ft gauge, ½ mile.
Bredgar, Sittingbourne, Kent.
Tel: 01622 884254.
Running: Oct 27.

East Kent Railway
Standard gauge, two miles,
Shepherdswell, Dover.
Tel: 01304 832042.
Running: Dec1, 7, 8, 14, 15, 21-24.

Eastleigh Lakeside Railway
10¼in & 7¼in gauge, 1¼ miles,
footplate experience.
Running: W/Es + sch hols.

Hastings Miniature Railway
10¼in gauge, 600 yards,
Rock-a-Nore Road, Hastings, East Sussex.
Running: W/Es + sch hols.

Hayling Seaside Railway
2ft gauge, one mile.
Hayling Island, Hants.
Running: W/Es, Weds + sch hols

Hollycombe Steam in the Country
2ft gauge, ¼ mile. Iron Hill, Liphook,
Hampshire GU30 7LP. Tel: 01428 724900.
Running: 2020.

Isle of Wight Steam Railway
Standard gauge, five miles.
Havenstreet, Isle of Wight.
Tel: 01983 882204.
Running: Oct 25-31.

Kempton Steam Railway
2ft gauge, ½ mile, Hanworth.
Tel: 01932 765328.
Running: Suns until Nov 17.

Kent & East Sussex Railway
Standard gauge, 10½ miles,
footplate experience, wine and dine.
Tenterden, Kent. Tel: 01580 765155.
Running: Oct 26, 27.

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: Oct 26-31. Nov 1-3, 30.

Romney, Hythe & Dymchurch Railway
1ft 3in gauge, 13½ miles, footplate experience. New Romney, Kent.
Tel: 01797 362353.
Running: Daily until Dec 31.

Royal Victoria Railway
10¼in gauge, one mile.
Netley, Southampton.
Tel: 02380 456246.
Running: W/Es + sch hols.

Sittingbourne & Kemsley Railway
2ft 6in gauge, 1¾ miles.
Sittingbourne, Kent.
Tel: 01795 424899.
Running: Nov 30. Dec 1, 7, 8,14, 15, 21, 22.

Spa Valley Railway
Standard gauge, five miles,
footplate experience.
Tunbridge Wells, Kent.
Tel: 01892 537715.
Running: Oct 26-27. Nov 23, 24, 30.

SOUTH WEST

Avon Valley Railway
Standard gauge, three miles,
footplate experience, wine and dine.
Bitton, Bristol.
Tel: 0117 932 7296.
Running: Oct 26, 27, 29-31. Nov 2, 3, 24, 30.

Beer Heights Light Railway
7¼in gauge. Off A3052, Beer, Devon.
Tel: 01297 21542
Running: Daily until Nov 3.

Bodmin & Wenford Railway
Standard gauge, 6½ miles, footplate experience, wine and dine.
Bodmin, Cornwall.
Tel: 01208 73666.
Running: Oct 25-27, 29, 30. Nov 2, 30.

Bristol Harbour Railway
Standard gauge, one mile. M Shed, Bristol.
Tel: 0117 352 6600.
Running: Oct 26, 27. Nov 2, 3.

Dartmoor Railway
Standard gauge, seven miles.
Okehampton, Devon.
Tel: 01837 55164.
Running: Nov 29, 30.

Dartmouth Steam Railway
Standard gauge, seven miles,
wine and dine. Paignton, Devon.
Tel: 01803 555872.
Running: Daily until Nov 2, then Tues, Sats + Nov 7.

Devon Railway Centre
2ft gauge, ½ mile. Bickleigh, Devon.
Tel: 01884 855671.
Running: Oct 25-27.

East Somerset Railway
Standard gauge, two miles.
Cranmore, Somerset.
Tel: 01749 880417.
Running: Oct 26, 27, 30.

Gartell Light Railway
2ft gauge, ½ mile. Common Lane,
Yenston, Templecombe, Somerset
BA8 0NB. Tel. 01963 370752
Running: Oct 27.

Helston Railway
Standard gauge. Helston, Cornwall.
Tel: 07875 481380.
Running: Oct 27, 31. Nov 3.

Launceston Steam Railway
2ft gauge, two miles. Launceston,
Cornwall. Tel: 01566 775665.
Running: Oct 25-31. Nov 1.

Lynton & Barnstaple Railway
2ft gauge, one mile. Woody Bay,
north Devon. Tel: 01598 763487.
Running: Oct 25-31. Nov 1-3, 10.

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: Oct 26, 27. Nov 3, 10.

Seaton Tramway
3ft gauge, three miles.

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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6880
Building the 81st Grange

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No. 6880 will steam this year, initially with a borrowed 4,000 gallon tender from Collett 2-8-0 No. 3814. Now the *Betton Grange* Society is launching a new appeal to build a new tender suitable for use on the main line.

At current market values, it is expected to cost around £40,000 to construct a brand new tank and an estimated £110,000 to overhaul the axles and wheels, repair and rebuild the chassis already in the Group's possession, all to main line standards.

No. 6818 *Hardwicke Grange* with Collett 3,500 gallon tender. BOB MEANLEY

Lot A118 was the initial lot of just 27 3,500 gallon Collett tenders numbered 2242 to 2268, so in view of the last being numbered 68, it is proposed that we have No. 2268 designated to our new tender.

We are now proud to announce our Tendering to Success Appeal for the sum of £150,000 and there are many ways you can help:

**Other groups have created 3,500gal tenders based on Collett and Churchward chassis to operate with 'Manor' class locomotives.*

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You can send a donation, however small or large by cheque, payable to 6880 Betton Grange Soc Ltd and send to the address at the bottom of this ad.

Ton-Up Club £100 donation: Ton For the Tender: benefits will include a *Betton Grange* Pen and Pin Badge, inclusion on the 6880 'Roll of Honour' and a special thank you card.

3500 Tank Club: Donate £350 and your benefits will include all of the above, plus a replica shed plate with the GWR or BR(WR) shed of your choice, or a replica 6880 smokebox display plate (please indicate on the form overleaf your preference).

The Chassis Club: Donate £1,100 and your benefits will include all of the above, plus a replica tender plate numbered 2268 (the chosen number for our new tender), and your name on a plaque mounted within the tender.

Full details can be found on our website **www.6880.co.uk**
Email enquiries to: lynn@6880.co.uk or write to;
6880 Tender Appeal, 224 Staining Road, Blackpool, Lancashire FY3 0DL

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www.swindon-cricklade-railway.org/
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Please book via our website or by telephone. The full day experience gives you the opportunity to learn the craft of driving and firing a train, signalling and being a guard for the day. See website for full details.

www.gwili-railway.co.uk

Bronwydd Arms Station, Carmarthen. SA33 6HT Tel: 01267 238213 email - info@gwili-railway.co.uk
The Gwili Railway can accept no liability for failure to operate advertised services or attractions. A diesel locomotive may have to be substituted for steam locomotive at short notice for operational reasons. Information correct at time of going to print.

UP & RUNNING

The West Lancashire Light Railway held a gala event on Sunday, October 6, to mark the successful purchase of its Hesketh Bank site from Henry Alty Ltd, with an associated appeal for funds to pay off more than £250,000 of loans taken out to finance the acquisition. Kerr Stuart 0-6-0T No. 2405 of 1915 *Joffre* is seen in service. FRED KERR

Harbour Road, Seaton, Devon.
Tel: 01297 20375.
Running: Daily until Nov 3. Then Nov 28-30.

Somerset & Dorset Railway
Standard gauge, ½ mile,
Midsomer Norton station,
Silver Street BA3 2EY.
Tel: 01761 411221
Open Sun, Mon.
Running: Oct 26, 27. Nov 10, 24.

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: Oct 25-31. Nov W/Es.

Swindon & Cricklade Railway
Standard gauge, three miles,
footplate experience.
Blunsdon, Wiltshire.
Tel: 01793 771615.
Running: Oct 25-27. Suns in Nov.

West Somerset Railway
Standard gauge, 20 miles,
footplate experience, wine and dine.
Minehead, Somerset TA24 5BG.
Tel: 01643 704996.
Running: Oct 26-31. Nov 2, 30.

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: Oct 26, 27, 29-31. Nov 2.

East Anglian Railway Museum
Standard gauge, ¼ mile. Wakes Colne, Essex. Tel: 01206 242524.
Open: Daily.
Running: Oct 30.

Mangapps Railway
Standard gauge, one mile.
near Burnham-on-Crouch, Essex.
Tel: 01621 784898.
Running: Oct 26, 27.

Mid-Norfolk Railway
Standard gauge, 11½ miles, footplate experience. Dereham, Norfolk.
Tel: 01362 690633.
Running: Nov 15-17, 22-24, 28-30.

Mid-Suffolk Light Railway
Standard gauge, ½ mile.
Brockford, Suffolk. Tel: 01449 766899.
Running: Dec 7, 8, 14, 15, 21, 22.

Nene Valley Railway
Standard gauge, 7½ miles,
footplate experience. Wansford,
Peterborough, Cambs.
Tel: 01780 784444.
Running: Oct 26, 27, 30, 31. Nov 9, 10, 16, 17.

North Norfolk Railway
Standard gauge, 5½ miles,
footplate experience.
Sheringham, Norfolk
NR26 8RA.
Tel: 01263 820800.
Running: Daily until Nov 3. Then Nov W/Es.

Wells & Walsingham Railway
10¼in gauge, four miles.
Wells-next-the-Sea, Norfolk.
Tel: 01328 711630.
Running: Daily until Nov 3.

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: Oct 28, 29.
Running: Oct 27.

Chinnor & Princes Risborough Railway
Standard gauge, 3½ miles.
Chinnor, Oxon. Tel: 01844 353535.
Running: Suns + Oct 31.

Cholsey & Wallingford Railway
Standard gauge, 2½ miles.
Wallingford, Oxon.
Tel: 01491 835067.
Running: Oct 26. Dec 7, 8, 14, 15, 21, 22.

Didcot Railway Centre
Standard gauge, footplate experience.
Didcot, Oxon. Tel: 01235 817200.
Open: W/Es + Oct 28, 29, 31.
Running: Oct 26, 27, 30. Nov 2, 3.

Epping Ongar Railway
Standard gauge, five miles.
Ongar, Essex.
Tel: 01277 365200.
Running: Oct 26, 27, 30, 31.

Leighton Buzzard Railway
2ft gauge, 2¾ miles.
Leighton Buzzard, Beds.
Tel: 01525 373888.
Running: Oct 26, 27.

MIDLANDS

Amerton Railway
2ft gauge, one mile.
Stowe-by-Chartley, Staffs.
Tel: 01785 850965.
Running: W/Es + sch hols until Nov 3.

Apedale Valley Railway
2ft gauge, ½ mile.
Apedale, Newcastle-under-Lyme, Staffs.
Tel: 0845 094 1953.
Running: W/Es until Oct 27.

Barrow Hill Roundhouse
Standard gauge, ¼ mile.
Chesterfield, Derbyshire.
Tel: 01246 472450.
Open: W/Es until Dec 15.

Battlefield Line Railway
Standard gauge, five miles.
Shackerstone, Leics.
Tel: 01827 880754.
Running: W/Es until Nov 10 + Oct 30.

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: Llynclys (2020) & Oswestry (Oct 26).

Chasewater Railway
Standard gauge, two miles.
Walsall, West Midlands.
Tel: 01543 452623.
Running: Oct 27, 29, 31.

Churnet Valley Railway
Standard gauge, 5¼ miles,
footplate experience, wine and dine.
Cheddleton, Staffs.
Tel: 01538 750755.
Running: Oct 26. Nov 30.

Crich Tramway Village
Standard gauge, 1 mile
Crich, Derbyshire.
Tel: 01773 854 321
Running Daily until Nov 3. March 14, 2020.

Dean Forest Railway
Standard gauge, 4¼ miles,
footplate experience.
Norchard, Lydney, Glos.
Tel: 01594 845840.
Running: W/Es, Weds until Nov 10.

Ecclesbourne Valley Railway
Standard gauge, eight miles.
Wirksworth, Derbyshire.
Tel: 01629 823076.
Running: W/Es until Nov 24 + Oct 29, 31, Nov 1.

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: Oct 26, 27, 30.

Gloucestershire Warwickshire Railway
Standard gauge, 14 miles,
footplate experience.
Toddington, Glos.
Tel: 01242 621405.
Running: W/Es, Tues-Thurs until Nov 3.

Great Central Railway
Standard gauge, eight miles.
Loughborough, Leics LE11 1RW.
Tel: 01509 632323.
Running: W/Es + Oct 30, 31. Nov 5.

Great Central Railway Nottingham
Standard gauge, 10 miles.
Ruddington, Notts.
Tel: 0115 940 5705.
Running: Oct 26, 27. Nov 2.

Midland Railway – Butterley
Standard gauge, 3½ miles,
footplate experience, wine and dine.
Ripley, Derbyshire.
Tel: 01773 570140.
Running: Oct 26-31. Nov 1-3, 9, 10, 17.

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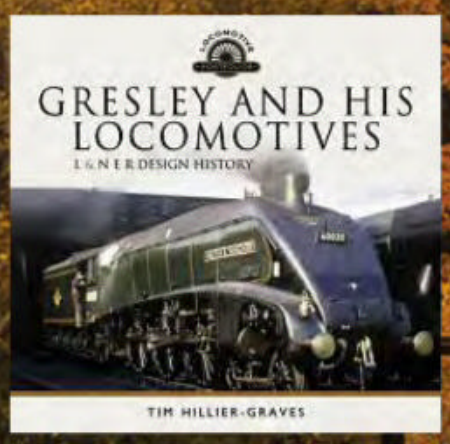

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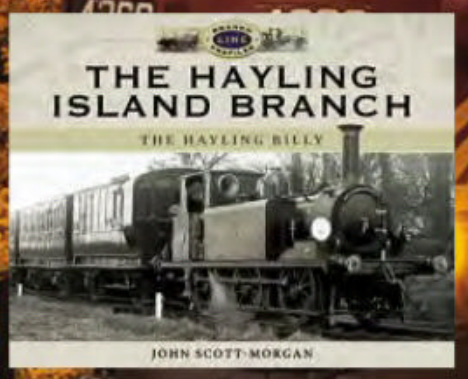

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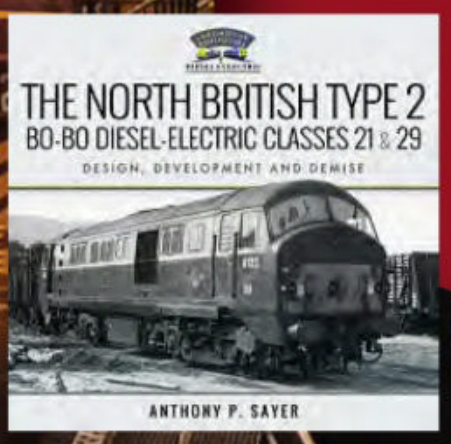

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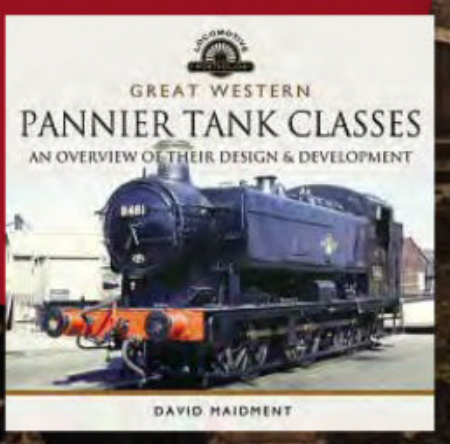

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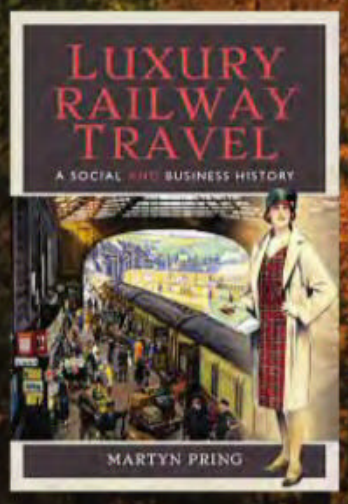

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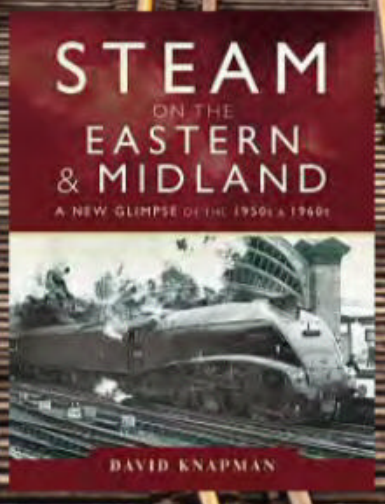

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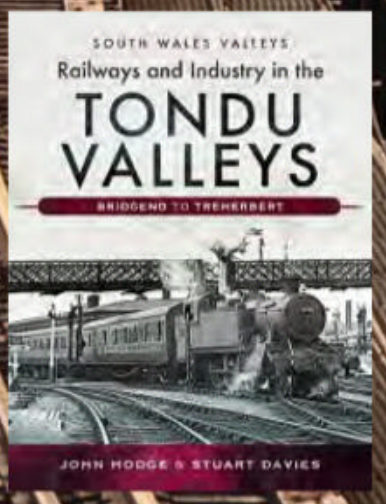

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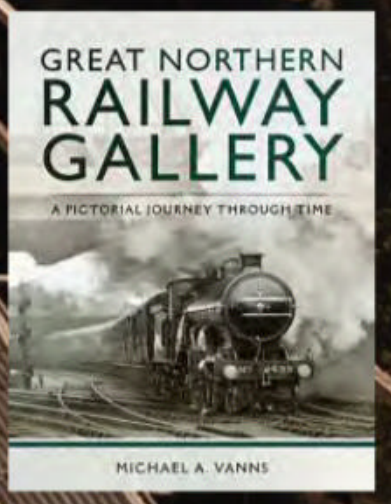

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UP & RUNNING

Class 14 No D9539 pilots Class 03 No D2148 at the Ribble Steam Railway's autumn diesel gala on Saturday, October 5. The event comprised of the home fleet of the heritage railway's diesel shunters. CHRIS NEWTON

Northampton & Lamport Railway
Standard gauge, two miles.
Pitsford, Northants.
Tel: 01604 820327.
Running: Oct 26, 27. Nov 24, 30.

Peak Rail
Standard gauge, four miles.
Matlock, Derbyshire.
Tel: 01629 580381.
Running: Oct 26, 27, 29, 30. Nov 3, 10, 17.

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: 2020.

Rudyard Lake Railway
10¼in gauge, 1½ miles. Leek, Staffs.
Tel: 01995 672280.
Running: W/Es + sch hols until Nov 3.

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: W/Es + Oct 28-31. Nov 1.

Sherwood Forest Railway
1ft 3in gauge, ¼ mile.
Edwinstowe, Nottinghamshire.
Running: Daily until end Nov.

Steeple Grange Light Railway
1ft 6in gauge, ½ mile, footplate
experience. Wirksworth, Derbyshire.
Running: Oct 27. Nov 3.

Telford Steam Railway
Standard gauge, one mile,
footplate experience.
Telford, Shropshire.
Tel: 01952 503880.
Running: 2020.

Toddington Narrow Gauge Railway
2ft gauge, ¾ mile,
Toddington, Glos.
info@toddington-narrow-gauge.co.uk .
Running: 2020.

NORTH WEST

East Lancashire Railway
Standard gauge, 12 miles, footplate
experience. Bury, Lancs.
Tel: 01617 647790.
Running: W/Es.

Eden Valley Railway
Standard gauge, two miles.
Warcop, off A66, Cumbria CA16 6PR
Tel: 01768 342309.
Running: Suns (Driver for a Fiver) until Oct 27.

Heaton Park Tramway
Standard gauge, ½ mile.
Manchester.
Running: Suns until Nov 17.

Isle of Man Steam Railway
3ft 6in gauge, 15½ miles.
Douglas, Isle of Man.
Tel: 01624 662525.
Running: Oct 25-28, 31. Nov 1-3.

Lakeside & Haverthwaite Railway
Standard gauge, 3½ miles.
near Ulverston, Cumbria.
Tel: 01539 531594.
Running: Daily until Oct 31. Nov 30.

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: Oct 26, 27.

Stainmore Railway
Standard gauge, ½ mile.
Kirkby Stephen East Station,
Kirkby Stephen, Cumbria CA17 4LA.
Tel: 017683 71700. Open: W/Es.
Running: Dec 7.

West Lancashire Light Railway
2ft gauge. Hesketh Bank, Lancs.
Tel: 01772 815881.
Running: Suns until Oct 27. Nov 3.

NORTH EAST

Aln Valley Railway
Standard gauge, ½ mile.
Lionheart station, Alnwick,
Northumberland.
Running: Oct 26, 27.

Appleby Frodingham Railway Preservation Society
Standard gauge, 15 miles.
British Steel Steelworks, Scunthorpe.
Tel: 01652 657053.
Running: Dec 8.

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: Oct 25-31. Nov 2, 3, 9, 10, 16, 17, 30.

Derwent Valley Railway
Standard gauge, ½ mile. Murton Park,
Layerthorpe, York. Tel: 01904 489966.
Running: Dec 7, 8, 14, 15, 20-23.

Elsecar Railway
Standard gauge, one mile. Footplate
experience. Elsecar, South Yorks.
Tel: 01226 746746. Open: Daily.
Running: Oct 31. Dec 7, 8, 14, 15, 21-23.

Embsay & Bolton Abbey Steam Railway
Standard gauge, five miles.
Embsay, North Yorks.
Tel: 01756 710614.
Running: Oct 26, 27, 29. Nov 3, 10, 17, 24, 30.

Keighley & Worth Valley Railway
Standard gauge, five miles,
footplate experience, wine and dine.
Keighley, West Yorks BD22 8NJ.
Tel: 01535 645214.
Running: Oct 26-31. Nov W/Es.

Kirklees Light Railway
1ft 3in gauge, four miles.
Huddersfield, West Yorks.
Tel: 01484 865727.
Running: Oct 25-31. Nov 1. The W/Es.

Lincolnshire Coast Light Railway
2ft gauge, ¾ mile. Water Leisure Park, Walls
Lane, Skegness, Lincolnshire.
Running: 2020.

Lincolnshire Wolds Railway
Standard gauge, 1½ miles.
Ludborough, Lincolnshire.
Tel: 01507 363881.
Running: Oct 27. Nov 10, 24.

Middleton Railway
Standard gauge, 1½ miles.
Hunslet, Leeds.
Tel: 0113 271 0320.
Running: Oct 26, 27, 30. Nov 30.

North Tyneside Railway
Standard gauge, two miles.
North Shields.
Tel: 0191 200 7106.
Running: Oct 27. Nov 3.

North Yorkshire Moors Railway
Standard gauge, 18 miles, wine and dine.
Grosmont, North Yorks. Tel: 01751 472508.
Running: Daily until Nov 3. Nov 30.

South Tynedale Railway
2ft gauge, five miles. Alston, Cumbria.
Tel: 01434 382828/381696.
Running: Oct 25-31. Dec 1, 7, 8, 14, 15, 21, 22, 28, 29.

Tanfield Railway
Standard gauge, three miles.
near Gateshead, Tyne and Wear.
Tel: 01913 887545.
Running: Oct 26, 27. Nov 3, 10, 17, 23-25, 30.

Weardale Railway
Standard gauge, 18 miles.
Stanhope, Bishop Auckland, Co Durham.
Tel: 01388 526203.
Running: Oct 26, 27, 30. Nov 2, 3.

Wensleydale Railway
Standard gauge, 22 miles.
Leeming Bar, North Yorkshire.
Tel: 0845 450 5474.
Running: Oct 26, 27, 29. Nov W/Es.

Yorkshire Wolds Railway
Standard gauge, 300ft.
Fimber, East Yorkshire YO25 3HG.
Tel: 01377 338053.
Running: 2020.

WALES

Bala Lake Railway
2ft gauge, 4½ miles. Llanuwchllyn,
Gwynedd. Tel: 01678 540666.
Running: Oct 26-31. Nov 1-2.

Barry Tourist Railway
Standard gauge, two miles.
Barry Island, Vale of Glamorgan.
Tel: 01446 748816.
Running: Dec 15.

Brecon Mountain Railway
2ft gauge, 3½ miles.
Merthyr Tydfil.
Tel: 01685 722988.
Running: Oct 26, 27, 29-31. Nov 2, 3, 23, 24, 28-30.

Corris Railway
2ft 3in gauge, ¾ mile. Corris, Machynlleth.
Tel: 01654 761303.
Running: Oct 26, 27. Dec 7, 8.

Fairbourne Railway
12¼in gauge, two miles. Fairbourne,
Gwynedd. Tel: 01341 250362.
Running: Oct 26-31. Nov 1-3.

Ffestiniog Railway
2ft gauge, 13½ miles, Porthmadog,
Gwynedd. Tel: 01766 516000.
Running: Daily until Nov 3. Then Weds, Thurs, Sats.

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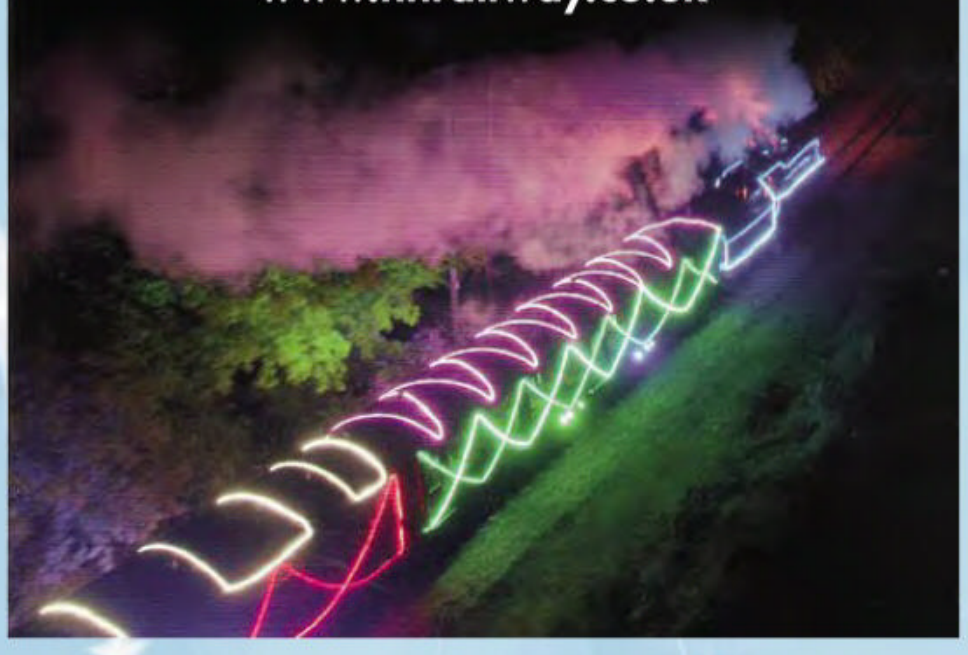


UP & RUNNING

RSH Austerity 0-6-0ST No. 49 is seen shortly after departing Causey Arch station during the Tanfield Railway's 1940s weekend on September 21. MATT DITCH

Gwili Railway
Standard gauge, four miles.
Bronwydd Arms, Carmarthenshire.
Tel: 01267 238213.
Running: Oct 26, 27, 29-31. Nov 2, 3, 30.

Llanberis Lake Railway
2ft gauge, three miles. Llanberis, Gwynedd. Tel: 01286 870549.
Running: Oct 25, 27-31. Nov 1-3, 5-7, 12-14, 19-21, 26-28

Llanelli & Mynydd Mawr Railway
Standard gauge, ¼ mile.
Cynheidre, near Llanelli, Carmarthenshire.
Tel: 01554 759255.
Running: Oct 26. Dec 7, 8.

Llangollen Railway
Standard gauge, 10 miles, footplate experience, wine and dine.
Llangollen, Denbighshire.
Tel: 01978 860979.
Running: Daily until Nov 10.

Pontypool & Blaenavon Railway
Standard gauge, two miles.
Blaenavon, Torfaen.
Tel: 01495 792263.
Running: Oct 26, 27, 30, 31. Nov 30.

Rhiw Valley Light Railway
1ft 3in gauge, ¾ mile.
Manafon, nr Welshpool, Powys.
Email: steam@rvlr.co.uk
Running: 2020.

Rhyl Miniature Railway
1ft 3in gauge.
Rhyl, North Wales.
Running: Oct 27.

Snowdon Mountain Railway
800mm gauge, 4½ miles.
Llanberis, Gwynedd.
Tel: 01286 870223.
Running: Daily until Oct 27.

Talyllyn Railway
2ft 3in gauge, 7½ miles, footplate experience.
Tywyn, Gwynedd.
Tel: 01654 710472.
Running: Daily until Nov 3. Dec 14, 21-24, 26-31.

Teifi Valley Railway
2ft gauge, ½ mile.
Henllan, Ceredigion SA44 5TD.
Tel: 01559 371077.
Running: Oct 27-Nov 3.

Vale of Rheidol Railway
2ft gauge, 11¾ miles.
Aberystwyth, Ceredigion.
Tel: 01970 625819.
Running: Daily until Nov 1. Nov 3, 10, 17, 24.

Welsh Highland Heritage Railway
2ft gauge, one mile.
Porthmadog, Gwynedd.
Tel: 01766 513402.
Running: Oct 25, 26, 28-31. Nov 1, 2.

Welsh Highland Railway
2ft gauge, 26 miles.
Caernarfon, Gwynedd.
Tel: 01766 516000.
Running: Oct 25-31. Sats, Weds, Thurs in Nov.

Welshpool & Llanfair Light Railway
2ft 6in gauge, eight miles, footplate experience.
Llanfair Caereinion, Powys.
Tel: 01938 810441.
Running: Oct 26-31. Nov 1-3.

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: Oct 26, 27. Nov 1-3.

Caledonian Railway
Standard gauge, four miles.
Brechin, Angus. Tel: 01356 622992.
Running: Dec 8, 14, 15, 21, 22.

Keith & Dufftown Railway
Standard gauge, 11 miles.
Dufftown, Banffshire. Tel: 01340 821181.
Running: 2020.

Royal Deeside Railway
Standard gauge, one mile.
Milton of Crathes, Kincardineshire.
Tel: 01330 844416.
Running: Nov 30. Dec 1, 7, 8, 14, 15, 21-24, 30-31.

Lothalmond Railway Museum
Standard gauge, ½ mile.
Scottish Vintage Bus Museum,
Lothalmond, nr Dunfermline.
Open: Suns. Running: Oct 27.

Strathspey Railway
Standard gauge, 10 miles. Aviemore, Inverness-shire. Tel: 01479 810725.
Running: Oct 26, 27. Nov 30.

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: Oct 26, 27, 31. Nov 30.

Stradbally Woodland Railway
3ft gauge, ½ mile.,
Stradbally, County Laois.
Running: Oct 27, 28.

Waterford & Suir Valley Railway
3ft gauge, six miles.
Kilmeadan, County Waterford.
Tel: 00353 384058.
Running: School holidays.

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.

Hornby Hobbies Visitor Centre
Westwood Industrial Estate, Margate, Kent.
Open: Daily 10am-4pm. Tel: 01843 233524

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.

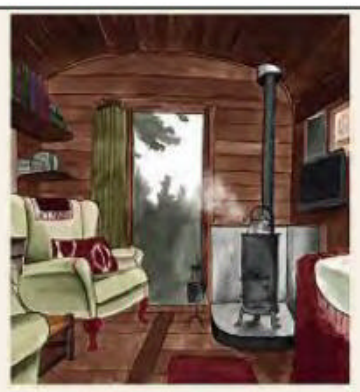
St Albans South Signalbox & Museum
St Albans City station. Tel: 01727 863131.

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.

CORNWALL



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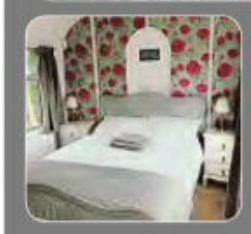

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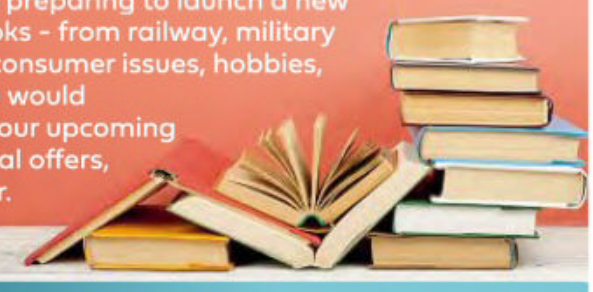

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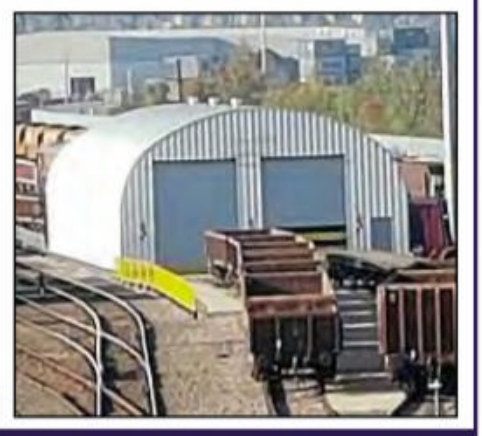

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Vol 226 Scottish Steam Miscellany No 2

Another miscellany volume complied using much unused material taken in the order that it comes off the cine reels and covers mainly across the Central Lowlands & Southern Uplands. At Carlisle a brief call is made to canal shed and then a locally-allocated J39 on the Langholm branch, Hawick is visited, the local service between St Boswells and Berwick is seen at Kelso and Norham. Then Beattock bank at Lockerie a Caley 0-4-4T is shunting. Dumfries is well covered, including time spent at the shed, before we set off on the 'Port Road' to Stranraer via Castle Douglas, New Galloway, Newton Stewart, Withorn, Dunragit and at Stranraer the shed is visited. We see 'Crabs' going about their business on coal trains at Ayr and then passenger services on the heads of Ayr branch and at Prestwick, Dreghorn, Barleith Halt, Mauchline, plus a visit to Hurlford shed. The Glasgow Trams are seen and suburban services are covered south of Clyde at Gourock, near Paisley, Pollockshaws west, Corkerhill and East Kilbride. We visit Hamilton, Hamilton shed, Larkhall, Trollcross, Mossend, Motherwell shed, Carluke (including the West Coast Postal), Carstairs and Carstairs shed. Around Edinburgh included are Haymarket shed, Waverly, a visit to St Margarets shed, Bathgate, Portbello and Reston. Stirling is well covered, plus visits to Alloa, Killin and Connel Ferry. Thornton Junction, Bankfoot, Forfar, Kilnany, Lindores and the Carmyllie branch. The time period for the majority of the film is the last few years of Scottish steam up to 1966. Motive power includes: 'Jumbo' 0-6-0, Caley Bogie, CR0-4-4T, Britannia, Clan 73xxx, 76xxx, 78xxx, 80xxx, LMS 2P 4-4-0, Dock tank, 2-6-4T, Crab, 4F, Black 5, Jubilee, Patriot, Royal Scot, Princess Royal, Coronation, LNER A1, A2, A3, A4, B1, V2, J36, J37, J38, J39, V3, & N15, Filmed almost entirely in colour, a commentary plus sound track complement this nostalgic look at the last years of Scottish steam.

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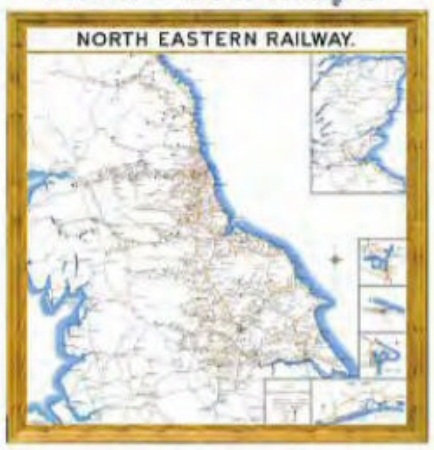

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Firework season

By Gareth Evans

BR Standard Class 9F No. 92203 *Black Prince* is seen at Dead Man's Embankment on October 10 with the North Norfolk Railway's 12.10pm Sheringham-Holt service. PAUL BIGGS

SPECIAL EVENTS

October

26: Churnet Valley Railway: Super Power Saturday

26: West Somerset Railway: PJ Masks Meet and Greet Day

26: Eastleigh Lakeside Railway: Halloween

26: Fairbourne Railway: Halloween Evening

26: Seaton Tramway: Halloween Tram of Terror!

26: Cambrian Heritage Railways: Halloween at Oswestry

26: East Lancashire Railway: Guided Real Ale Trail

26: Ecclesbourne Valley Railway: Wirksworth Wizarding Day

26: Bala Lake Railway: Halloween

26: Corris Railway: Halloween Special Day

26: Somerset & Dorset Railway: Real Ale Trains

26: Romney, Hythe & Dymchurch Railway: End of Season Parade

26: Welsh Highland Heritage Railway: Halloween

26, 27: Battlefield Line: Halloween Weekend

26, 27: Leighton Buzzard Railway: Halloween Spooktacular

26, 27: Tanfield Railway: Tanfield Ghost Train

26, 27: Foxfield Railway: Freaky Foxfield, Halloween Trains

26, 27: Rudyard Lake Railway: Halloween Specials

26, 27: Embsay & Bolton Abbey Steam Railway: Halloween Wizard Express

26, 27: Aln Valley Railway: Halloween Steam Weekend

26, 27: Whitwell & Reepham Railway: Halloween Event

26, 27: Epping Ongar Railway: Halloween Disco & Spooky Night Train

26, 27: Apedale Valley Light Railway: Halloween Specials

26, 27: Gloucestershire Warwickshire Railway: Halloween Steam & Scream

26, 27: Ribble Steam Railway: Spooky Trains

26, 27: Mid-Hants Railway: Wizard Weekend

26, 27: Bodmin & Wenford Railway: Half Price & Kids Go Free

26, 27: East Somerset Railway: Driver for Tenner

26-Nov 3: Midland Railway – Butterley: Wizards and Spooks

26-Nov 3: Bluebell Railway: Witches & Wizards

26-Nov 3: Kirklees Light Railway: Half Term Horrors

27: Somerset & Dorset Railway: Pumpkins on the Platform

27: Colne Valley Railway: Paw Patrol

27: Lincolnshire Wolds Railway: Halloween Special

27: Bressingham Steam Museum: Last Day to ride until next season

27: Bredgar & Wormshill Light Railway: End of Season Steam Up gala

27-31: Isle of Wight Steam Railway: Wizard Week

28: Crich Tramway Village: Starlight Event

29-31: Gwili Railway: Ghost Express

29-31: Talyllyn Railway: Halloween Steam & Scream

29-31: Vale of Rheidol Railway: Halloween Evening Ghost Train

30, 31: Epping Ongar Railway: Halloween Disco & Spooky Night Train

30: Swanage Railway: Antiques Valuation Day

31: Great Central Railway: Steam & Scream

31: Rudyard Lake Railway: Halloween Specials

31: Bala Lake Railway: Halloween

November

1: Vale of Rheidol Railway: The 2019 Monster Ball

1-3: Bo'ness & Kinneil Railway: Steam Gala

2: Battlefield Line: Bonfire Night

2: Wensleydale Railway: Bedale Bonfire Express

2: Strathspey Railway: Diesel Day

2-3: South Devon Railway: Half Price Weekend

2-3: Amberley Museum & Heritage Centre: Steampunk Weekend

3: Llangollen Railway: Ride The Rocket

3: West Lancashire Light Railway: Children in Need Special

5: Great Central Railway: Bonfire Night

9: Llangollen Railway: Murder on The Llangollen Express

9, 10: Kirklees Light Railway: My First Day Out With Thomas

10: Lynton & Barnstaple Railway: Remembrance Sunday

16: Romney, Hythe & Dymchurch Railway: Association End of Season Special

16: Great Central Railway: Last Hurrah of the season

23: Wensleydale Railway: Christmas Wreath Making

24: Kirklees Light Railway: Christmas Craft Fair

KEY Major or featured galas Diesel and/or electric galas Thomas or family event

RAILWAYANA

October

26 Paddington Ticket Auctions, central London

26 Transport Auctions of London, Croydon

November

16 GW Railwayana, Pershore

23 Talisman Railwayana, Newark

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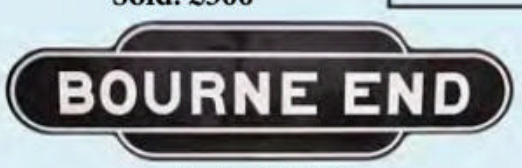

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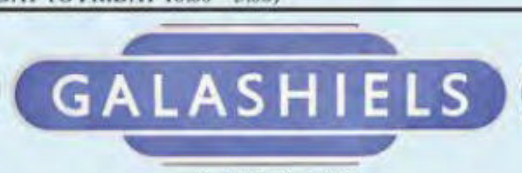

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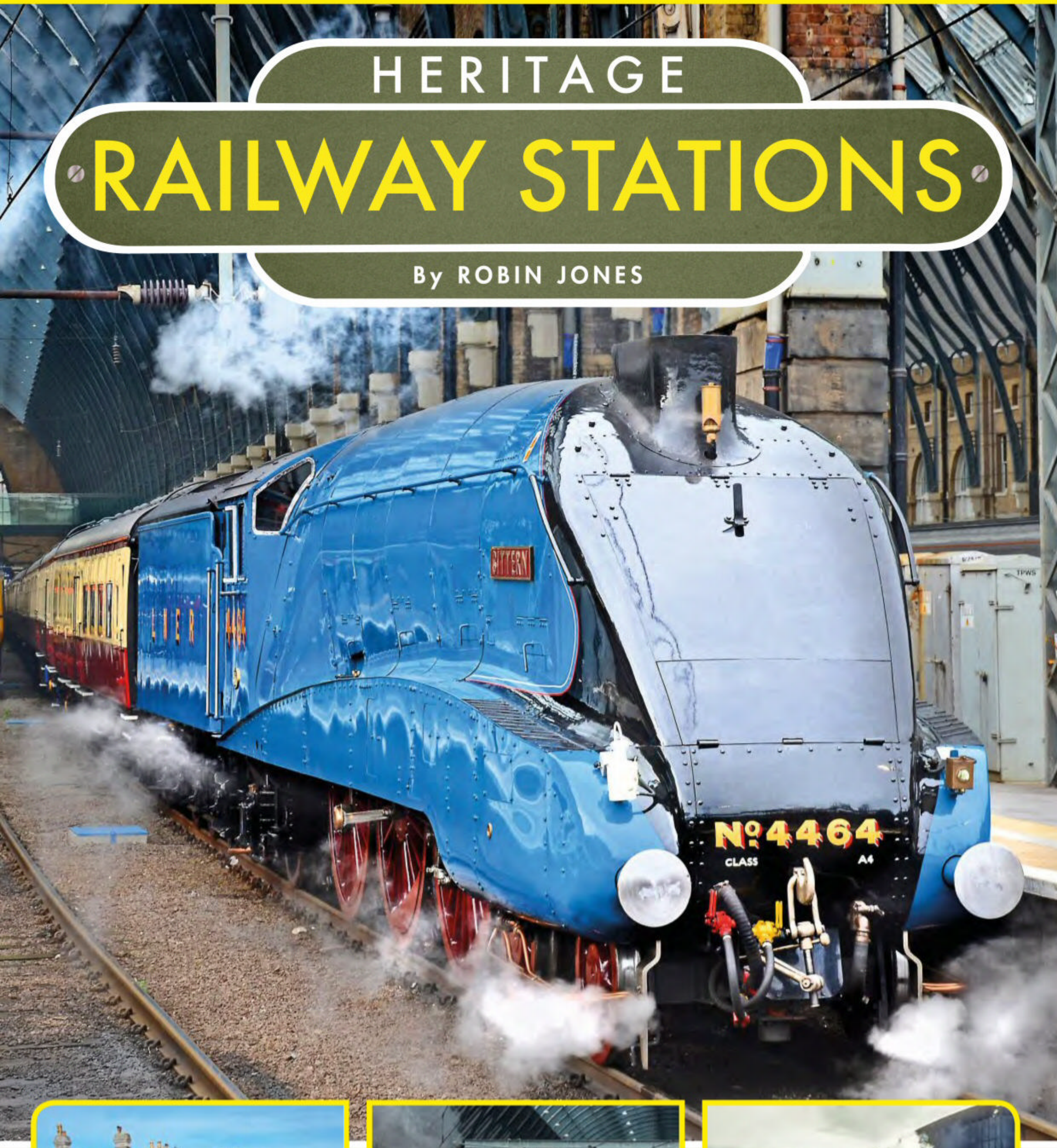
ARCHITECTURAL TREASURES FROM BRITAIN'S STEAM AGE

HERITAGE RAILWAY STATIONS

By ROBIN JONES



WHERE THE PAST SERVES THE NEEDS OF THE 21ST CENTURY

The LMS-Patriot Project

Creating the new Royal British Legion endorsed National Memorial Engine

HISTORY HAS GIVEN US A TARGET

HELP US FINISH THE UNKNOWN WARRIOR

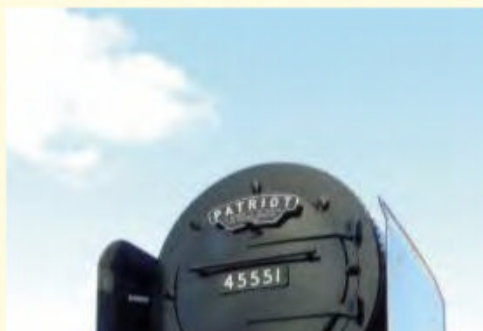
The LMS-Patriot Project was formed in 2008 to build an entirely new 'Patriot' class steam locomotive which will be named **The Unknown Warrior**. The engine has been endorsed by The Royal British Legion as the new National Memorial Engine. The Legion is dedicated to keeping the memory alive of those who have made the ultimate sacrifice, in two World Wars and more recent conflicts, through memorials and remembrance services across the nation.

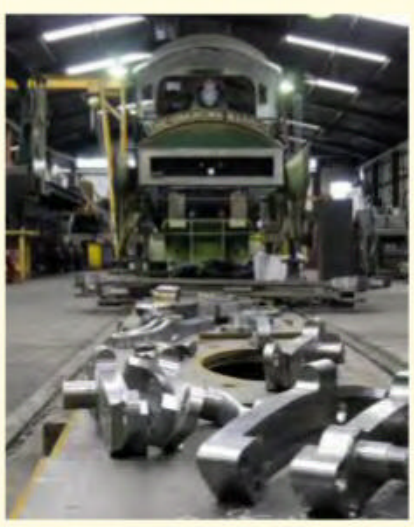
The Unknown Warrior is being built because all four of the original memorial engines that were built in the 1920s and 1930s no longer exist and also because all 52 of the 'Patriot' class of locomotives were scrapped by British Railways in the early 1960s. **You can become part of this exciting project.**

The images below show the great progress that has been made with the manufacture and construction of **The Unknown Warrior**, it is over 60% complete and the first livery – LMS crimson lake – has been chosen by the membership. But funds are still needed for the manufacture and fitting of the many parts that will complete the locomotive and tender so that it is ready to take a leading part in the 2018 events commemorating the 100th anniversary of the end of The Great War.

You can 'Help Us Finish The Unknown Warrior' by any of the following methods:

- Becoming a member (www.lms-patriot.org.uk/membership)
- Making a monthly donation by standing order (suggested minimum £10)
- Making a one off donation or contributing to our 'Tenner for the Tender' appeal
- Provide a loan for the manufacture of the boiler (paid back with interest)
- Sponsoring one of the many components still required; from Copper Stays at £20 each to Piston Castings at £3,700 each – find the full list of parts available at www.lms-patriot.org.uk/sponsorship
- Purchasing an item from our webshop (www.lms-patriot.org.uk/shop)





For more information or details of how you can help email **info@lms-patriot.org.uk**, telephone **01785 244156,** visit **www.lms-patriot.org.uk** or write to: **The LMS-Patriot Company Ltd., The Hub, 17 Eastgate Street, Stafford ST16 2LZ** to which donations can also be sent.

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ABOVE: BR Britannia Pacific No. 70013 *Oliver Cromwell* prepares to depart from King's Cross with the Railway Touring Company's 'Jolly Fisherman' trip to Skegness on July 13, 2013. JOHN TITLOW

FRONT COVER: Jeremy Hosking's LNER A4 Pacific No. 4464 *Bittern* stands at King's Cross ready to haul Locomotive Services Ltd's 'The Ebor Streak' to York on June 29, 2013. This was the first of three special trains marking the 75th anniversary of sister No. 4468 *Mallard* setting an all-time world steam speed record of 126mph. Special dispensation was given for *Bittern* to exceed the standard 75mph speed limit for steam today, and reportedly 92½ mph was achieved. JOHN TITLOW

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HERITAGE
RAILWAY STATIONS
By ROBIN JONES

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Introduction

Heritage: a dynamic force in railways today

ABOVE: Medstead & Four Marks is a perfect example of a small English countryside station, and a personal favourite of the author. At 644ft above sea level, it is the highest operational standard gauge station in southern England. Opened on the Alton to Winchester line in August 1868 as Medstead, it was given its present name on October 1, 1937. The route was closed by British Rail in 1973, and the section from Alresford to Alton was bought by revivalists two years later to create the Mid Hants Railway. The section between Alresford and Ropley reopened on April 30, 1977, an extension to Medstead & Four Marks on May 28, 1983 and the final section to Alton on May 25, 1985. Ivatt 2-6-2T No. 41312 is seen simmering at the station with a short demonstration pick-up goods train in the summer of 2005. BRIAN SHARPE

The founding fathers of our national network understood the public well. Yes, travelling from one place to another in a tiny fraction of the time it took by stagecoach or boat was a start, but railways had to do much more.

The railways formed the backbone of post-Industrial Revolution society as we know it, because they facilitated cheap, efficient and fast transport of people and goods like never before. Yet they still had to sell themselves to the public.

When the money was available, many of the early railway companies invested huge amounts of money in their stations, which were the interface between the public at large and the cutting-edge steam locomotive engineering that was reshaping the world.

Some of the bigger concerns built cathedrals of steam, or palaces of transport technology. Many stations rightly came to be seen as architectural wonders of their day.

Of course, as the network developed and far greater demands were placed on the railway network, not only by the volume of traffic but by the heightened expectations of passengers; stations had to get bigger and better, in some cases superseding earlier structures.

Fast forward a century, and during the changeover years from steam to diesel and electric, which coincided with the Beeching era of cutbacks, many of our finest stations were dismissed as expensive anachronisms, considered ripe for closure.

In the space age Britain of the Sixties, where individual choice in the form of the car overtook railways as the public's preferred form of transport, there was mass disdain for the transport architecture of yesterday, grubby as it so often was with layers of soot from decades of steam engines. Victorian and Edwardian ornamentation gave way to brutalism and utilitarianism: why retain a brick station waiting room with canopies and awnings when a cheap bus shelter would do?

There was a widespread reluctance in the second half of the 20th century to see the heritage in so much of our railway infrastructure. Most people would be horrified at the idea of bulldozing a parish church, manor house or other historic landmark in the name of progress, but were happy to sit back and watch as that fate befell their local station. Yet it would be impossible to count how many towns and villages owe their growth or even existence to the railway, and in cities, often the stationmaster was held in as much awe as the Lord Mayor. A station, albeit a redundant one, might therefore be considered as one of the most important historic structures of all, and worthy of saving.

The heritage railway movement, which began with the takeover of the Talyllyn Railway by transport author Tom Rolt and his band of volunteers in 1951, slowly but surely raised awareness of the treasures that were being lost in the rampant wave of modernisation.

When select branch lines were saved by preservation societies, station buildings, goods sheds and signalboxes came to be handled with care for the benefit of future generations, a diametric contrast to the cultural revolution that was sweeping across the national network where, it seems, for one reason or another, everything had to be pared to the bare bone.

As we will see in Chapters 1 and 2, it was visionaries such as the late Poet Laureate Sir

John Betjeman, a diehard railway fan, who opened the eyes of the powers that be to the rich architectural gems that were being consigned to rubble. Try as he might, he could not save Euston and its arch, but he gave St Pancras a breathing space, which eventually proved long enough for it to be chosen for conversion into one of the finest international stations in the world. And all because he disagreed with those who held the trendy view of the time that Victorian Gothic architecture was ugly, and should be replaced with modern brushed concrete, or even better, flattened to make way for a car park.

Such policies have now been replaced by an approach of which Betjeman would have certainly approved had he lived to see it: the welding together of heritage and the transport needs of the 21st century. Schemes such as the redevelopment of St Pancras, King's Cross and Manchester Victoria have shown the stupendous results that can be obtained by combining the riches of the past with the designs of the future.

Many stations today are now so much more than a mere stop or the end of a train journey. Several, such as Birmingham New Street for example, have been redeveloped with shopping malls, or as the focal point of the regeneration of a surrounding rundown area.

The colossal investment in King's Cross, the gateway to the East Coast Main Line on which many of the world's railway speed records were set, has seen passenger satisfaction rise to 95% in a few years, according to independent research by survey organisation Populus. Not only that, but its renewal has impacted on the surrounding locality. What was once a dowdy area for ne'er-do-wells is now a showpiece destination in its own right, where investment is driving job creation and the development of underused brownfield sites.

We are now seeing what the founding fathers of the railway knew only too well – give the public a house of delights and they will come, give them a slum and they will stay away.

At last, we have grasped the nettle and recognised that by embracing heritage, station redesign schemes can boost not only the mass appeal of railways as a modern form of transport but transform their local economies and communities. This is heritage as a dynamic force, not simply wistful nostalgia.

In the preservation sector, many miracles have been worked since those first trains on the Talyllyn. I have always maintained that preservation is the art of the possible, and our portfolio of heritage lines have taken countless pieces of infrastructure and architectural gems and polished them back to perfection.

To give a page to each of their successes in this field would easily fill several volumes, and here I must be content to highlight classic examples of 'heritage with attitude'.

In the pages that follow, we will see the replacement of a unique trainshed roof that was originally removed by British Railways; the movement of a complete main line terminus to a heritage railway venue brick by brick, pane of glass by pane of glass; the building of a new station based on the design of one elsewhere and the award-winning assembly of a new traditional GWR station from redundant parts of others.

It is heritage appeal that has made the preservation sector a major part of the UK industry today.

Robin Jones

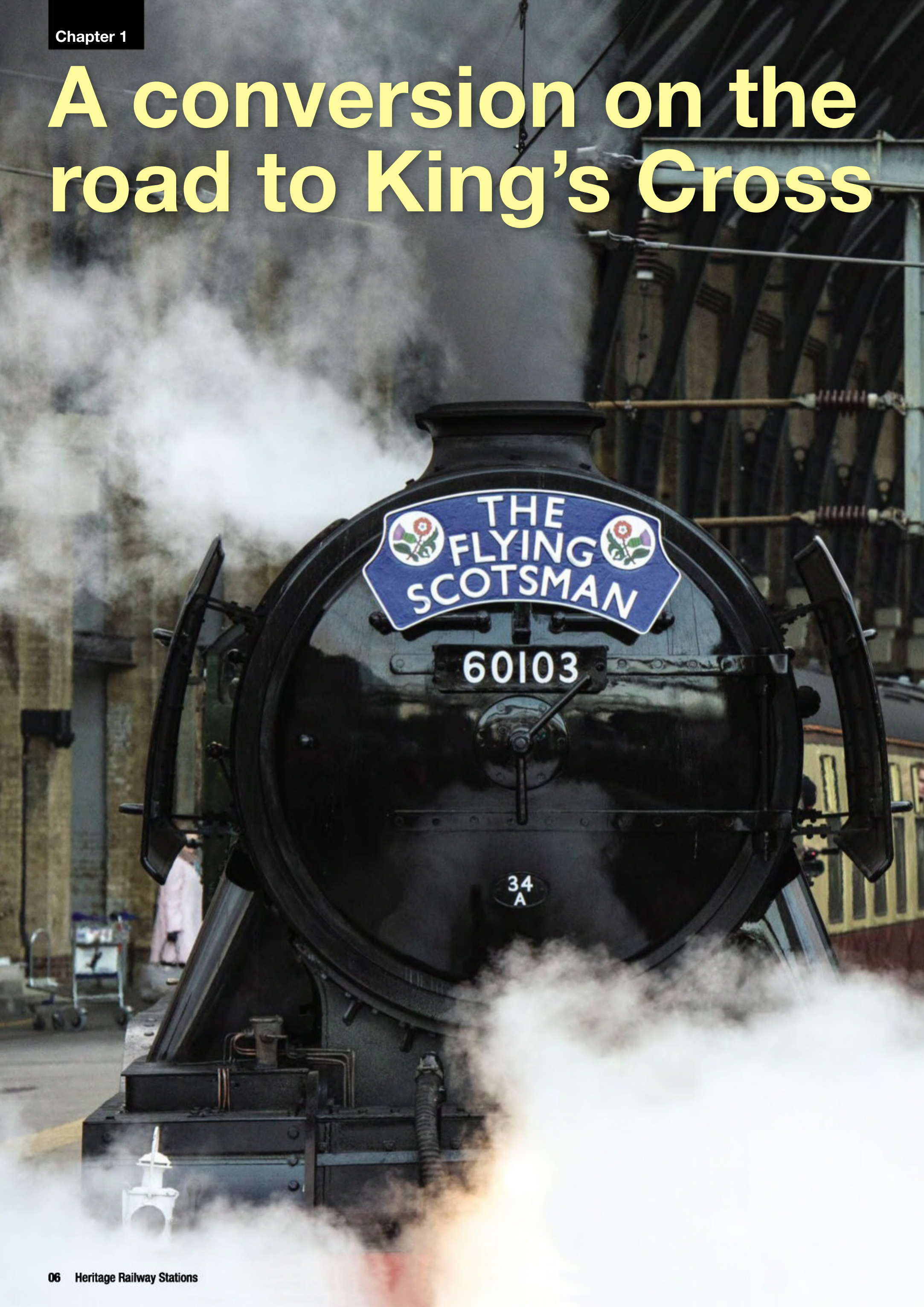
ABOVE: The modern Great Central Railway's Loughborough terminus is a classic example of an everyday medium-sized town station on what was a major trunk route. Opened by the original GCR on March 15, 1899, it was built to the standard GCR arrangement of having an island platform set between the two main running lines. The station was closed by British Rail on May 5, 1969. The platform canopy, which has been impressively reglazed in recent years, is the longest in railway preservation. Pictured is the street entrance to the booking office, from which the platforms are accessed by a flight of stairs. Within the station complex, the station buildings, original GCR signal box sited to the north, and the three original water tanks are all Grade II listed. ROBIN JONES

ABOVE: Sheringham station is the beautiful pavilion-style headquarters of the North Norfolk Railway. Indeed, its opening on June 16, 1887, by the Eastern and Midlands Railway as part of the Cromer branch was largely responsible for the conversion of a small fishing village into a sizeable yet tasteful seaside resort. Following the closure of the line from Melton Constable to Sheringham in 1964, the station remained open for passengers to Cromer until January 2, 1967, when it was closed upon the opening of a new but very basic station for passengers on the opposite side of Station Road, enabling the level crossing to be closed and British Rail to save costs. In 1975, the station was reopened as part of the heritage line, which runs westwards to Holt, and reinstated the missing level crossing to give it a main line connection. On March 11, 2010, the first passenger-carrying train over the new crossing was hauled by BR Britannia Pacific No. 70013 *Oliver Cromwell*. ROBIN JONES

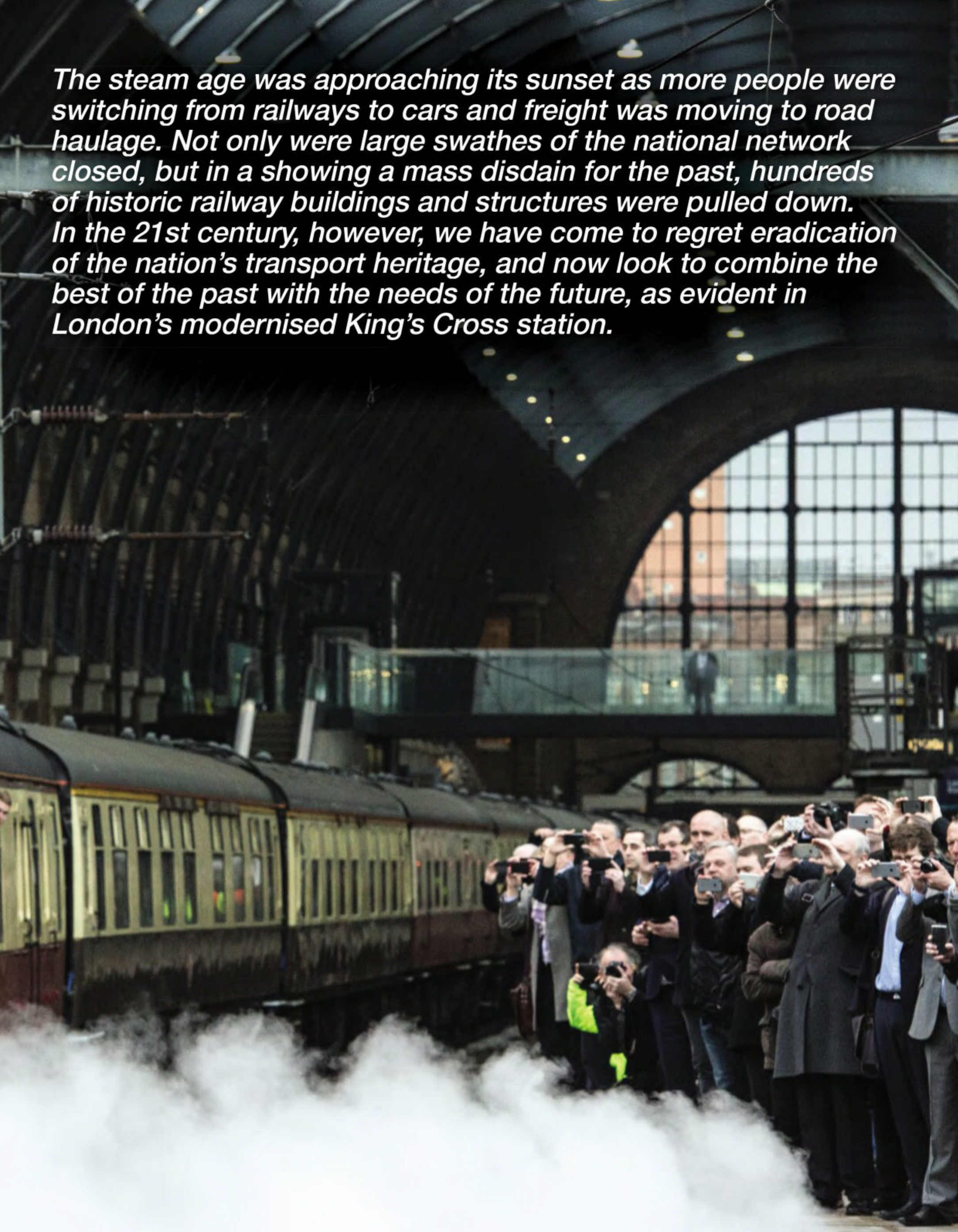
ABOVE: Wemyss Bay is a terminus on the Inverclyde Line, 26 miles west of Glasgow Central. The station was designed by James Miller in 1903 for the Caledonian Railway and is remarkable in its use of glass and steel curves. While noted for its architectural qualities – it's one of Scotland's finest railway buildings and Category A listed – for long it was neglected. However, a major refurbishment scheme carried out jointly by Network Rail, Inverclyde Council and the Scottish Government from June 2014 to the spring of 2016 saw its superb buildings and adjacent ferry terminal fully restored. BRIAN SHARPE

Chapter 1

A conversion on the road to King's Cross



The steam age was approaching its sunset as more people were switching from railways to cars and freight was moving to road haulage. Not only were large swathes of the national network closed, but in a showing a mass disdain for the past, hundreds of historic railway buildings and structures were pulled down. In the 21st century, however, we have come to regret eradication of the nation's transport heritage, and now look to combine the best of the past with the needs of the future, as evident in London's modernised King's Cross station.



ABOVE: Crowds pack the platforms at King's Cross anxious to glimpse Gresley A3 Pacific No. 60103 *Flying Scotsman*, the world's most famous steam locomotive, on its inaugural run travelling to York on February 25, 2016 following its most recent overhaul. VIRGIN TRAINS ▶

What more can you say about King's Cross, the great cathedral of steam, the Great Northern Railway's London gateway to Scotland? Its colossal heritage needs little introduction.

Network Rail's £550-million redevelopment plan for 'The Cross' did not see its magnificence go the way of neighbour Euston – which saw most of its proud heritage razed in the early Sixties in favour of a utilitarian brushed concrete replacement – but a cutting-edge scheme combined the finest of the past with the ultra-modern needs of the 21st century and beyond.

In the wake of the Beeching closures of the 1960s, Britain surrendered much of its proud railway history. Following the closure of branch lines, cross-country routes and main lines that 'doubled up', the infrastructure that survived was often pared to the bone.

The length and breadth of the country, engine and goods sheds were demolished, station canopies removed, station buildings demolished and replaced by bus shelters and the like. Rationalisation and streamlining meant anaesthetisation, in a countrywide-purge that was the network's equivalent of Chairman Mao's Cultural Revolution.

Today, we would not even think of demolishing a parish church, castle or historic manor house, for these are key buildings in the origin and heritage of a settlement. Yet what was blatantly ignored up to more recent enlightened times was the fact that railways and stations were the point of origin of the post-Industrial Revolution growth of so many cities, suburbs, towns and villages. It was the railway that shaped the map of modern Britain, and such structures may therefore be considered of paramount historical importance.

However, by the early 1960s, the car had become king, and there were those who viewed railways as yesterday's transport. A redundant goods yard or station forecourt meant valuable housing or industrial land, and knocking down 'outdated' Victorian buildings would save on maintenance.

Beeching, whose infamous Report on the Rehaping of British Railways was published in March 1963, and his planning team may have looked three decades or so into the future, but they did not envisage the conditions of the 21st century, when train travel was again in the ascendancy as motor transport has long since clogged up cities and towns everywhere, with even modest suburban homes being two- and three-car households.

Euston, the first inter-city railway station in London, which opened on July 20, 1837 as the terminus of the London & Birmingham Railway, was the biggest London victim of the purge on station heritage.

By the 1930s Euston had become congested, and the LMS considered rebuilding it, and appointed architect Percy Thomas to produce designs. He proposed a new American-inspired station that would involve removing or re-siting the famous Euston Arch, architect Philip Hardwick's 72ft-high Doric propylaeum, the largest of its kind ever built. However, nothing happened as the Second World War brought a swift but temporary halt to the proceedings.

Sadly, the original Euston station and the arch were demolished in 1962, despite a campaign to save both led by Poet Laureate Sir John Betjeman. The station was replaced with the present building in the international modern style, with a low, flat roof, making no attempt to match the airy style of London's major 19th-century trainsheds.

The loss of old Euston has been described as "one of the greatest acts of postwar architectural vandalism in Britain" and is believed to have been approved by Prime Minister, Harold Macmillan.

Modern Euston has been variously criticised as "hideous", "a dingy, grey, horizontal nothingness" a reflection of "the tawdry glamour of its time" and entirely lacking "the

LEFT: The original frontage of King's Cross station as seen in the 1870s.

BELOW: Designed by Lewis Cubitt in 1852, King's Cross station has been restored with original features retained wherever possible to safeguard its architectural integrity. Here, the old front extension has been demolished revealing the facade of the Grade I listed building. The restoration work was carried out in partnership with English Heritage. NETWORK RAIL

ABOVE: The famous Euston Arch as depicted in Victorian times. It was demolished despite a high-profile campaign to save it, but its destruction led to a greater awareness of the richness of railway architecture and that wherever possible it should be preserved for future generations. ROBIN JONES COLLECTION

ABOVE: Inside the 'old' Euston: departure Platforms 14 and 15, with the empty stock of a Down express. The main departure side (Platforms 12-15) were separated by various structures (including the Great Hall) and local platforms from the arrival side were well away on the east side. The stock has been brought in from Willesden by LMS Fowler 4P 2-6-T No. 42367.

ABOVE: The busy departure platforms at Euston station in 1944.

ABOVE: Dr Beeching sought to eliminate duplicated trunk routes as part of his cost-cutting strategy as chairman of British Railways, and where Birmingham, Britain's second city was concerned, chose the Euston to New Street line in preference to Paddington to Snow Hill. The latter did survive, but trains from London were diverted to New Street, and during the 1970s, in one of so many familiar scenes across Britain by then, Snow Hill and its hotel frontage were demolished, the final services from Snow Hill to Wolverhampton Low Level running in 1972. However, Snow Hill was rebuilt in a smaller modern form and reopened on October 5, 1987, with the Midland Metro line to Wolverhampton following in 1999. Pictured is the late 1970s demolition. MICHAEL WESTLEY*

sense of occasion, of adventure, that the great Victorian termini gave to the traveller". Writing in The Times, Richard Morrison stated that, "even by the bleak standards of Sixties architecture, Euston is one of the nastiest concrete boxes in London: devoid of any decorative merit; seemingly concocted to induce maximum angst among passengers; and a blight on surrounding streets."

He continued: "The design should never have left the drawing-board – if, indeed, it was ever on a drawing-board. It gives the impression of having been scribbled on the back of a soiled paper bag by a thuggish android with a grudge against humanity and a vampiric loathing of sunlight."

Monty Python star, Michael Palin, later an explorer and travel writer compared Euston to, "a great bath, full of smooth, slippery surfaces where people can be sloshed about efficiently."

The demolition of Euston station is often compared to the 1963 demolition of New York Penn station, which similarly alerted preservationists in New York City to the importance of saving historic buildings.

Lessons, however, have been learned with the passage of time, and when it came to the turn of King's Cross to be modernised, a very different and infinitely more rewarding approach was decided upon by its owners.

Here, Network Rail's redevelopment scheme has become a textbook case of how to integrate (and enhance) heritage. In short, the scheme renovated and expanded a beautiful Victorian structure to create a modern transport hub to accommodate unprecedented numbers of rail passengers.

A bright, spacious new concourse, the largest single-span structure in Europe, opened in March 2012 for the London Olympics.

Most impressively, the project was completed with the revealing of the original Grade I listed station facade and the opening of the 75,000 sq ft King's Cross Square paved in York stone in front of the station.

The station redevelopment became the catalyst for one of the largest regeneration schemes in Europe, attracting £2.2 billion of private investment, as 67 acres of brown field land in what was for decades regarded as a down-at-heel district of inner London have been developed into offices, retail units and 2000 homes.

King's Cross is blazing a trail for railways on many fronts, just as it did when it was built during 1851-52 on the site of a former smallpox hospital. ▶

ABOVE: The front of Euston today is not considered to be of stunning architectural merit. ROBIN JONES

When the Great Northern Railway first reached London, a temporary terminus was built at Maiden Lane (now York Way) and opened on August 7, 1850.

Architect Lewis Cubitt was hired to build a permanent terminus, one befitting a railway that would eventually become the East Coast Main Line and offer services to Edinburgh and beyond.

Cubitt came from a great family of civil engineers. He was brother to both Thomas Cubitt (the architect of Bloomsbury, Belgravia and Osborne House), and of Sir William Cubitt, the chief engineer of the Crystal Palace built in 1851, consulting engineer to the Great Northern and South Eastern Railways… and in 1837, builder of Euston station and the arch.

He also designed the rebuilt London Bridge station in 1844, as well as the Great Northern Hotel, which was built alongside King's Cross in 1854.

ABOVE: King's Cross station shortly after opening. ILLUSTRATED LONDON NEWS

ABOVE: Lewis Cubitt also designed the Great Northern Hotel, which is still with us today. ROBIN JONES

The station took its name from a 70ft monument to King George IV that was erected in the 1830s at the junction of Gray's Inn Road, Pentonville Road and New Road (later Euston Road).

The top floor of the monument was used as a camera obscura offering sweeping city views of the capital, while the bottom accommodated a police station and later a beer shop. City folk never took the edifice to heart, it became an object of ridicule and few lamented its demolition in 1845.

Great Northern Railway officials were aghast at the area in which their showpiece terminus was to be built. Rundown even in early Victorian times, by the 20th century it was infamous for prostitution, and before its modern-day refurbishment, was the haunt of drug abusers and petty criminals, with a marked feature being a high number of boarded-up shop premises.

The blueprint for the new permanent station was based around a pair of 105ft glazed semi-circular roofs side by side, 800ft long and 72ft high. The ribs were originally made from laminated timber, but replaced in 1866 by iron alternatives.

The central feature between the twin roofs is a 120ft-tall Italianate clock turret, from which three bells chimed.

It may have risen in a dowdy downmarket district, but when completed, King's Cross was admired by the world!

The main part of what was Britain's biggest station, including today's platforms 1 to 8, opened on October 14, 1852.

As built, the arrangement of the tracks was similar to that at Euston, with a single platform for arrivals and one for departures, at opposite sides of the station. Between them there were 14 tracks, used as storage sidings. The offices and waiting rooms were located on the west platform, which was used for departures.

To the north of King's Cross, the railway passes beneath Regent's Canal.

At first, there were 12 services in each direction, including three expresses. How times have changed! While there was no direct rail link to any of the other London termini, horse buses provided a connecting service.

Such sparse levels of service would no doubt surprise people today, and indeed, the track arrangement proved unable to cope with demand within a few years.

In 1857, the Midland Railway reached agreement to run into King's Cross, joining the Great Northern main line with a new line from Leicester to Hitchin. The two companies proved uncomfortable bedfellows, if only because of the soaring volumes of traffic, so five years later, the Midland built its own line into the city, at St Pancras next door.

Tunnels were bored linking the Great Northern to the underground Metropolitan Railway's Widened Lines, which ran from east to west, and opened on January 10, 1863. A platform on the Up curve beneath York Way was built to serve this tunnel, today it handles Thameslink services. All local Great Northern services were then diverted to Farringdon Street from October 1, 1863.

From January 1866, passenger services ran between King's Cross and Herne Hill, and between Great Northern suburban stations and Ludgate Hill, with a Hatfield to Herne Hill

ABOVE: The departure from King's Cross of the inaugural run of 'The Elizabethan' on June 29, 1953, behind Gresley A4 Pacific No. 60028 *Walter K. Whigham*. On the left is one of the N2 class 0-6-2Ts that worked all the local trains, and also empty stock, in and out of King's Cross. BEN BROOKSBANK*

ABOVE: Looking down on to King's Cross from the interior footbridge in the 1960s. JOHN GAY/ENGLISH HERITAGE

service starting on August 1 that year. In 1878, through services ran from Enfield via King's Cross to Woolwich Arsenal, worked by the Great Northern Railway before being taken over by the South Eastern Railway.

Suburban traffic and demand boomed as the Victorian age wore on and London expanded. Branches were opened to Enfield in 1871, High Barnet in 1872 and Alexandra Palace in 1873. By 1873, there were 89 daily departures from King's Cross, with all but 20 of them suburban trains, and most of them running on and off the Metropolitan Railway. Despite this immense level of activity, King's Cross had only one departure platform.

In 1875, a separate trainshed was built with three suburban platforms, to accommodate the station's first commuter services, and this was extended in 1895. An island platform to the west was built in 1924. To handle the Metropolitan Railway, traffic, on February 1, 1878, the King's Cross (Suburban) Station was opened.

The big bottleneck was double-track tunnel on the approach to King's Cross, and some suburban services took half an hour to cover just the 12 miles from Holloway. Extra bores for the Copenhagen and Gas Works tunnels to the north of the station were dug in the 1870s, 1880 and 1892.

By then, the terminus was handling 250 passenger and freight trains a day. Two extra platforms were added in 1893, and another in 1895.

ABOVE: Rush hour at King's Cross as depicted in a 1928 painting.

In 1922-24, the last major alteration to the track layout was made, so more suburban trains could terminate at King's Cross rather than running on to the Metropolitan lines.

After the Grouping of 1923, the newly formed London & North Eastern Railway upgraded the passenger facilities at King's Cross, with new lavatories, baths and dressing rooms under the main departure platform as well as a Georgian tea room and a new refreshment room.

New platform barriers with illuminated blinds showing departure times were installed in the main station in the 1930s.

Again, with heritage coming a poor third in those times even if at all, Lewis Cubitt's Grade I-listed façade was obscured in 1972 by a supposedly temporary single-storey extension built by British Rail on to the front of the station to house the main passenger concourse and ticket office. ▶

BELOW: King's Cross station as seen in early 2012, before the ugly 1972 'temporary' ticket office and canopy obscuring and disfiguring Lewis Cubitt's original front was take down to make way for King's Cross Square. ROBIN JONES

ABOVE: The sole surviving Gresley V2 2-6-2, No. 60800 *Green Arrow*, departs from King's Cross on February 1, 2003. BRIAN SHARPE KX 1948

ABOVE: King's Cross has been used for location filming on several occasions in recent years, most notably at the departure point for the 'Hogwarts Express' in the Harry Potter films. Over February 6-7, 2016, King's Cross not only played host to Bluebell Railway-based South Eastern & Chatham Railway C class 0-6-0 No. 592 class but a rake of vintage coaches. This 'secret' filming assignment was for a Warner Brothers' $200 million-budget movie about DC heroine Wonder Woman. BRIAN SHARPE

Following the major conversion of once-downtrodden and closure-threatened St Pancras into St Pancras International at a cost of £800 million, as we will see in the next chapter, eyes turned towards King's Cross, which by the dawn of the 21st century, was also in dire need of a facelift.

The £550-million restoration plan for King's Cross was announced by Network Rail in 2005 and approved by Camden Borough Council on November 9, 2007.

The scheme involved a thorough restoration and reglazing of Lewis Cubitt's arched roof and the dismantling of the inadequate 1972 add-on.

Architects John McAslan + Partners led the restoration alongside a large team that included contractors Arup, Vinci and Kier, Camden Council's conservation team and English Heritage. The guiding principle was simple and superbly effective. The core brief was to design 21st-century facilities to be added to the fabric of Cubitt's original trainshed.

The first phase, the restoration of the Eastern Range Building, was completed in 2009. It involved the transformation of the station's main trainshed and the Western Range Building.

The booking hall was one of the busiest spaces in the 19th century, but had been closed to the public for decades. The project reinstated the original booking hall as a ticketing area at the heart of the station, bringing key elements of the heritage features, including the cast-iron brackets supporting the first-floor walkway, back to life.

The Great Northern parcels office has been converted into a pub and restaurant split over two levels, giving the public access to it for the first time.

The 'Bomb Gap' – a space created by a Luftwaffe direct hit during the Second World War – has been carefully reconstructed using a Smeed Dean Belgrave brick, sensitive to the character of the Western Range Building, while also subtly preserving signs of the bomb damage as part of the station's heritage.

Adjoining the Western Range Building is the new Western Concourse, which has reoriented the station to the west.

The station's 118-year-old wrought-iron Handyside footbridge, which featured in Warner Brothers' Harry Potter films, was removed and replaced with a contemporary glass and steel bridge that provides lift and escalator access to all platforms as well as linking the main trainshed with the mezzanine of the Western Concourse. Network Rail donated the Handyside bridge to the Mid Hants Railway, which subsequently re-erected it at Ropley.

A new platform, numbered 0, was opened in 2010. To the east of Platform 1, it created capacity for Network Rail to achieve a phased refurbishment of platforms 1-8.

Solar panels were added to the renovated trainshed shed roofs, where the old glass was replaced with the aim of letting far more natural light flood on to the platforms than ever before in living memory.

The panels cover 2500 sq m and were placed at the apex of the lanterns to minimise visual

ABOVE: Network Rail's 'flying banana' – the New Maintenance Train – at King's Cross. NETWORK RAIL

LEFT: Three Virgin Trains Class 91s, including the one far left, No. 91101, which is now named Flying Scotsman, and a Class 125 Intercity High Speed Train, third from left, wait at King's Cross on April 14, 2016. Lewis Cubitt's 1852 trainshed is still doing the job it was built for, superbly. ROBIN JONES

ABOVE: The 'space age' Western Concourse, as viewed from a balcony, has been grafted on to the fabric of Lewis Cubitt's original building. NETWORK RAIL

impact. What's more, they generate up to 10% of the modern station's energy requirements. In another 'green' innovation, a rainwater recycling scheme provides up to a third of the water used by the Eastern Range offices.

In 2012, the restoration of the twin trainsheds was completed, and the first passengers entered the new Western Concourse on March 19 that year.

At present, more than 40 million passengers use King's Cross each annually, and that number is expected to grow year by year.

A ground-breaking interface between ancient and modern has been created, no doubt Lewis Cubitt would have been delighted. ● ▶

ABOVE: Restaurants and bistros on the first floor of the Western Concourse. NETWORK RAIL

LEFT: A £95,000 7ft 4in bronze statue of LNER Chief Mechanical Engineer Sir Nigel Gresley, the designer of the great Pacifics including *Mallard* and *Flying Scotsman*, was unveiled at King's Cross on April 5, 2016, on the 75th anniversary of his death. Artist Hazel Reeves' statue, commissioned by the Gresley Society, was unveiled on the Western Concourse by Network Rail chairman Sir Peter Hendy. ROBIN JONES

ABOVE: In 2012, the restoration of the twin trainsheds was completed, letting light flood back in to the station with new roofing panels, including several of the solar variety. This is an interior view taken on February 22 that year. ROBIN JONES

LEFT: This blue plaque records the fact that sir Nigel Gresley had his office at the station. ROBIN JONES

BELOW: For the occasion of the statue unveiling, the Gresley Society's Great Central Railway-based Sir Nigel Gresley GNR N2 0-6-2T No. 1744 – the only surviving Gresley tank engine – was parked in Platform 8, coupled to the Severn Valley Railway Charitable Trust's Gresley-designed kitchen composite carriage No. 7960. The N2s were designed for suburban passenger operations, and worked most of their duties out of King's Cross and Moorgate, often hauling one or two Quad-Art sets of articulated suburban coaches. Built by North British Locomotive Company in Glasgow in 1920, it was first allocated to King's Cross shed and remained the until May 1962, often acting as station pilot. JOHN TITLOW

ABOVE: Station pilot duties at King's Cross in 1948. Gresley N2/4 0-6-2T No. 69568 (in early unlined black livery) is seen moving vans across the arrival lines from Platform 1. BEN BROOKSBANK*

ABOVE: Inside the clock tower, which forms the central feature of Lewis Cubitt's front. ROBIN JONES

ABOVE: A mixture of suburban and express trains inside King's Cross on March 23, 2014. ROBIN JONES

ABOVE: The clock tower at neighbouring St Pancras international station as seen through the arched window of the left-hand King's Cross trainshed. ROBIN JONES

BELOW: The new roof of the trainsheds. ROBIN JONES

ABOVE: One of London's most popular and free attractions, a massive hit with oversea visitors, is the Platform 9 ¾ sign at King's Cross, recalling the mythical platform from which Harry Potter departed on the 'Hogwarts Express'. Throughout the day, visitors queue up to have their photographs taken beneath it. ROBIN JONES

Chapter 2

The second coming of St Pancras

St Pancras International marks a watershed in the acknowledgement that architectural heritage can play a major role in the reshaping of railway infrastructure to serve the needs of the modern-day railway, and impress in the process.

The swift and sad demise of Euston and its trademark arch, as described in the last chapter, was a cataclysmic blow to London's, and indeed Britain's, architectural railway heritage. However, much good came out of it.

The efforts made by Poet Laureate Sir John Betjeman, who is celebrated by the survival of Wadebridge station in Cornwall, now The John Betjeman Centre, led to The Victorian Society campaigning to save St Pancras, when in 1966 it too was threatened with demolition.

Betjeman had been a founder of the society in November 1957. It was formed by a group of like-minded people who wanted to reverse the then-widespread public apathy to 19th-century buildings, which many considered to be ugly.

St Pancras, which lies to the immediate west of Euston, is often termed the 'cathedral of the railways' as it features two of Britain's most famous Victorian structures.

The main trainshed, completed in 1868 by the engineer William Henry Barlow with help from Rowland Mason Ordish, was the largest single-span structure of its day.

The frontage of the station, formed by what was known as the Midland Grand Hotel, is widely hailed as a first-class example of Victorian high Gothic architecture.

The station was built to give the Midland Railway its own terminus in the capital. From 1840, London-bound Midland Railway trains had run into Euston, after joining the LNWR line at Rugby, leading to frequent congestion and delays.

In 1857, the Midland Railway opened a new route from Leicester to Hitchin where it joined the Great Northern Railway's main line, and so could run into King's Cross.

By 1852, the Midland was carrying around a fifth of the total coal supply for London, and despite the agreement with the GNR, the pair were soon quarrelling over the capacity of the route.

In 1862, the Midland decided to build its own line into London.

A site backing on to New Road, later called Euston Road, to the immediate west of King's Cross station was chosen.

The Midland directors set out to impress London, and out-do the other city termini.

Barlow, the Midland's consulting engineer, modified the original plans, raising the station 20ft on iron columns, thereby allowing the approach tracks to cross the Regent's Canal on a bridge rather than through a tunnel. The single-span roof of 243ft allowed the station to make maximum use of the space below.

Construction of the station foundations began in July 1866, but having to build around a graveyard caused delays. The main line was due to pass over it via a girder bridge with the branch to the Metropolitan going under it through a tunnel. However, disturbance of the coffins' interred remains was badly handled, at a time when a city-wide outbreak of cholera led to the River Fleet, a notorious open sewer for centuries, finally being covered over forever.

The associated goods station in Agar Town received its first train in September 1867, but passenger services running through a tunnel to the Metropolitan Railway did not begin until July 1868. ▶

ABOVE: **A pair of Eurostar trains wait at St Pancras on December 12, 2014.** ROBIN JONES

LEFT: **The imposing frontage of St Pancras is provided by what was built as the Midland Grand Hotel. It's a major London landmark but it could so easily have been demolished in the 1960s.** LONDON & CONTINENTAL RAILWAYS

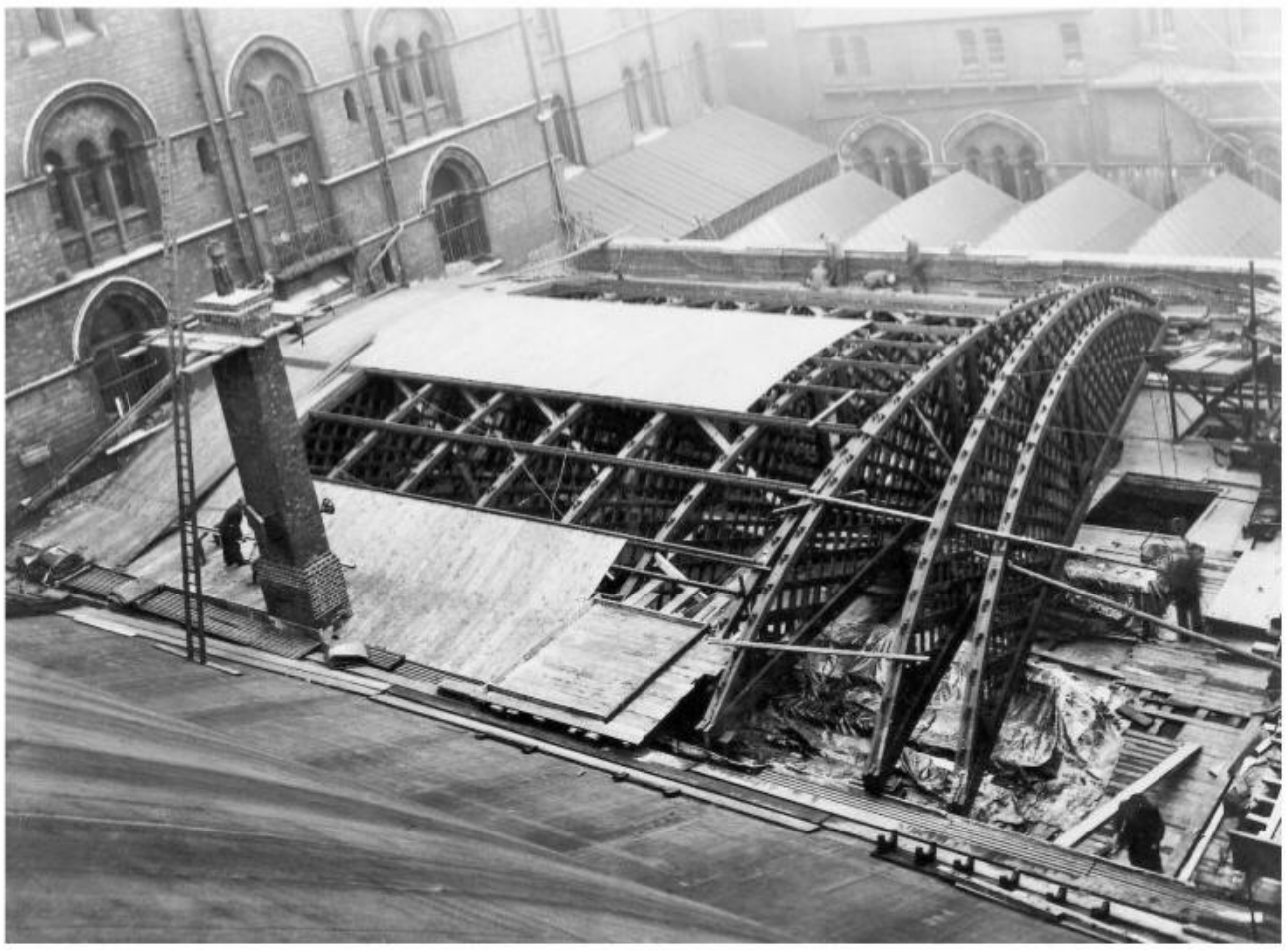
ABOVE: **Gateway to Europe: the international platforms at St Pancras.** ROBIN JONES

ABOVE: St Pancras station from the air. This station's renaissance has been widely praised for retaining the heritage of the original architecture. LONDON & CONTINENTAL RAILWAYS

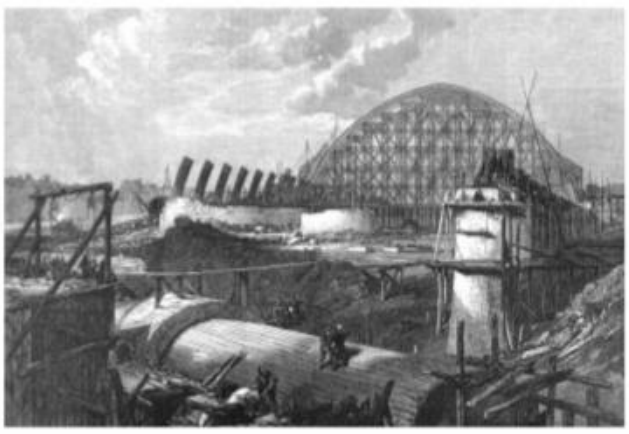
St Pancras itself was still being built when it opened on October 1 that year. The first train was a Manchester express the process making the longest non-stop run in the world; 97 miles from Kentish Town to Leicester.

The undercroft of the station created by the raised platform on which the tracks and platforms stood was used to store beer barrels brought from the brewery town of Burton-upon-Trent, which was served by the Midland Railway.

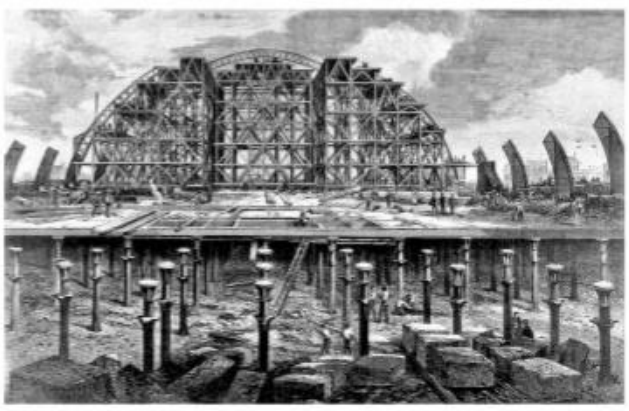
In 1865 the Midland Railway had run a competition for the design of a 150-bed hotel to be constructed next to St Pancras. Eleven designs were submitted, including one by George Gilbert Scott, which, at 300 rooms, was much bigger and more



ABOVE: The roof of the Barlow trainshed being installed. LONDON & CONTINENTAL RAILWAYS



ABOVE: St Pancras trainshed under construction in 1868. ILLUSTRATED LONDON NEWS



ABOVE: A front-on view of the building of St Pancras. LONDON & CONTINENTAL RAILWAYS

ABOVE: Caprotti valve gear-fitted BR Standard 5MT 4-6-0 No. 73142 waits inside St Pancras on June 13, 1957, with the 10.50am express to Leicester. BEN BROOKSBANK/CREATIVE COMMONS

ABOVE: The Midland Railway's own London terminus complete. LONDON & CONTINENTAL RAILWAYS

ABOVE: St Pancras was damaged by a Luftwaffe bomb in May 1941 during the Blitz. The bomb damage to the trainshed roof was only partially rectified after the Second World War. CAMDEN COUNCIL

BELOW: The St Pancras clock tower next to the hotel is 269ft tall, with more than half of its height usable. ROBIN JONES

expensive than the original specifications, but regardless, the company liked his plans and construction began.

Work on the hotel began in the summer of 1868 and it opened to customers on May 5, 1873.

Major Midland Railway routes to Manchester, Nottingham, Sheffield and Carlisle opened and brought much traffic in and out of London through St Pancras. However, the Grouping of 1923 saw the Midland, like the LNWR, become part of the LMS, which made Euston, not St Pancras, its main London terminus.

From then on, St Pancras took a secondary role, its showpiece hotel closing in 1935 when it was converted into offices.

Once the great rival to King's Cross, St Pancras went into rapid decline in the 1960s following the rebuilding of Euston, after which services to Glasgow were transferred there.

Both during and after the Beeching era, efforts were made to close what was increasingly seen as a rundown station and demolish the hotel.

Again, Betjeman was at the forefront of a campaign to save it – and whereas he failed at Euston, he succeeded with St Pancras.

It was saved, and given Grade 1 listed building status in 1967, but became very much the poor sister to King's Cross. With the withdrawal of many inter-city services from the station, it was blatantly under used. ▶

ABOVE: The formal opening of the 'new' St Pancras by HM the Queen on November 6, 2007. EDDIE MACDONALD/ LONDON & CONTINENTAL RAILWAYS

British Rail planned to divert all remaining traffic to Euston, Moorgate and King's Cross. A meeting chaired by the Duke of Edinburgh at Buckingham Palace looked at what the station could become once the last train had departed.

The meeting came up with the idea of using the Barlow trainshed as an indoor tennis centre, with 15 courts. Another possibility was to convert St Pancras into a museum of industrial archaeology.

In 1991 British Rail drew up plans for a new station beneath King's Cross, with four platforms for international trains through the Channel Tunnel and four for Thameslink trains, with some commuter trains to be diverted to St Pancras. However, this scheme never got off the ground, for a far better plan had been drawn up.

Cinderella was at last going to the ball, for St Pancras had been identified as the international terminus for High Speed 1, the Channel Tunnel Rail Link.

At first, King's Cross had been mooted as the terminus for HS1, with a new tunnel from south-east London built, but environment secretary Michael Heseltine was pressing hard for urban regeneration in east London, and an alternative route was chosen.

The new plan involved the high-speed line entering the city from the east, running through 12 miles of new tunnels through Stratford and Dagenham, with St Pancras becoming the terminus.

A new company, London and Continental Railways, was formed in 1994, when British Rail was privatised. In 1996, LCR was chosen to rebuild St Pancras and take ownership of it.

To accommodate the 300-yard-long Eurostar trains, and to provide capacity for the existing trains to the Midlands and the new Kent services on HS1, the St Pancras trainshed was extended northwards with a new flat-roofed shed.

The Eurostar platforms were situated above those for domestic trains.

ABOVE: The Martin Jennings' statue of St Pancras's saviour, the late Poet Laureate Sir John Betjeman. GARETH WILLIAMS*

RIGHT: A spiral staircase inside St Pancras Chambers. BARRY CARUTH*

The restoration work saw the Barlow trainshed completely reglazed and the paintwork taken back to its intended pale sky blue. Wherever possible, the building was restored by recycling the brickwork from the original building or sourcing clay from the original quarries in the Midlands.

On September 4, 2007, the first test train ran from Paris Gare du Nord to St Pancras.

After rebuilding work costing £800 million, the station was officially reopened as St Pancras International on November 6, 2007, by Her Majesty the Queen and the Duke of Edinburgh, who never managed to see the tennis courts suggested at his meeting being built.

During the elaborate opening ceremony, actor Timothy West, as Henry Barlow, addressed the audience, which was also entertained by the Royal Philharmonic Orchestra and the singers Lemar and Katherine Jenkins.

The first Class 395 train and two Eurostar trains arrived through a cloud of dry ice in adjacent platforms within seconds of each other. During the ceremony, artist Paul Day's large bronze statue The Meeting Place was also unveiled.

Tory peer Michael Heseltine said: "It's sensational. I remember John Betjeman's campaign to save the station from demolition in the Sixties and how right he was." Guillaume Pépy, head of the French railway SNCF, described St Pancras as possibly the best station in the world.

Indeed, it had been announced in May of that year that a statue of John Betjeman; holding on to his hat and looking skyward, by artist Martin Jennings, would be erected on one of the platforms to mark his campaign to save the hotel.

Eight days after the royal opening, at 11am, the first trains left the platforms bound for Europe on 60 miles of new track, including a 12-mile tunnel from St Pancras to Stratford. Accompanied by bagpipes, a Eurostar official cut the yellow ribbon to open the international departures area.

Trains now run from St Pancras on the new 185mph line, taking just half an hour to travel the 68 miles to the tunnel, shaving 20 minutes off average journey times to Paris and Brussels. It now takes two hours 15 minutes to reach Paris and one hour 53 minutes to get to the Belgian capital – less if it does not stop at Lille.

Days after the opening, Eurostar reported a massive upsurge in bookings for travel from St Pancras terminus, with a million seats already reserved.

The 'new' station took over from Waterloo International, which had enjoyed just 13 years as the terminus for Channel Tunnel trains.

After the tunnel was formally opened by the Queen and France's President Mitterrand in May 1994, trains terminated at the new five-platform Waterloo International, to the west of the great Southern Railway terminus.

Waterloo International won the Royal Institute of British Architects' Building of the Year award, but that could not stop it from being superseded by the upgraded St Pancras. There, the former Midland Grand Hotel building, which had been used as railway offices up to the 1980s, was refurbished and reopened to guests on March 21, 2011 with a ceremony on May 5 that year, exactly 138 years after its original

ABOVE: A model of the Gothic frontage of St Pancras in Lego bricks.

ABOVE LEFT: A giant Christmas tree erected in the concourse in 2015. ROBIN JONES **ABOVE RIGHT:** Paul Day's 30-foot high sculpture The Meeting Place is a prominent feature inside the terminal today. In 2008 a high-relief frieze was added to the base of the sculpture, featuring images from the history of London Underground and the railways: people queuing on platforms or travelling in carriages; soldiers departing for war and returning injured, as well as repair works following the July 7, 2005 London bombings. The statue is modelled on an embrace between Paul and Catherine, standing as a metaphor for the station's role as the terminus of the rail link between England and France. ROBIN JONES ▶

ABOVE: A unique blend of ancient and modern: Eurostars wait at the station above where LMS Jubilee 4-6-0s once stood. LONDON & CONTINENTAL RAILWAYS

opening. It is now known as St Pancras Renaissance London Hotel. The upper levels of the original building were redeveloped by the Manhattan Loft Corporation between 2005 and 2011 as apartments. The building as a whole, including the apartments, is now known as St Pancras Chambers.

The full Eurostar timetable from St Pancras came into operation on December 9, 2007.

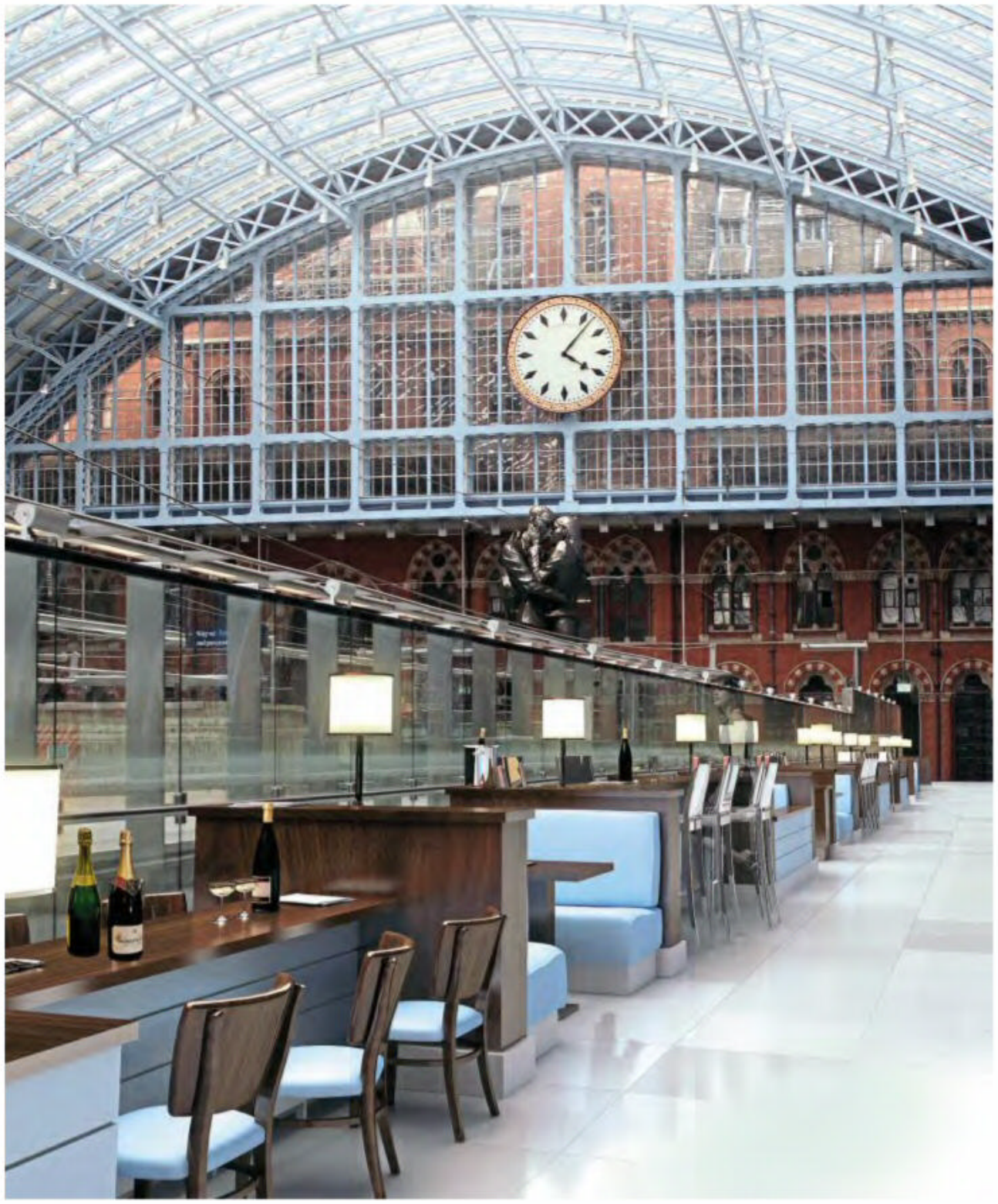
The end product was widely praised, and won several accolades, notably the RIBA London and English Heritage Award for a Building in an Historic Context, and the Heritage Railway Association's Peter Manisty Award for Excellence.

Those who were left astounded by the magnificence of long-dowdy St Pancras, which was now a premier gateway from London to the continent, saw that rather than close and demolish such historic structures, they could be revitalised to serve the needs of the 21st century just as they did those of the 19th – and so the regeneration of St Pancras led in turn to the magnificent revitalisation of King's Cross.

A key lesson has at last been learned. Embrace rather than discard railway heritage – and you can create a diamond for the future.

Nearby is St Pancras Old Church, said to have been a site of Christian worship since AD314. It is dedicated to the Roman martyr

St Pancras, who was beheaded at the age of 14 for his beliefs. Largely rebuilt in Victorian times, it contains remnants of Norman features. It was superseded as the local parish church by St Pancras New Church half a mile away in Euston Road, but remains as a green oasis sandwiched between two of Britain's busiest railway lines, those coming out of St Pancras International and King's Cross next door. ●



ABOVE: **Modern seating for waiting passengers sits below the Barlow trainshed and its clock. The columns of the 1868 trainshed still bear the trademark Butterley Engineering of the Derbyshire firm. It was the world's biggest single-span structure built up to that time.** LONDON & CONTINENTAL RAILWAYS

ABOVE: **The world's longest champagne bar with its first customers.** LONDON & CONTINENTAL RAILWAYS

Hidden heritage that saved the day!

The most secretive of Britain's heritage stations must surely be the Piccadilly Line's Down Street stop, which closed to passengers in 1932, but became a nerve centre during the Second World War, and also a bombproof bolthole for Winston Churchill.

King's Cross, St Pancras International, Waterloo or Marylebone it isn't.

In fact, if you passed by today, you would not give it a second glance.

Yet an obscure tube station that lost its passenger services on May 21, 1932 because travellers found Green Park or Hyde Park Corner stations more convenient, possibly had more of an impact on the course of world history than all the other London termini rolled into one.

For it was in London Underground's Down Street station in Mayfair that decisions that saved us from domination by Hitler and Nazism may have been taken.

Opened in 1907 by the Great Northern, Piccadilly & Brompton Railway, the patronage of Down Street was so poor that passing trains often missed it out.

ABOVE: The front of Down Street station as it appeared in July 1907. The name derives from John Downes, who developed the street in the early 18th century. LONDON TRANSPORT MUSEUM

LEFT: The frontage of the Piccadilly Line's forgotten Down Street tube station today. The surface building, designed by Leslie Green, was in the standard classical Arts and Crafts style adopted for most of the stations on the Great Northern, Piccadilly & Brompton Railway. The unmarked steel-door entrance to the old tube station, which became a wartime nerve centre of the British railway network, is to the left of the shop. ROBIN JONES

Yet obsolete never automatically means 'useless'. Down Street station may have seen its last passengers in 1932, but it was in this disused station that an underground bunker was created for prime minister Winston Churchill.

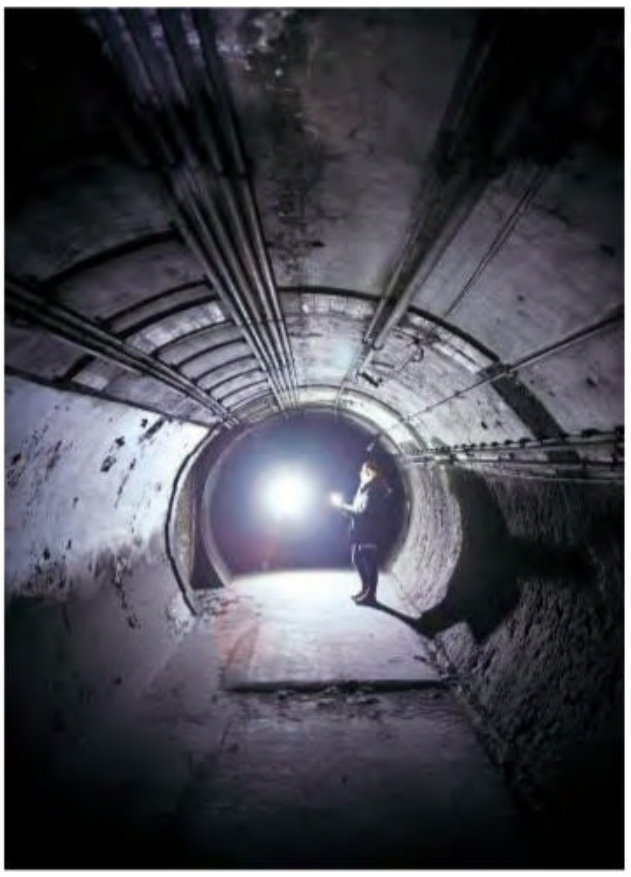
What's behind that shop?

The Mayfair Mini in Down Street Mews in the City of Westminster is today one of countless convenience stores in London.

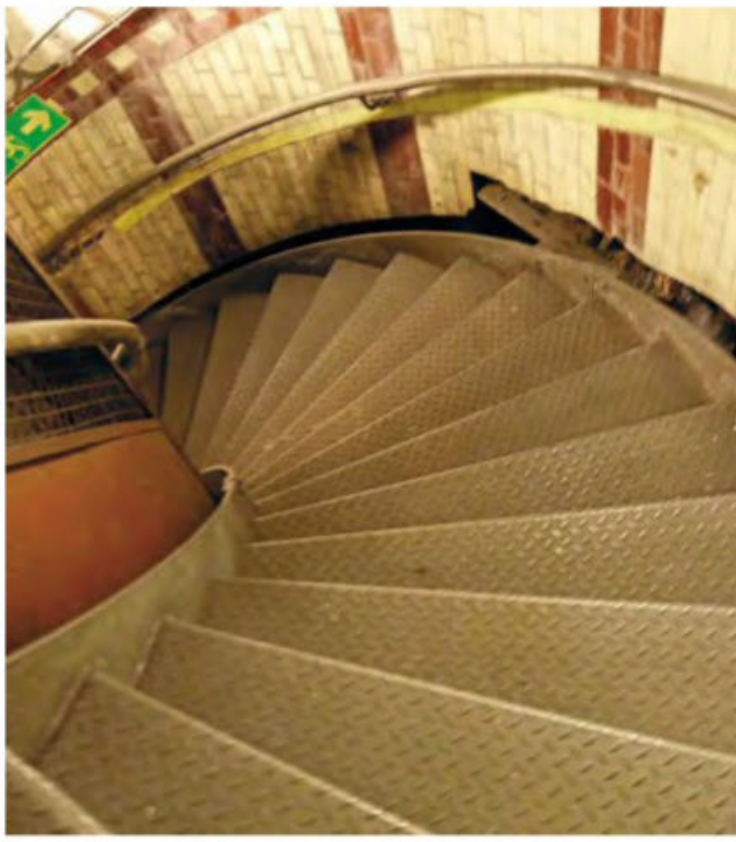
Yet if you have an eye for railway heritage, you might realise that the little shop's frontage was once the entrance to the booking hall of a tube station.

Today an unmarked steel door at the side of the shop leads to a spiral staircase that once took passengers down to the Piccadilly Line.

Silent for decades, that staircase now leads not to platforms, although you can hear the tube trains dashing past. Down those stairs you will find a sequence of tunnels and side rooms, with flaking paint, sooty walls – don't touch everything you see – and sets of vintage electrical equipment here and there, as one of the most astonishing and revealing stories on any UK 'heritage' station unfolds.



ABOVE: Exploring one of the tunnels in the converted Down Street station. TFL



ABOVE: The historic spiral staircase leading from street level down to the disused Down Street tube station. ROBIN JONES

While Winston Churchill's repeated warnings about the rise of the menace from Hitler's Germany were often pooh-poohed and unheeded in the mid-1930s, towards the end of the decade, more of his contemporaries began to sit up and take notice.

One of the contingency plans in the event of a second world conflict was to bring all the nation's railways under state control, as had been the case in the First World War. So, on September 24, 1938, the Railway Executive Committee was formed to coordinate British railway companies in the event of war and to ensure that the national rail network would meet all military requirements.

The committee was based in Fielden House, Great College Street, Westminster, near the seat of government and comprised representatives from the Big Four companies along with the London Passenger Transport Board.

However, committee chairman Sir Ralph Wedgwood of the LNER called for the group's HQ to be moved to safer accommodation, if only to protect its telephone exchange, the operation of which would be crucial in the event of war.

DEEP SHELTER IN DOWN STREET

In early 1939, the forgotten Down Street station was chosen for conversion to a bombproof underground bunker, as part of a wider programme of developing deep shelters to protect government operations from bombing in the event of war.

A formal lease with London Transport was signed on March 28 that year, and the LMS drew up a blueprint for its conversion.

Inside the station the only space available was on the platforms, but Piccadilly Line trains still passed through the station. Under utmost secrecy, new walls were built at night when the trains had stopped running, dividing the platform space from the running lines.

The station's doors were fitted with gas locks, air filtration, and short, secret, platforms were added, from which bunker attendees could stop a train and travel in the cab to the next station.

Meeting rooms and offices, a sizeable telephone exchange, 19 dormitories, dining facilities, kitchens, bedrooms for executive members and mess rooms were created in the unwanted station.

The postal address of the new HQ was kept secret, so post was taken to and from the site by a dedicated team of four motorcycle despatch riders who carried letters on a circuit between stations, head offices and government buildings.

The rooms were fitted out to a high standard by LMS carriage fitters who plastered, painted or panelled over most of the original tiled walls, while main offices and mess rooms were equipped with radio sets connected to a receiving aerial above ground.

Railway Executive Committee staff worked round the clock, seven days a week, yet the new purpose of the tube station had to be kept a state secret. In order that large numbers of people, often smartly dressed, were not seen coming in and out of a disused Underground station, they had to live and sleep there.

Food was prepared in a kitchen at platform level, serving separate mess rooms for both staff and executives, with food supplied by railway hotels.

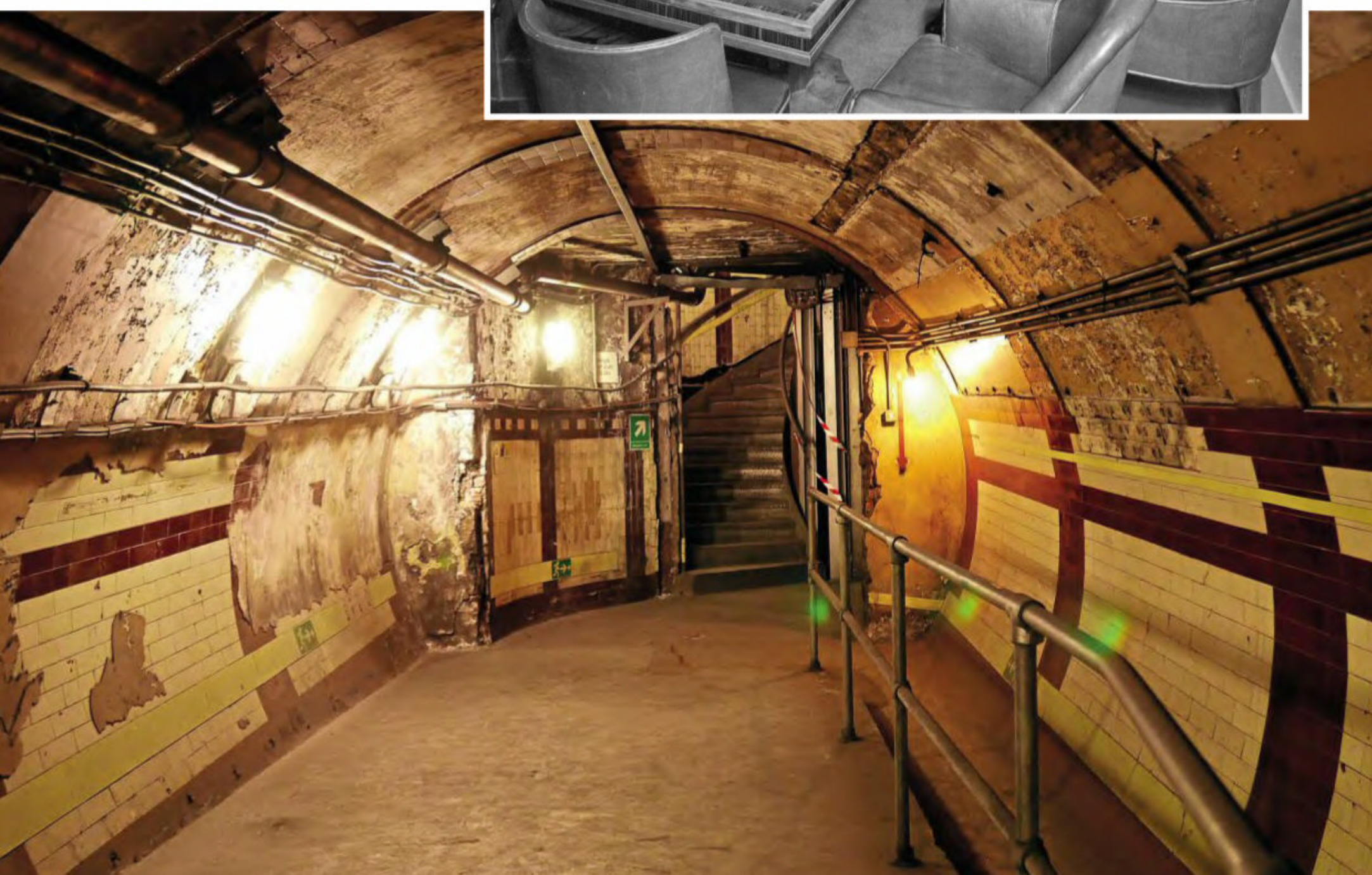
THE PRIME MINISTER MOVES IN

The Blitz lasted from September 1940 to March 1941, and 10 Downing Street was among numerous Whitehall buildings that were damaged by Luftwaffe bombs.

Churchill vacated the official seat of residence while the building was repaired and strengthened, but insisted that the War Cabinet's own shelter provision was unfit for purpose.

RIGHT: This view, taken in the committee room at the Down Street Railway Executive Committee headquarters on April 26, 1940, shows executives of the Railway Executive Committee meeting to coordinate Britain's railways as a single unit in wartime. LONDON TRANSPORT MUSEUM

BELOW: This tunnel was converted into a room where Winston Churchill slept. He was here on November 19, 1940, a particularly bad night of the Blitz. ROBIN JONES



Building work to strengthen the Cabinet War Rooms was incomplete at the time and nobody inside would have survived a direct hit.

In mid-October 1940, Josiah Wedgwood, brother of committee chairman Sir Ralph Wedgwood, sold Churchill the idea that the by-then converted Down Street would make the ideal shelter for him.

Churchill accepted. Between October and December 1940, the wartime leader occupied Cole Deacon's office at Down Street as his sleeping quarters. On November 19, 1940, Churchill dined there both with executive members of the railway committee and the War Cabinet, who were served caviar, Perrier-Jouet 1928 Champagne, 1865 brandy and fine cigars.

The next day, the War Cabinet formally asked London Transport to build the capital's public deep-level shelters on its behalf.

Churchill called Down Street "The Barn". However, he so was impressed by the committee's Down Street headquarters that he requested special quarters there.

The work was completed ahead of schedule in March 1941, but by then the quarters were no longer needed, as the reinforcement of the Cabinet War Rooms was finished.

Yet who knows what strategic decisions were taken by Churchill while he slept in the old tube station with Piccadilly Line trains rumbling past?

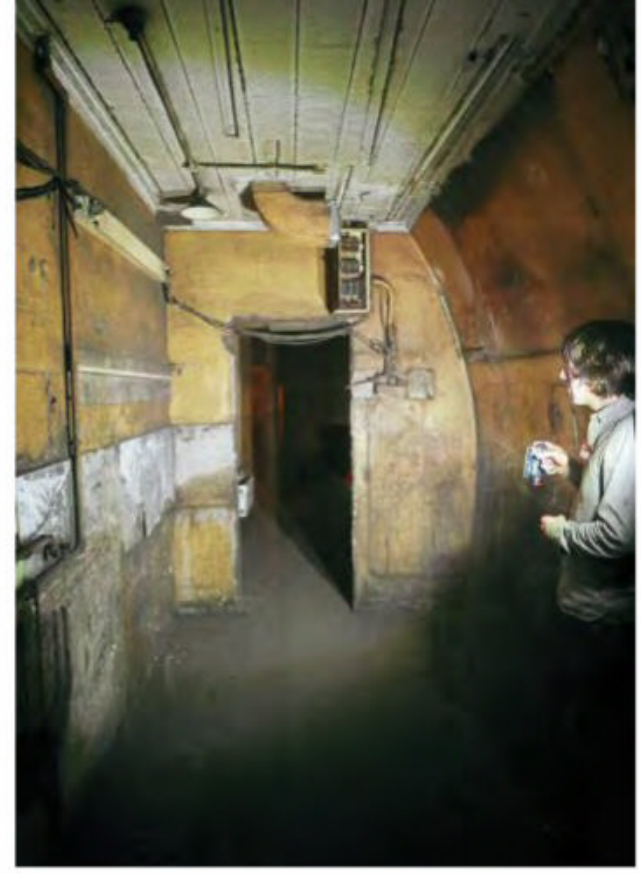
Churchill may have left Down Street, but the Railway Executive Committee remained there, hard at work carrying out its essential duties, undisturbed by Luftwaffe raids. From Down Street, the unique needs of the network during wartime including the movement of troop and ambulance trains, food supplies and munitions were administered.

No Nazi bombs ever fell directly on Down Street, and so the effectiveness of its reinforced shielding was never tested.

The committee's operation from its underground HQ worked like clockwork, so much so that it remained there until New Year's Eve 1947, more than two and a half years after VE Day.

With the nationalisation of Britain's railways on January 1, 1948, the separate Big Four companies were no more. Down Street station reverted to its primary prewar use as a giant ventilation shaft for the Piccadilly Line.

ABOVE: These literal corridors of power were narrower than anything in the Whitehall of the 1940s! ROBIN JONES



ABOVE: This room was used as a kitchen where top chefs would prepare meals for Churchill and his cabinet. The meals would be delivered to the bunker's executive staff and top brass by silver service waiters, despite the spartan surroundings. ROBIN JONES

ABOVE: The remains of the Second World War telephone exchange inside Down Street station. It was linked to 50 telephones. ROBIN JONES

ABOVE: This gas-tight door was installed to protect the Railway Executive Committee HQ including Churchill's bunker. ROBIN JONES

DESCEND TO DOWN STREET TODAY!

While King's Cross and Waterloo would be impossible to miss, few 'ordinary' Londoners knew of the existence of the Down Street secret bunker until relatively recently.

Now the secret is out, you can visit the old station, and walk through what were once the corridors of power, seeing everything as it was left when the committee moved out.

Visitors can descend the spiral staircase, which still has many wartime bunker signs in place, to the ghostly passages below, complete with peeling wallpaper, cracked plaster and the occasional wall covered with a layer of soot.

As such, Down Street today is a heritage station in the purest sense of the word, a warts-and-all time capsule of a most momentous time in world history, more or less exactly as it was seven decades ago.

London Transport Museum in Covent Garden organises visits under the banner of Hidden London tours.

For further details about these tours, including times, dates and prices, visit ltmuseum.co.uk/hiddenlondon

But remember to take a few handkerchiefs with you – and try to avoid touching the sooty walls!

ABOVE: A surviving Second World War sign points the way to Churchill's underground headquarters. ROBIN JONES

Chapter 4

An exquisite station for the finest stone town

The magnificent Grade II listed station serving Stamford in Lincolnshire was inspired by an Elizabethan mansion, and itself became one of this beautiful town's finest buildings.

Sir Walter Scott described Stamford at the southerly tip of Lincolnshire as "the finest stone town in England", and it ended up with two railway stations to match.

Lying in the heart of a sweep of oolitic limestone that stretches from Lincoln westwards to the Cotswolds and beyond, Stamford was supplied by numerous stone quarries not only in its home county but also neighbouring Rutland and Cambridgeshire meaning that the town has an abundance of stone riches in the form of its 17th and 18th century buildings.

Stamford drew its prosperity from the wool trade and its strategic position as a mail coach interchange on the Great North Road, now the A1, near the halfway point between London and York. It was the building of the railways, and the East Coast Main Line (which bypassed the town) in particular that killed off the stagecoaches bringing to an end the town's Regency heyday.

Stamford was the first town in the country to receive Conservation Area status in 1967 and this status subsequently protected many of its fine old buildings from being swept away in the name of progress.

The town has formed the backdrop for television costume dramas such as Middlemarch and the 2005 film Pride & Prejudice and is a regular finalist in The Sunday Times' survey on the best places to live in Britain.

Stamford's present station was built by the Midland Railway, in mock Tudor style, as a stop on its Syston & Peterborough Railway.

It was designed by Sancton Wood, a Hackney architect who was trained at the Royal Academy and designed many stations across Britain.

The style of Stamford station was heavily influenced by nearby Burghley House, the 16th-century Elizabethan mansion to the east, built by and still lived in by the Cecil family.

The first services over the 12½ miles from Stamford to Peterborough ran on October 2, 1846, to a temporary station in nearby Water Street, as the short tunnel leading into the permanent station had not been finished. The station proper opened with through services to Leicester on March 20, 1848.

The station was formerly known as Stamford Town, to distinguish it from Stamford East, which linked the town to the East Coast Main Line via a separate branch.

The idea of Stamford having a major trunk route passing through the town was a matter of great controversy in the mid-19th century.

In 1847, the parliamentary election in Stamford was fought over the Great Northern railway's route, which later became the East Coast Main Line. Several requests had been made to build the line through Stamford, giving it a new direct connection to London superseding the Great North Road and its stagecoaches.

ABOVE: GWR 4-6-0 No. 4936 *Kinlet Hall* passes Stamford signalbox as it pulls into the station with a Vintage Trains' excursion, the 'Ely Explorer', carrying a 'Burton Mail' headboard from Tyseley (Birmingham) to Ely on July 19, 2008. ROBIN JONES

RIGHT: LNER B1 4-6-0 No. 61264 with its support coach calls at Stamford for water on August 26, 2006. ROBIN JONES

ABOVE: GWR 4-6-0 No. 4936 *Kinlet Hall* prepares to restart from Stamford station and head through the tunnel towards Peterborough on July 19, 2008. ROBIN JONES

However, there were three petitions against such a deviation, one from the Midland Railway, which had, by then, a firm foothold in the town, and two from landowners the Earl of Lindsey and the Marquess of Exeter on the grounds of residential injury – Victorian NIMBYs!

So the GNR bypassed Stamford, and had to be content with reaching it via a four-mile long branch, the Stamford & Essendine Railway, which was built with the support of the second Marquis of Exeter, and opened on November 1, 1856. Its terminus in Water Street, a few hundred yards from that of the Midland Railway, was also built of local stone.

A third pre-Grouping railway also had a presence in Stamford. The London & North Western Railway opened its single-track branch from Rugby via Market Harborough on June 2, 1851, joining the Midland line at Luffenham, with trains working through to Stamford and terminating in the LNWR bay, Platform 3, the far side of the current Leicester platform, which is now disused and filled in as a flowerbed.

Stamford East station closed in 1957 and the Stamford to Essendine services were diverted to Stamford Town station, but these services ceased in 1959, when that branch closed. Some minor stations on the Midland line closed in the 1950s and 1960s and the remaining village stations such as Helpston and Ketton & Collyweston closed in 1966, along with the Seaton branch line from Luffenham. Stamford East station became a private house.

General goods services in Stamford finished in the late 1960s but the coal yard remained in use until May 16, 1983.

When the coal yard closed, the opportunity was also taken to close the signalbox. All pointwork was removed and mechanical signals were replaced by colour lights controlled by Ketton signalbox.

In 2007, Network Rail spent £500,000 on refurbishing the station building. Modern lighting and an overbridge were installed and the following year it obtained consent to make alterations to the Grade II listed station building to enable larger freight trains to travel on the Peterborough to Nuneaton route.

Another upgrade to the station began in the autumn of 2016.

During the six-month project, Network Rail has refurbished the station roof using traditional Collyweston stone from a nearby quarry, as well as installing a new canopy and resurfacing the platform.

Network Rail worked closely with train operator East Midlands Trains and the Railway

ABOVE: The new canopy at Stamford was completed in 2017. NETWORK RAIL

ABOVE: Side-on view of the new canopy designed to blend with the station's architecture. NETWORK RAIL

ABOVE: Although it lies two miles to the east of Stamford, architect Sancton Wood was heavily influenced by Elizabethan mansion Burghley House when he designed the town's station for the Midland Railway. ROBIN JONES

ABOVE: In 2016, Network Rail completed a rebuild of the tunnel at the eastern end of Stamford station. NETWORK RAIL

ABOVE: The former Stamford East station in Water Street, which linked the town to the East Coast Main Line through a four-mile branch to Essendine, is now a private house. BOB HARVEY*

Heritage Trust on the work, which cost more than £1 million. The Railway Heritage Trust provided a grant of £150,000, which was used to install the canopy.

Gary Walsh, area director for Network Rail, said: "I'm delighted that we have been able to provide the people of Stamford with the station that they deserve.

"It's a beautiful building and the work we have carried out retains the station's unique architectural character.

"I'd like to take this opportunity to thank all users of the station for their patience while this work was carried out as part of our Railway Upgrade Plan."

Andrew Conroy, customer experience director for East Midlands Trains, added: "We're pleased to have worked with Network Rail and the Railway Heritage Trust to deliver these improvements at Stamford station. We hope the changes and improved facilities will be welcomed by customers using the station."

Andy Savage, executive director of the Railway Heritage Trust, said: "We were consulted from an early stage, and able to suggest the redesign of the canopy to a more traditional style, replacing a structure that, while dating from at least 1907, can only be described as a bodge. We were very happy to give a substantial grant towards the new canopy.

"Although we were not directly involved, we also congratulate Network Rail on the excellent work on the Collyweston slated roofs of the building, with the original material used once more, and highly skilled craftsmen brought in to install it.

"This is a classic case of providing modern facilities while maintaining a heritage station."

BELOW: An East Midlands Trains' Class 170 DMU arrives at Stamford early on April 6, 2015. ROBIN JONES

Gateway to the

Unlike the rest of Isambard Kingdom Brunel's magnificent Great We dowdy affair that failed to impress. However, once Brunel was given made it into one of the finest stations in the world, which it still is.

West

stern Railway, Paddington station was a the means to build a proper terminus, he

ABOVE: The world's fastest steam train in regular service from 1932-35 was 'The Cheltenham Spa Express', or as it was more popularly known, the 'Cheltenham Flyer'! On May 11, 2013, Tyseley-based Vintage Trains ran a charter under the same name from Birmingham to Paddington behind GWR Castle 4-6-0 No. 5043 Earl of Mount Edgcumbe, which is pictured next to a First Great Western Intercity Class 125 High Speed Train. ROBIN JONES

ABOVE: **Paddington's magnificent trainshed is still delivering sterling service today.** HUGH LLEWELLYN*

Isambard Kingdom Brunel set out to make his Great Western Railway the envy of the world, and in so many ways it was.

Fabulous structures such as Maidenhead Bridge, Box Tunnel and Sonning Cutting took the technology of the day to its limits, not to mention his 7ft broad gauge system, which boasted of being able to carry bigger loads at higher speeds than other lines.

However, there was one big minus point. The gateway to God's Wonderful Railway, the point where a huge proportion of paying passengers would be introduced to this revolutionary new means of travel. The starting point. Paddington.

It could not have been less impressive if Brunel had tried. It was an archetypal case of starting a journey westwards with a whimper rather than a bang.

The GWR's original London terminus was situated in Bishop's Bridge Road, which at the time was surrounded by green fields, on the western edge of the metropolis.

A shoddy-looking affair by comparison with other stations both on the GWR and elsewhere, its four basic platforms were covered by a plain wooden arched truss-roofed trainshed open at both sides and exposing passengers to all kinds of weather.

Most embarrassing, Paddington was the chosen site for the company's headquarters.

More than anyone else, Brunel knew that the station had to be replaced, but the funds for building the GWR had run dry.

Opened on June 4, 1838, the first GWR service from Paddington ran to Taplow near Maidenhead.

The GWR had clearly outgrown Paddington by the 1840s, but the collapse of the great period of railway building known as 'Railway Mania' in 1847 saw investors even less ready to part with their money.

However, on December 21, 1850, the GWR directors approved the building of a

ABOVE: GWR 4-6-0 No. 5070 *Sir Daniel Gooch* at Paddington on August 17, 1963. T OWEN/COLOUR-RAIL 390002

ABOVE: The first Paddington station, as opened on June 4, 1838. ROBIN JONES COLLECTION

ABOVE: Long before the car became king… hansom cabs deliver passengers and their luggage to Paddington's departure platform. ROBIN JONES COLLECTION

LEFT: The statue of designer Isambard Kingdom Brunel in the concourse at Paddington. ROBIN JONES

BELOW LEFT: Paddington station appeared on a £2 coin in 2006 highlighting Brunel's achievements. ROBIN JONES

new Paddington, one that would do the company's by-then stupendous achievements justice.

Brunel had been waiting at the starting line for this moment for many years. He already had a heap of preliminary sketches to hand.

His design was based around a 10-track trainshed 700ft long and 238ft wide, situated in the triangle between Praed Street and Eastbourne Terrace. Five of the tracks would serve platforms and the other five would be stock sidings.

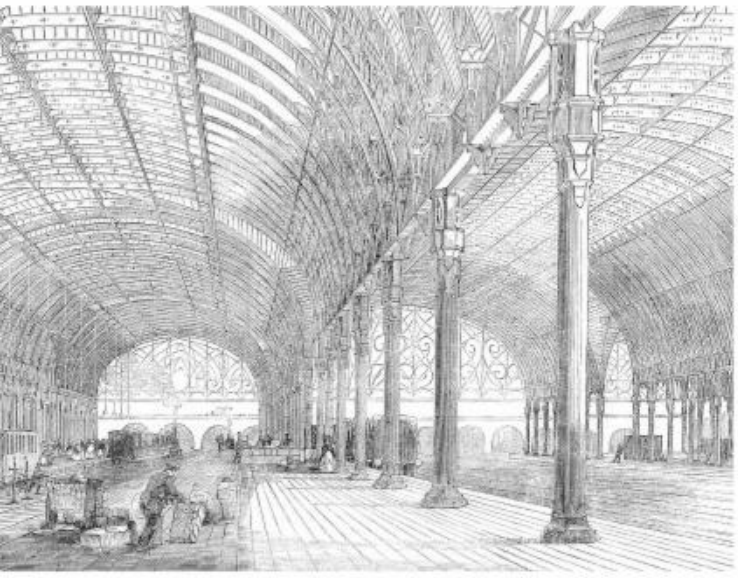
For inspiration, Brunel looked to the plans for the enormous greenhouse that was to become the Crystal Palace, designed by Joseph Paxton and built for the Great Exhibition of 1851.

The Crystal Palace became a world-famous landmark overnight, and Brunel was determined that his new Paddington would rival it.

The design featured spectacular wrought-iron arched roof spans supported by two rows of cylindrical cast-iron columns. Brunel's friend Matthew Digby Wyatt designed the ironwork for the ornate glass screens at the west end of the station. Paxton's patent glazing was used for the roof lights.

Brunel also worked with the contractor Fox, Henderson, & Co on the design. Brunel, Paxton, Wyatt, and Sir Charles Fox had met while the Crystal Palace was being built.

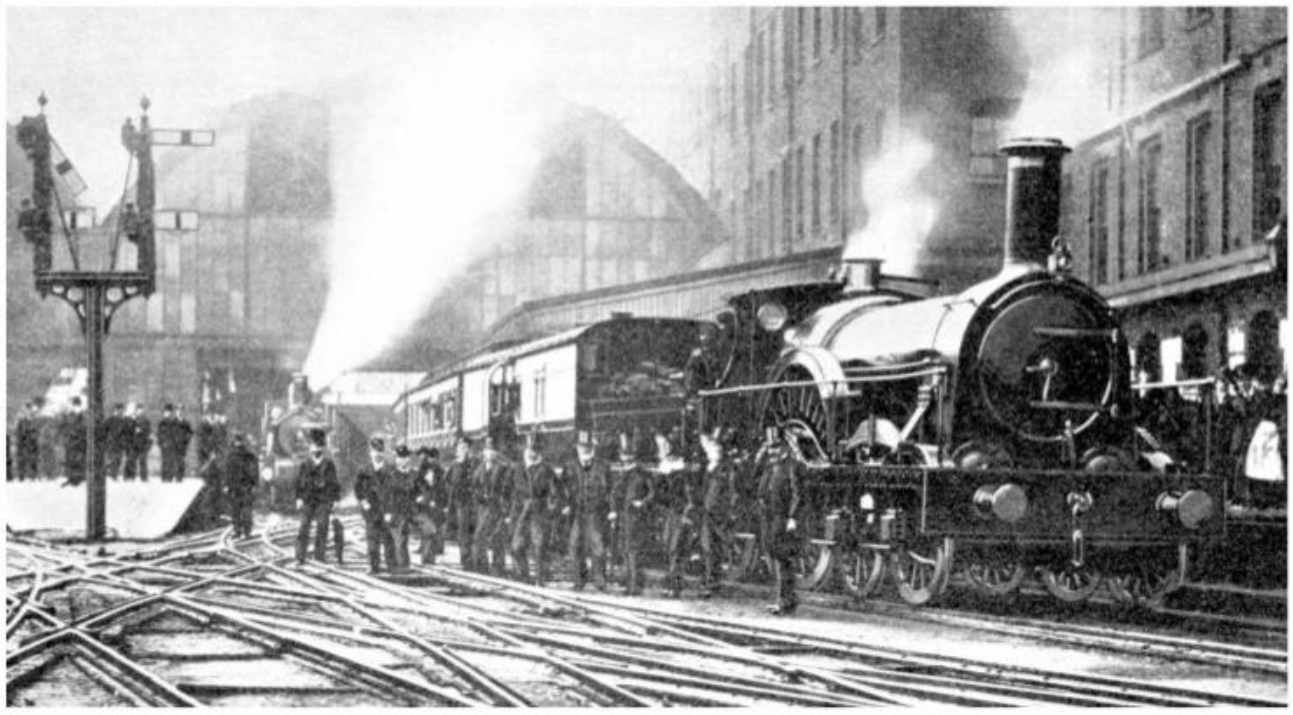
Brunel wrote to Wyatt, saying: "I am going to design, in a great hurry, a station after my own fancy… with engineering roofs etc, etc. It is at Paddington, in a cutting, and admitting of no exterior, all interior and all roofed in." ▶



ABOVE: **The new Paddington station as seen on July 8, 1854.** ILLUSTRATED LONDON NEWS

The first train left the new Paddington on January 16, 1854. The main roof had still not been completed, and it would be another four months before the new arrival platforms became operational.

Long, long overdue, the new Paddington was clearly worth the wait, and the expense.



ABOVE: **The last Brunel 7ft broad gauge through train leaving Paddington on May 20, 1892.**

The despised original station it had superseded became the site of the goods depot, with sidings along the Grand Union Canal.

The first all-mail train from Paddington ran in 1855. Three years later, slip coaches were used for the first time, where portions of a train could be detached at various points and taken onwards separately over connecting routes.

THE GREAT WESTERN HOTEL

The Great Western Hotel was built directly in front of the station in Praed Street during 1851-54. GWR director, George Burke, suggested that a luxury hotel should be built to serve the new showpiece terminus.

The hotel was the work of architect Philip Charles Hardwick, son of Philip Hardwick, who designed the Euston Arch for the London & Birmingham, later London & North Western Railway terminus.

He designed it in the renaissance style of the French king, Louis XIV, giving it a chateau-like appearance. It was further embellished by a figurative sculpture over the front entrance of the hotel representing Peace, Plenty, Science & Industry.

That company had emerged as a rival to the GWR, and already had two hotels at Euston.

The hotel effectively forms the main façade of the station, closing off the end of the trainshed at the head of the terminal platforms.

Like the new Paddington station behind it, a magnificent structure arose, with 112 bedrooms, 15 sitting rooms, lounges, restaurants and public rooms. Little wonder it was so grandiose

BELOW: **The Great Western Hotel, of which Isambard Kingdom Brunel was chairman, is now the Hilton London Paddington.** ROBIN JONES

– for the chairman of the hotel company was none other than IK Brunel.

The Great Western Royal Hotel was formally opened on June 9, 1854 by Prince Albert, the Royal Consort, and his guest the King of Portugal.

The GWR originally leased the hotel to a subsidiary, the Great Western Royal Hotel Company, which was chaired by Brunel from 1855 until his death in 1859.

Brunel had envisaged that a passenger wishing to travel from London to New York would enter the Great Western Royal Hotel and, from that point, be conveyed by and housed in the various undertakings controlled by the GWR.

Whether these hopes for international custom seriously materialised or not, the hotel was a dazzling success, and set the standard for similar luxury accommodation throughout Britain. It was taken over fully by the GWR in the late 19th century and extended and remodelled between 1936-38.

Following the privatisation of British Rail, the hotel was sold to the private sector in 1983. It was refurbished and reopened under its present name, the Hilton London Paddington, as part of the Hilton Hotels chain in 2001.

ABOVE: An early 20th-century view of the interior of Paddington. ROBIN JONES COLLECTION

STILL BIGGER AND BETTER

As traffic increased, it was only natural that the GWR's principal terminus would evolve with it. The GWR empire kept expanding not only by building new main lines and branches of its own, but absorbing adjoining railway companies and their routes.

This expansion piled more and more pressure on Paddington, where local commuter traffic was also booming.

Signalboxes and semaphore signals appeared in the 1860s, and the first through train from Paddington to Penzance ran in 1867.

Station offices were added in 1881, and four years later, more departure platforms were added, with extra arrival platforms opening in 1893. Platforms took the place of carriage sidings, and turntables were taken out from the part of the concourse known as the Lawn, which was originally the lawn of the Victorian stationmaster's cottage, hence its name.

In 1882, postal parcels were carried by the GWR for the first time, and the following year, the company established its own goods collection and delivery services.

The station had to be expanded after a surge in traffic in the early part of the 20th century.

Non-stop services had been established between Paddington and Bristol and Newport in 1896, and between Paddington and Birmingham Snow Hill three years later. The first non-stop 'Cornish Riviera' express from Paddington to Penzance ran on July 1, 1904. The West of England route to Penzance became shorter as Brunel's original railway was improved by replacing certain sections with short cuts in 1906, and four years later, a shorter route to Birmingham was opened.

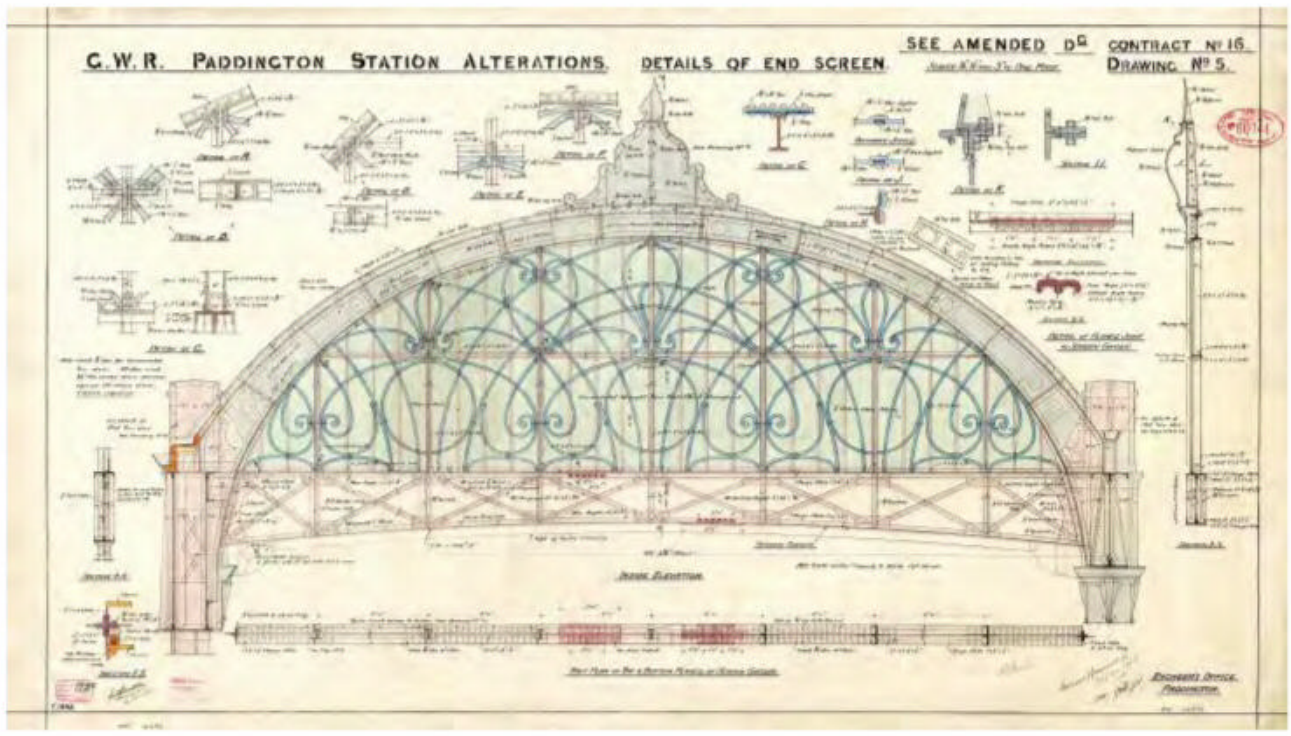
There was also the opening of the line to Fishguard Harbour; a new gateway to Ireland.

Under original GWR locomotive engineer Daniel Gooch's 20th-century successors such as George Jackson Churchward and Charles B Collett, GWR locomotive technology took massive strides forward, with the knock-on effect that Paddington became even busier.

By 1911, the total face length of the platforms was 8285ft, as opposed to the 3500ft of the original.

A new roof span was built from steel as opposed to wrought iron and a fourth span was erected in 1915. Platforms 9 to 12 were added in 1916. The running lines out to the GWR's Old Oak Common depot were also realigned.

After the First World War, the station was expanded still further as steel replaced the cast-iron roof columns. Colour light signals came ▶



ABOVE: GWR drawings for 1938 alterations to the end screen of Paddington's trainshed. NETWORK RAIL

RIGHT: Platforms at Paddington were packed on summer holiday Saturdays in the 1930s.

ABOVE: Postcard painting of the 'Cornishman' at Paddington. ROBIN JONES COLLECTION

in 1922 and electrically worked signalboxes in 1933.

As a job-creation exercise during the Great Depression, the platforms were lengthened, the area known as the Lawn cleared and a new concourse developed, with new offices built. Bishop's Road station, which had been a separate stop on the Metropolitan Railway, later the Metropolitan Line, was absorbed into Paddington and became its suburban platforms.

By 1931, there were 201 departures a day, compared with just 20 in 1855.

Brunel's design had become one of the finest termini in the world by the outbreak of the Second World War. Accordingly, it became a prime target for the Luftwaffe, with 400 incidents, but just one serious strike, when a 500kg bomb burst one of the roof ribs in 1944.

ABOVE: Paddington station's war memorial. ROBIN JONES

PADDINGTON TODAY

Paddington saw out the steam age much in its pre-1939 guise. It was only after the end of steam on British Railways that more major improvements were made to Paddington, and they included, between 1985-92, the complete restoration of Brunel's triple-span roof, while Platforms 6, 7 and 8 were realigned and remodelled. The culmination of the scheme did much to restore its original glory.

Further major development works took place between 1995-98 when overhead electrification was installed on Platforms 3 to 12, and the footbridge between Platforms 6 and 10 was rebuilt. This was carried out in preparation for the introduction of the Heathrow Express service, and gave a foretaste of the electrification of the entire route to Bristol and beyond.

In the 21st century, Network Rail drew up plans to demolish the arched section to the north-east of Paddington station, known as Span 4, the extension completed in 1916 on which the roof had become dangerous. In the 1990s, it was deemed necessary to install an internal blanket to protect people from falling glass.

Span 4 was to be replaced by an office block over the rails, but after protests from conservationists, not persuaded by arguments that it was not part of Brunel's original station, and claiming that it had a heritage value of its own, it was decided that it would be restored. That happened between 2009-10 at a cost of £35 million, with Platforms 9 to 12 also fully restored. The span reopened in late 2011, looking markedly brighter than the other three spans.

ABOVE: GWR 4-6-0 No. 4094 *Dynevor Castle* at Paddington on August 24, 1957. D OVERDEN/COLOUR-RAIL 15812

ABOVE: Let there be light: David Higgins, then chief executive of Network Rail and Philip Hammond MP, then transport secretary, admire the refurbishment of the once-threatened Span 4 in 2011. NETWORK RAIL

ABOVE: An aerial view of Paddington station as seen in October 2010. NETWORK RAIL

Network Rail has been busy with the roof and improving facilities in readiness for the Great Western route upgrade (see below) and the arrival of Crossrail.

With echoes of the upgrade of King's Cross, the restoration of Grade I listed glass roof over Platforms 9-12 was carried out in conjunction with English Heritage and completed in 2011, bringing natural light flooding back into the area. The second phase was the restoration of the roof over Platforms 1-8 and improving facilities throughout the station.This phase included the creation of a new retail and dining hub in the area at the back of the station known as the Lawn.

Paddington has 13 terminal platforms, numbered 1 to 14 from south-west to north-east. Platforms 1 to 8 are below the original three spans of Brunel's train shed with platforms 9 to 12 beneath the later fourth span. Platform 14 is within the Metropolitan Railway's old Bishop's Road (Suburban) station to the north-west. Platform 13 was removed.

Immediately alongside are through platforms 15 and 16, used by London Underground's Hammersmith & City and Circle lines.

Platforms 6 and 7 are dedicated to the Heathrow Express, and platforms 13 and 14 can be used only by local services' Turbo trains up to seven cars long.

Platforms 1 to 5 and 8 to 12 can be used by any services, but long-distance trains generally use the south-western platforms, and local trains (including Heathrow Connect) the north-eastern ones.

The station today handles inter-city services to Oxford, Bristol, Bath, Exeter, Plymouth Cornwall, Worcester, Hereford,

ABOVE: Paddington's station clock. ROBIN JONES

Cardiff and Swansea, and occasionally Birmingham services when Marylebone is unavailable, and also commuter trains to Slough, Maidenhead, Reading and Swindon, while the Heathrow Express services link it to Heathrow Airport.

ABOVE: The modern-day destination board at Paddington. ROBIN JONES

THE ELECTRIFICATION OF THE GREAT WESTERN MAIN LINE

ABOVE: The new Hitachi electric trains scheduled to service between Maidenhead and Paddington from May 2017. NETWORK RAIL

At the start of the 21st century, the Great Western Main Line and the Midland Main Line were the last of the major main line routes in the UK using diesels as the primary source of locomotive power. In July 2009, the Labour government announced plans to electrify the Great Western and the Liverpool to Manchester line. The cost of electrifying the route from Paddington to Swansea was given as £1 billion.

In March 2012 Amey plc announced it had been awarded a £700 million contract to undertake the electrification works.

However, in late 2016, the Conservative government was accused of watering down a Tory manifesto pledge after placing the electrification of the Great Western line on hold. The scheme, which was to be completed by 2018, has already been hit by delays and soaring costs.

Rail minister, Paul Maynard, said he had "deferred" electrification of four sections because newer trains with more capacity and can "bring in the benefits expected by passengers" without requiring "costly and disruptive electrification works".

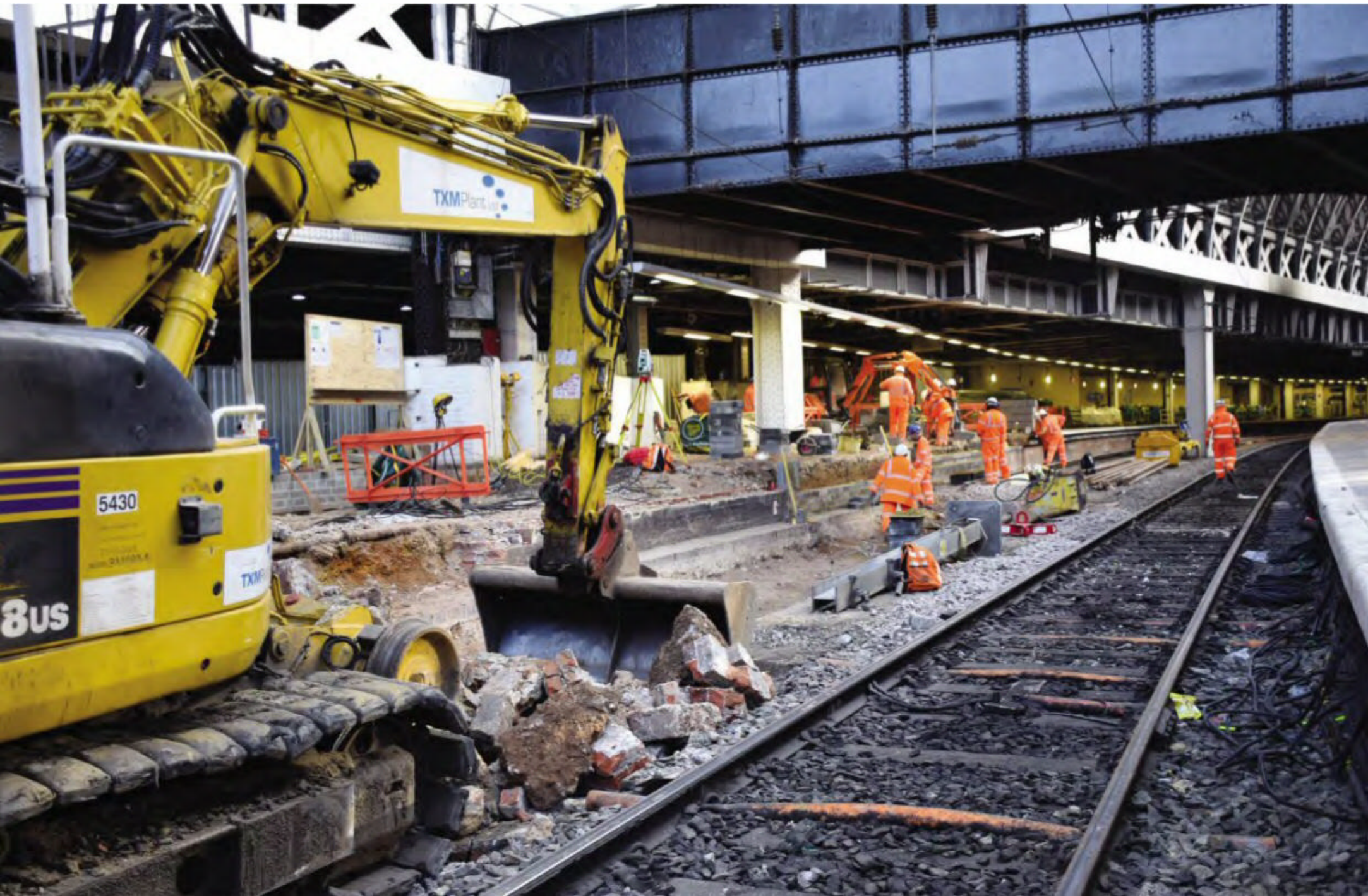
The four sections being delayed were Oxford to Didcot Parkway, Bristol Parkway to Bristol Temple Meads, Bath Spa to Bristol Temple Meads and the Thames Valley branches to Henley and Windsor.

The first electric trains to leave Paddington departed on September 6, 2016. Four Great Western Railway Class 387 Bombardier Electrostar sets running as two eight-car formations launched the service between Paddington and Hayes & Harlington today, the first train leaving Paddington at 7.15pm. The inaugural Up service left Hayes three minutes later.

However, these first electric trains are relying on overhead equipment that was installed almost 20 years ago for the Heathrow Express.

The Derby-built Electrostars will provide an additional 1400 seats between Hayes and Paddington at the busiest times. Another 41 four-car sets will join them over time, gradually displacing the three-car Class 165 diesel units that have been running on Thames Valley routes since the early 1990s.

BELOW: Later December 2016 saw the rebuilding of Platforms 12 and 13 to increase capacity. NETWORK RAIL



ABOVE: A computer-generated image of the under-construction new Crossrail station beneath Eastbourne Terrace at Paddington. CROSSRAIL

THE CROSSRAIL REVOLUTION

The arrival of Crossrail services at Paddington in 2018 will transform east-west travel, bringing 1.5 million people within 45 minutes of London. Crossrail will also help to alleviate overcrowding on the Great Western route.

The £14.9-billion Crossrail scheme is Europe's biggest present-day civil engineering project. The new 73-mile railway will connect Berkshire and Buckinghamshire via Greater London to Essex and Kent with 31 miles of new east-to-west tunnels.

A futuristic three-level Crossrail station for Paddington is being built under Eastbourne Terrace, the road alongside the south-west side of the main line station, and also under the adjacent taxi rank in the Departures Road, so called, because it served what was originally the departures side of the station. This development will comprise the most significant transformation of Paddington since the completion of the original building in 1854. The opening of the new station in December 2018 is set to vastly increase capacity.

In the west, Crossrail will terminate at Maidenhead, but the route for a potential extension to Reading is being safeguarded. The extension is more likely to become a reality in view of the electrification of the GWR main line beyond Reading.

The idea of boring new large-diameter tunnels beneath London to link Paddington and Liverpool Street overground stations was proposed by railwayman, George Dow, in the London evening newspaper The Star on June 14, 1941, but after numerous ideas were drawn up, it was not until July 22, 2008 that the Crossrail Act received Royal Assent.

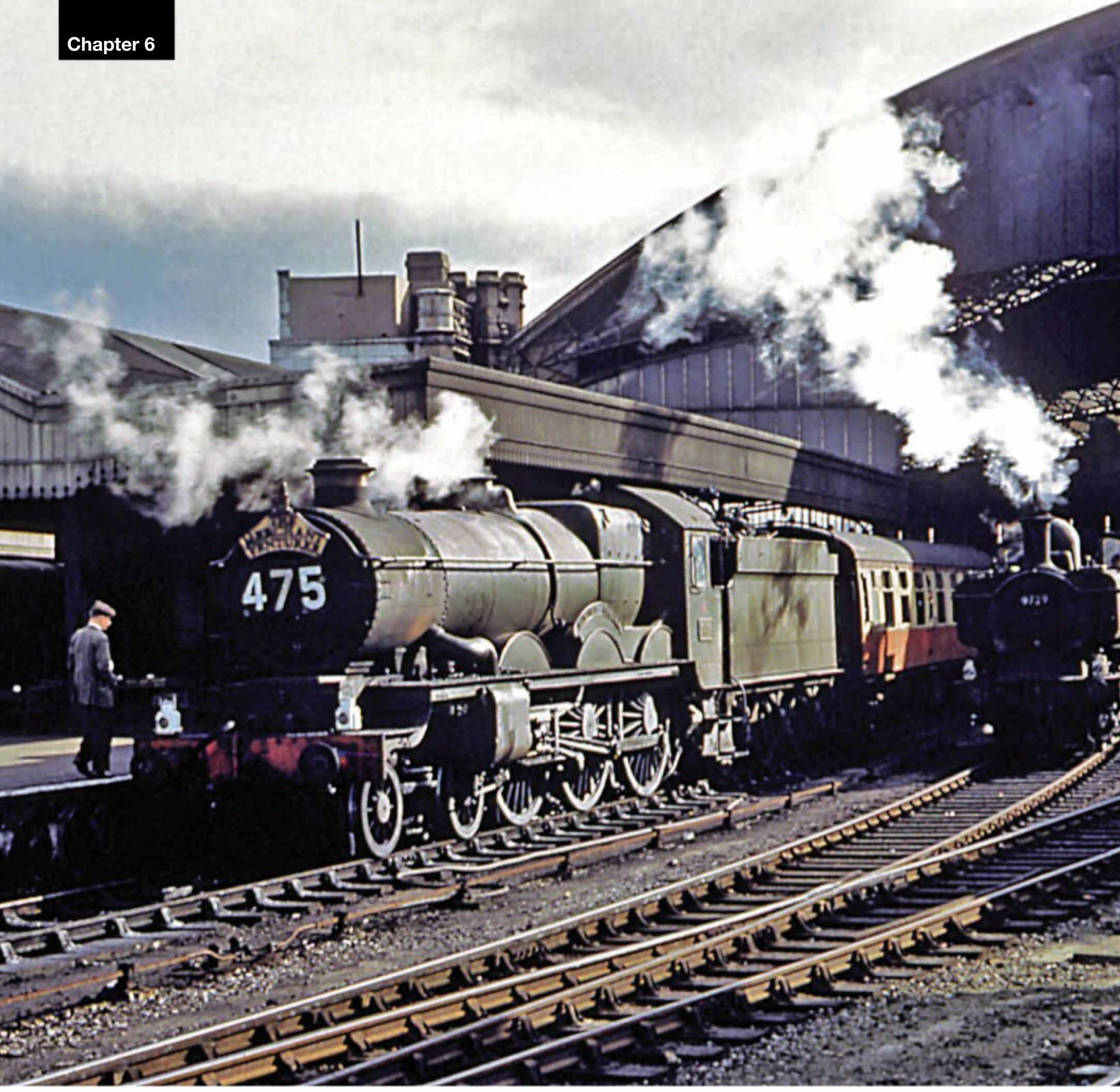
It has been estimated that up to 14,000 people will be involved directly or indirectly with the construction of Crossrail at its peak, numerically reminiscent of Brunel's armies of navvies, but the tunnels 180 years on are not being dug using picks and shovels.

Herrenknecht AG of Germany has supplied eight 7.1m-diameter tunnel-boring machines. The two tunnel-boring machines, which will be operated on the Plumstead to North Woolwich section, ironically digging a new Thames Tunnel, have been named *Mary* and *Sophia*, after the wives of Isambard Kingdom Brunel and his father Marc.

The machines represent technology that the Brunels may never have even dreamed of, but of which they most certainly would have approved, as they would have Crossrail. ●

BELOW LEFT: A bronze statue of Paddington Bear at the station where he was supposedly found. ROBIN JONES

BELOW RIGHT: In 2008, 50 bears were placed at 50 stations to mark Paddington Bear's 50th birthday. Author Michael Bond based Paddington Bear on a lone teddy bear he noticed on a shelf in a London store near Paddington station on Christmas Eve 1956, which he bought as a present for his wife. His first Paddington Bear book, which appeared on October 13, 1958, has Paddington found at Paddington station by the Brown family, sitting on his suitcase (with a note attached to his coat that reads "Please look after this bear. Thank you." Bond has said that his memories of newsreels showing trainloads of child evacuees leaving London during the First World War, with labels around their necks and their possessions in small suitcases, prompted him to do the same for Paddington. The first Paddington Bear stuffed toy to be manufactured was created in 1972 by Gabrielle Designs, a small business run by Shirley and Eddie Clarkson, with the prototype made as a Christmas present for their children Joanna, and Jeremy – who later became a TV presenter best known for Top Gear. NETWORK RAIL



Serving a transa

Bristol Temple Meads is more than just a stupendous main line station Kingdom Brunel, wanted it to be a gateway to the New World to which

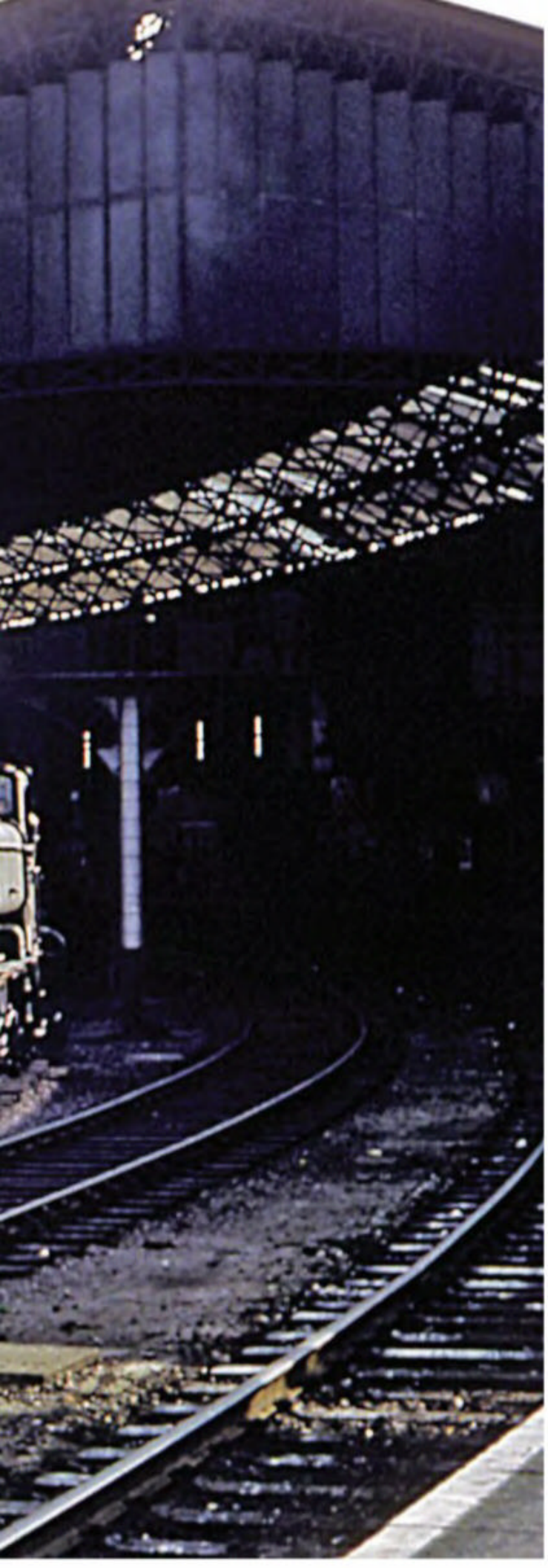
A prime contender for the international trademark image of Bristol has to be the Clifton Suspension Bridge, originally designed by Isambard Kingdom Brunel.

Although Brunel was not born in Bristol, much of his legendary work was carried out in and around the city.

He first came to Bristol in 1828, convalescing after an accident in his father's Thames Tunnel, when he had dived in to rescue trapped workers.

Learning of the competition for a bridge over the Avon, Brunel submitted four designs. Work on the chosen one was begun in 1831, but work was suspended soon afterwards because of the Bristol Riots. Trouble flared after the House of Lords rejected a second Reform Bill, which aimed to eradicate rotten boroughs and give Britain's fast-growing industrial towns, including Bristol, greater representation in the House of Commons. At the time, only 6000 of the city's 104,000 population had the vote.

Local magistrate Sir Charles Wetherell, a strong opponent of the Bill, visited Bristol to open the new Assize Courts, on October 29. His aggressive stance towards the protestors poured petrol on the flames, and he fled the city in disguise. However, the riots



ABOVE: The exterior of Brunel's Grade I listed Old Station. It is built almost at right angles to the later Temple Meads station. ROBIN JONES

LEFT: Western Region Castle 4-6-0 No. 7035 *Ogmore Castle* heads the 'Merchant Venturer' through Bristol Temple Meads in 1958, with GWR pannier tank No. 9729 performing shunting duties alongside. *Ogmore Castle* was built in 1950 and lasted only 15 years in service, being withdrawn in 1965 and subsequently scrapped. COLOUR-RAIL 320839.

BELOW: An engraving of the interior of Brunel's Bristol Temple Meads trainshed from 1843, by John Cooke Bourne.

tlantic terminal!

built to serve one of Britain's biggest cities. Its designer, Isambard passengers would travel across the Atlantic on his steamships.

deterred investors and the bridge scheme ran out of money.

However, Brunel also enjoyed much success with projects on Bristol's docks, including locks, the Underfall and a dredger to keep the harbour free of silt.

At the time, Bristol merchants expressed the need to maintain their city as the second port of the country and the chief one for transatlantic trade. The increase in the size of ships and the gradual silting of the River Avon had made Liverpool an increasingly more attractive port.

Following the opening of the world's first inter-city railway, the Liverpool & Manchester, in 1830, work began on a trunk railway to link it to Birmingham and then London. Bristol traders were understandably alarmed: to say they would be missing a trick would be an understatement.

The answer for Bristol was to build a line of its own to the capital. A company with that purpose was founded at a public meeting in Bristol in 1833 and, under the titles of the Great Western Railway, was incorporated by Act of Parliament in 1835. Isambard had already earned himself a reputation for engineering excellence in the city and despite being just 29, he was appointed as its engineer. ▶

ABOVE: A side view of Brunel's original 1840 Bristol Temple Meads station today. The car park was originally a marshalling yard. HUGH LLEWELLYN*

ABOVE: Isambard Kingdom Brunel leans against the launching chains of the SS *Great Eastern* at Millwall in 1857. ROBERT HOWLETT

GATEWAY TO THE WORLD

Brunel shared the merchant's vision that Bristol should be the premier gateway to the world.

Firstly, he devised a bespoke railway system capable of carrying bigger payloads at higher speeds, with rails 7ft 0¼in apart.

He envisaged that passengers on his Great Western Railway travelling from London would be able to change from a steam train to one of his steamships at Bristol – and from there take a transatlantic crossing to New York.

However, Brunel was banned from building his station within the medieval walls of the city, so he had to find one outside the city limits.

He chose a green field site lying between the Floating Harbour and the city's cattle market, which was built in 1830.

It was named Temple Meads, a name derived from the nearby Temple church, built by the Knights Templar, the great monastic order of medieval crusading warriors, in the 12th century, and "mæds", Old English for meadows, plenty of which could be found alongside the River Avon.

He built his station on a viaduct to raise it above the level of the Floating Harbour on the same scale as a cathedral.

The GWR's Bristol Committee had already expressed dismay at the very basic original Paddington terminus and insisted that Brunel provided something that was far more grandiose, with the transatlantic travellers in mind, and he was only too pleased to provide it.

Work began on the station in 1839 and it was built on the same scale as a cathedral, yet the project was completed in just two years. The station was a masterpiece of its time, especially as it had been built in a provincial city. London had to wait another 14 years before it had a similar structure of the same scale and importance at Paddington.

Brunel tackled several design issues and functions that had never before been resolved in one building project. Designing an engine shed, passenger hall, ticket office and goods area, as well as stabling for hundreds of horses and an engineering shop were just a few tasks that awaited him.

When completed, the timber and iron roof of the passenger shed formed the widest single span of the day, supported by 44 massive brick flattened arches, a 74ft single-span wooden hammerbeam roof, a copy of Westminster Hall, covered the 220ft-long trainshed and its five tracks. The train shed was extended beyond the platforms by 155ft into a storage area and engine shed. The locomotive shed was fronted by an limestone ashlar office building in mock Tudor style to hide it. It included a boardroom and offices for the Bristol Committee.

ABOVE: Brunel's SS *Great Britain* in its dry dock alongside the city's Floating Harbour. The GWR engineer intended that passengers from London to Bristol Temple Meads should be able to travel on to New York in luxury and comfort. ROBIN JONES

ALL LINES LEAD TO TEMPLE MEADS

At first, Temple Meads consisted of just an arrival and a departure platform. Hydraulic turntables in the engine shed were used to transfer the trains between tracks. Passengers moved between platforms through the undercroft that housed the waiting rooms.

Train services to Bath were launched on August 31, 1840, 10 months before the entire line to Paddington was completed on June 30, 1841.

However, a few weeks before, on June 14, the Bristol & Exeter Railway – also engineered by Brunel and built to his broad gauge - had opened as far south as Bridgwater. At first it shared the GWR station, with its trains reversing in and out via a curved line.

On July 8 1844, the Bristol & Gloucester Railway, which had been initially built to broad gauge, entered Temple Meads, being taken over by the Midland Railway on July 1, 1845. It too used the GWR platforms, and on May 29, 1854, laid a third rail on the Bristol to Gloucester line to create mixed gauge, capable of handling both Brunel broad gauge and Stephenson standard gauge (4ft 8½in) trains.

That year, the Bristol & Exeter opened its own temporary wooden station in 1845 (known locally as 'The Cowshed') at right angles to the GWR structure, following it up with a permanent one designed by Samuel Fripp in Jacobean style in 1854.

As well as the Bristol & Exeter and Bristol & Gloucester, Brunel also engineered the Bristol & South Wales Union Railway, which was completed on August 25, 1863, four years after his death. It too ran into Temple Meads, which by then was clearly getting badly congested.

However, it was not until 1865 that an Act of Parliament was obtained to rebuild it.

Matthew Digby Wyatt produced a Gothic design, and building work on the new station began in 1871, with the first section of the station opening on July 6, 1874 and the finished station with all seven platforms on January 1, 1878.

ABOVE: The Bristol & Exeter Railway headquarters at Temple Meads today. ROBIN JONES

A VICTIM OF ITS OWN SUCCESS

The huge increase in traffic placed the two short 140-yard platforms of Brunel's terminus under greater pressure than ever before, and an Act of Parliament was passed in 1865 to allow the station to be rebuilt, which it was between 1871-8.

Brunel's platforms were extended by 212 yards towards London and a new three-platform through station built on the site of the express platform, while the Bristol & Exeter station was closed and the site used for a new carriage shed.

Francis Fox, the Bristol & Exeter's engineer, has his signature on the drawings for the rebuilt station, although the work is often credited to Brunel's former associate Matthew Digby Wyatt.

The new curved wrought-iron trainshed over the new through platforms was 500ft-long on the platform wall. The goods depot was rebuilt with the hitherto-inconvenient wagon hoists replaced by a steep incline from the east end of Temple Meads, and the barge dock was filled in.

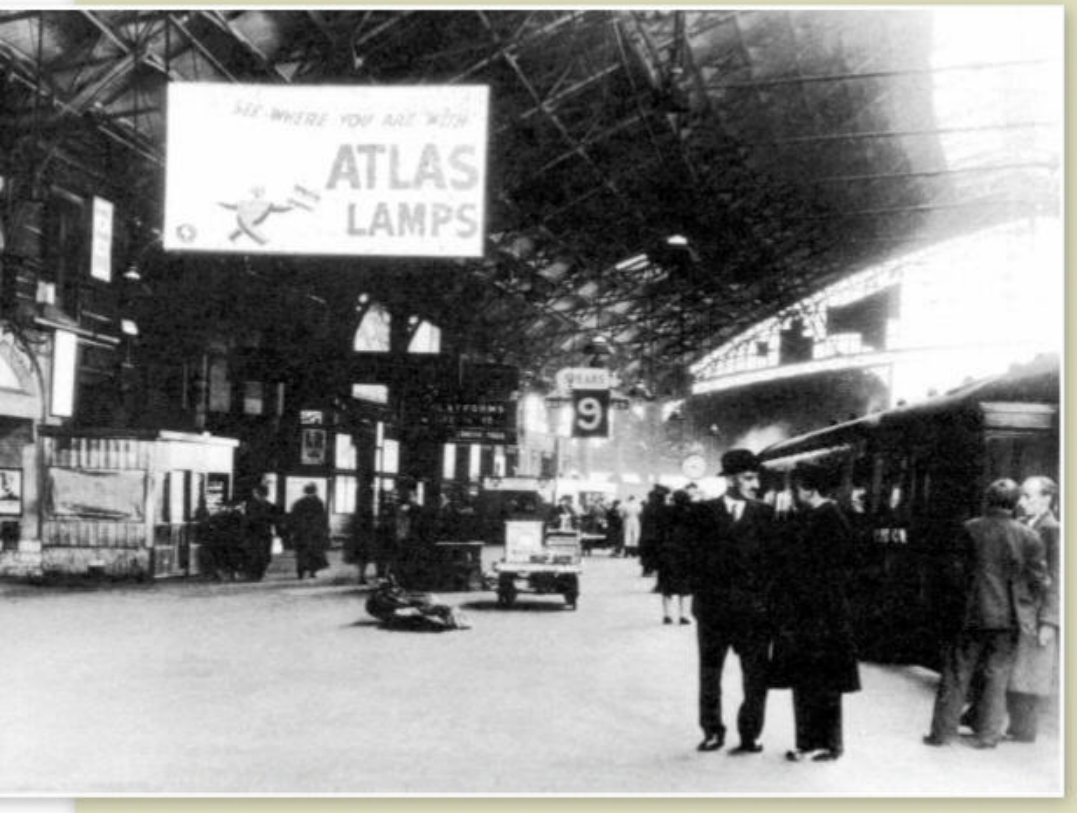
Services on the Bristol & South Wales Union and the Midland routes operated from the terminal platforms while the GWR used the new through platforms.

The Bristol & Exeter amalgamated with the GWR in 1876.

In 1924, the goods depot was rebuilt with 15 platforms, each 575ft long, with substantial warehousing and cellar space provided to store goods.

Between 1930-35, the through station was expanded in art deco style under the guidance of GWR chief architect Percy Emerson Culverhouse, both eastwards over the old cattle market and southwards on a new wider bridge across Cattle Market Road and the New Cut of the River Avon. This expansion accommodated five extra through platform faces, while the removal of the narrow

ABOVE: The 1870s front of Bristol Temple Meads station. NETWORK RAIL



ABOVE: Platform 9 at Temple Meads in 1938, dominated on this day by a large advert for Atlas Lamps. This company made Atlas Air Raid Precautions lightbulbs intended for use in the 'blackouts' during air raids. Rated at 40/250v 60w, they gave off a very dull blue glow. PAUL TOWNSEND*

ABOVE: The plan for the 1870s replacement for Brunel's original Temple Meads terminus, this time accommodating the Great Western, Bristol & Exeter and Midland railways. NETWORK RAIL

island platforms in the middle of the train shed facilitated the widening and lengthening of the main Up and Down platforms to be both widened and lengthened. All the routes approaching Temple Meads were widened to four tracks to provide far greater flexibility.

Four manual signalboxes were replaced by three power signalboxes, and the semaphore signals and mechanical point linkages were replaced by colour light signals and point motors. The new Bristol Temple Meads East signalbox box was the largest on the GWR with 368 miniature levers. The other two signalboxes were at Bristol Temple Meads West, controlling the movements in and out of the new Bath Road depot, which replaced the Bristol & Exeter locomotive works on the site in 1934.

Bristol was an obvious Luftwaffe target in Second World War, and Temple Meads was hit by a bomb. The wooden spire of the clock tower above the ticket office was destroyed on January 3, 1941.

BEECHING AND BEYOND

The Temple Meads terminal platforms were closed on September 12, 1965. Traffic has lessemed with the closure of local branch lines under the Beeching Axe.

At Temple Meads, the platforms were renumbered with the order reversed.

The redundant trainshed became a covered car park in February the following year.

In 1970, British Rail completed the construction of Bristol Panel Signalbox on the site of Platform 14. The work involved the demolition of almost half of the 1870s extension to Brunel's terminus and completely blocked rail access to his original station. When opened, it controlled 280 multiple-aspect signals and 243 motor-worked points on 114 miles of route, the largest area controlled by a single signal box on the national network at the time.

In 1990-91, £2 million was spent by InterCity on renovating the main trainshed. A further £7 million was spent on restoring some of the older areas of the station, including the refurbishment of the subway and construction of shops.

The shorter of the two 1935 platform islands had been used only for parcels traffic since the Sixties but was temporarily brought back into passenger use, and in 2001 was fully restored for passenger use.

In August 1998, a £7 million project tackled the restoration of the external facade, clock tower, roof and paving. To provide more of the original dolomite stone, the quarry in the

ABOVE: **A 2012 artist's impression of the proposed forecourt of the redeveloped Temple Meads station. However, five years on, the work is yet to start.** NETWORK RAIL

Somerset village of Abbots Leigh from which it had been first extracted was reopened.

Today, more than nine million passengers use Temple Meads station every year, and that total is expected to increase by around 50% over the next decade. The station is managed by Network Rail and the majority of services are operated by the modern-day Great Western Railway, while other operators are CrossCountry and South West Trains.

In November 2012, Network Rail announced a £100 million redevelopment of the station, with two unused platforms to be opened up, in conjunction with the Government's announcement that the Great Western main line from Paddington to Swansea will be electrified, reducing journey times to Paddington by 22 minutes.

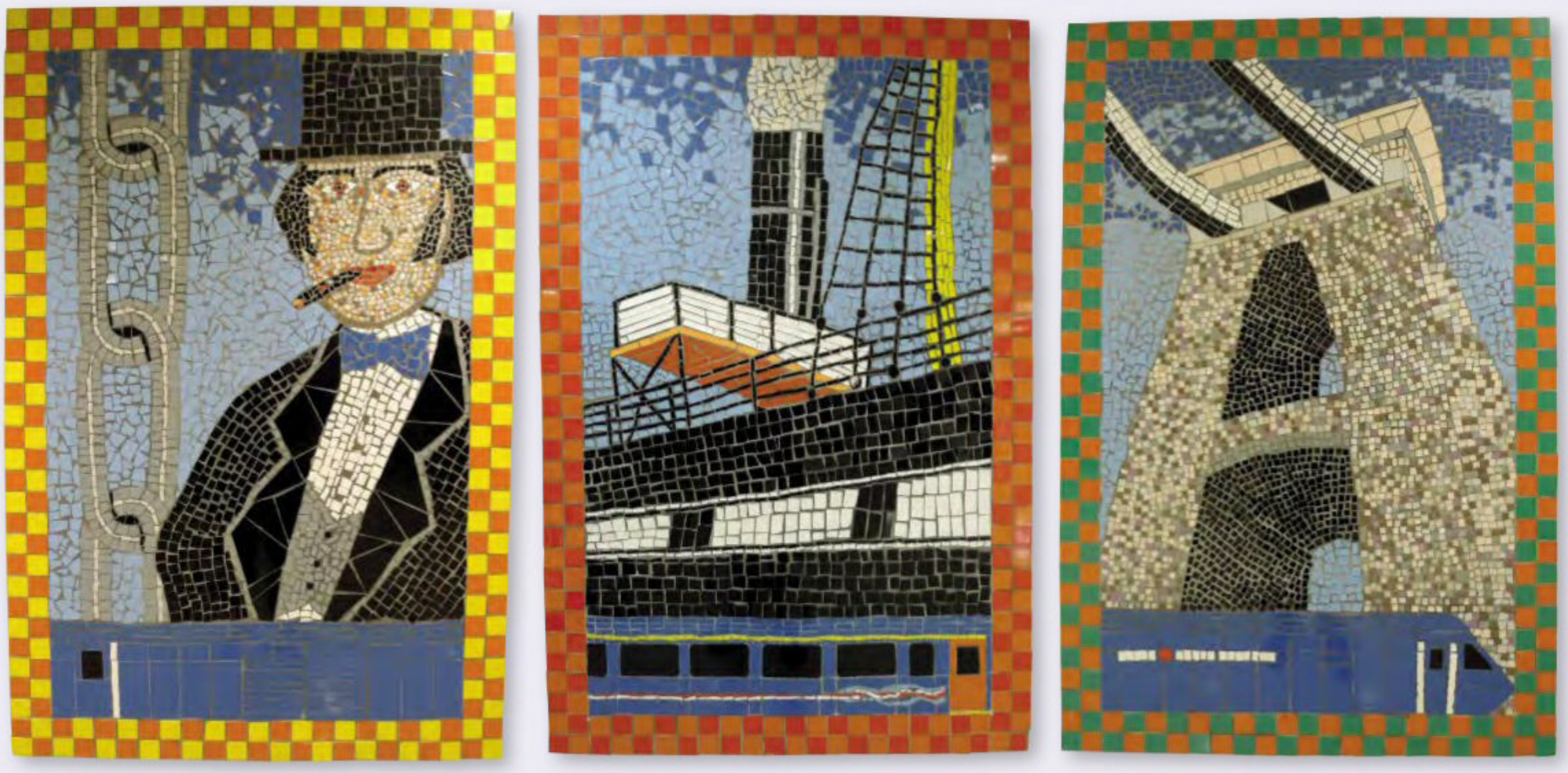
The plans included a new bus interchange, a pedestrian-friendly piazza and the works to restore the façade of the building.

However, by 2016, Bristol business leaders were openly expressing concern that nothing was happening with regards to the 'new' look for Temple Meads.

In November that year, Network Rail chairman Sir Peter Hendy said that the electrification project would be delayed by two years, but did not say how long the redevelopment of Temple Meads station might take. We wait with bated breath.

ABOVE: **A view of modern-day Temple Meads on March 27, 2010, highlighting the curve of the trainshed, with a three-car CrossCountry DMU set standing at Platform 3.** ROBIN JONES

ABOVE: **Preserved Class 52 Western Region diesel hydraulic D1015 *Western Champion* running as classmate D1005 *Western Adventurer* in BR maroon livery pulls away from Bristol Temple Meads in a typical cloud of Maybach smoke on the Bristol-Kingswear 'Dartmouth Arrow' in August 2008.** HUIGH LLEWELYN*



ABOVE: A set of attractive mosaics by artist David bowers today adorn the interior of the modern Temple Meads station, highlighting Brunel and his work in Bristol including steamships and the Clifton Suspension Bridge. ROBIN JONES

NEWEST ROLE FOR BRUNEL'S OLD STATION

However, the future of Brunel's original Temple Meads station, once consigned to being a mere car park after the last trains left the terminal platforms, is far more certain.

One of the city's most magnificent structures in terms of architecture, it is protected by Grade 1 listed building status. Furthermore, it has been nominated as a World Heritage Site in recognition of its international importance,

With the support of the Railway Heritage Trust and English Heritage in the 1980s, it was saved from dereliction or worse by the Empire and Commonwealth Trust.

From 1989 until 1999 the original part was an interactive science centre known as The Exploratory and an exhibition space.

From 2002 to 2008 it housed the British Empire and Commonwealth Museum. Now known as the Passenger Shed, in 2016 it became a venue for events such as business meetings, conferences, food and drink fairs and weddings, and is able to accommodate up to 800 people.

Its main entrance now stands within the former engine and carriage shed, where the locomotives filled their tanks with water from a massive water-tower, which stood above where Café Gusto is now situated.

As for Brunel, his broad gauge may have been superior in many respects to standard gauge, but the latter had been adopted by the majority of British railway companies. Broad gauge was progressively squeezed out, and the last broad-gauge service left Paddington station on May 20, 1892, before a weekend in which the entire London to Penzance route was converted to standard gauge.

And as for Clifton Suspension Bridge, it was completed – but only five years after Brunel's death in 1859. Friends and admirers campaigned for it to be built across the Avon Gorge, but the design was by William Henry Barlow and John Hawkshaw, and only based on Brunel's much-earlier work.

However, much of Brunel's Old Station, is by comparison Isambard through and through. One of Bristol's true heritage gems that is so often missed by visitors, unless of course they arrive by train. ●

ABOVE: The road approach to Bristol Temple Meads station today. ROBIN JONES

ABOVE: A Southern Railway interloper in hardcore Great Western territory! Bulleid Merchant Navy 4-6-2 No.35028 *Clan Line* in BR lined green livery with 1956 emblem coasting into Bristol Temple Meads with the empty stock of the Bristol-Victoria 'Venice Simplon Orient Express Special' on April 11, 2012. HUGH LLEWELYN*

LEFT: The original Bristol Temple Meads station in use in 1958 as terminal platforms. On the left at Platform 13 is LMS Compound 4P 4-4-0 No. 41062 on the 10.52am stopping train for Gloucester, while on the right at Platform 15 is a diesel railcar set on the service to Severn Beach. BEN BROOKSBANK*

BELOW: Tyseley-based GWR 4-6-0 No. 5043 *Earl of Mount Edgcumbe* at Bristol Temple Meads with Vintage Trains' 'The Bristolian' on April 17, 2010. GEOFF SILCOCK

Redundant in 1854 – back in 2026!

One of Birmingham's finest buildings is the Grade 1 listed Roman-inspired Curzon Street station built by the London & Birmingham Railway in 1838. However, after decades of little use in a rundown area of Britain's second city, with nobody really knowing what to do with it, this classic stone building will soon find itself on the threshold of one of the country's biggest-ever rail developments.

A company to build a railway from London to Birmingham was formed during 1823, and in January the following year it asked engineer Sir John Rennie the Younger, the builder of London Bridge, to survey a route.

In a report dated April 1, 1826, he recommended a London terminus at Islington, alongside the Regent's Canal, with a route running through Rickmansworth, Watford, Hemel Hempstead, Quainton, Brackley, Southam, and passing two miles from Coventry.

In 1829, two further routes were proposed, one via Oxford and Banbury, and the other, by Francis Giles via Coventry. Separate companies were formed to build each, but quickly seeing there was no point in competing against each other, let alone profit from such rivalry, they amalgamated on September 11, 1830.

The Coventry route backers had already sought the advice of Liverpool & Manchester Railway engineer and rocket inventor George Stephenson, and he favoured their route.

George and his son Robert were soon afterwards appointed joint engineers, and in October, 1830, firstly recommended a terminus near Edgware Road and Hyde Park, as opposed to Islington, and an improved exit from London via Watford to Hemel Hempstead, before running through Barnet and South Mimms. However, Euston was finally chosen as the site for the southern terminus.

After many legal and political wrangles over the London terminus, the London & Birmingham Railway Company's Act of incorporation received the Royal Assent on May 6, 1833, the same day as the Grand Junction Railway – Britain's first trunk railway, linking the Liverpool & Manchester to Birmingham, was similarly approved.

Curzon Street, the original Birmingham terminus, was like Euston, designed by Philip Hardwick. Indeed, its design mirrored the Euston Arch with its distinctive Roman influence, undoubtedly inspired by Hardwick's trip to Italy in 1818–19.

The Grade 1 listed stone entrance building has arches on either side, and a portico with four massive distinctive Ionic columns in the front, made out of a series of huge blocks of stone.

Its three-storey interior housed the booking hall, with a large iron balustraded stone staircase, a refreshment room and offices.

Built in 1838, it is the world's oldest surviving piece of monumental railway architecture.

It was shared with the Grand Junction, which opened in 1837, a year before the London & Birmingham Railway, and originally ran to a temporary terminus at Vauxhall. A viaduct was constructed to allow the line to reach Curzon Street.

The station as built had adjacent parallel platforms but despite the sharing arrangement, it did not offer through services, offering only the ability to passengers to quickly change trains.

Behind it lay a trainshed with a roof described by a contemporary writer as "one of the finest in the world," covering a space of 217ft by 113ft.

The station opened on September 17, 1838, and a smaller goods station was located at Lawley Street to the east. Curzon Street station was also used by the Bristol & Gloucester Railway from August 17, 1841.

On January 27, 1847, the Institution of Mechanical Engineers was established in the nearby Queen's Hotel with George Stephenson as its first president. A commemorative plaque is located inside the station building, as the hotel has since been demolished.

Curzon Street was, and still is, undoubtedly one of the most magnificent Victorian station buildings in Europe.

However, its life as a main passenger terminal was comparatively short, being superseded by Birmingham New Street station from July 1, 1854.

The name of the station had been changed from Birmingham to Birmingham Curzon Street in November 1852.

The station continued to be used by some local services to Sutton Coldfield and by excursion trains until 1893.

Freight continued at Curzon Street until 1966, when the platforms and the original trainsheds were demolished.

The magnificent columnated station building was left to stand alone, unloved and long ▶

ABOVE: A sketch of the original Curzon Street station as planned, showing flanking arches which were never built.

ABOVE: Curzon Street station's trainshed as sketched in 1839.

ABOVE: A 19th century guide book showing the 1840 hotel extension to the north of the terminus building.

ABOVE: Architect Joseph Franklin's Curzon Street station screen for the Grand Junction Railway, long since demolished.

ABOVE: This plaque was attached to Curzon street station in 1988. ROBIN JONES

unvisited in what was a very much workaday area of inner-city Birmingham, leading to often-expressed fears as to its survival.

For a time it was used by a University of Birmingham student theatre group, the Three Bugs Fringe Theatre. There was also a scheme for it to become a home for the Royal College of Organists, but that collapsed in 2005 because of a lack of funding.

Railway use of the site receded even further when a Parcelforce depot to the rear of the station was demolished in May 2006.

In 1988, a commemorative plaque was installed next to the station entrance, celebrating the arrival of the first train from London to Birmingham 150 years before.

The building has remained unused apart from occasional art exhibitions. Birmingham City Council talked about refurbishing the building and finding a new tenant, as a focal point of its City Park and Masshouse redevelopment scheme. Most of the surrounding buildings have been demolished, leaving the very untypical station almost on an island in the middle of a barren landscape.

Birmingham City University, formerly known as Birmingham Polytechnic, had planned to build a new campus in the Eastside district in which it stands. The proposed Eastside development would include a new museum quarter, with the station building becoming a new museum of photography, fronting on to a new Curzon Square, which would also be home to Ikon 2, a museum of contemporary art.

However, the big plans now are for Curzon Street to have a new passenger station, after an absence of more than 170 years!

The site is earmarked as the Birmingham terminus for High Speed 2, the controversial new line linking Britain's first and second cities, which could open by 2026.

Curzon Street station will place the city at the heart of the new national high-speed network, with 49-minute journey times from London.

The new Birmingham Curzon station will be the first new station to be built in the city for more than 100 years and will be the biggest building in the city. It will also be one of the largest stations in Britain to be built in a century.

BELOW: Ansells Brewery built the Woodman pub opposite the station in 1895.

The station will comprise a massive glass structure stretching a quarter of a mile over the tracks. It is estimated that five million tons of earth will need to be moved during its construction.

It is forecast that there will be 1760 passengers boarding, alighting and changing at the provisionally named Birmingham Curzon station in the morning peak hour and approximately 1870 in the evening peak hour when it is built. It has been estimated that 25,000 passengers will use it each day in 2026, increasing to 66,000 in 2041, six years after completion of both phases of HS2.

As part of the HS2 project at Curzon, the Midland Metro light rail tramway would be extended through the station with a new line possibly running as far as Coventry, to improve links to Birmingham city centre and Wolverhampton.

The city council has seized on the multiple opportunities that a major new terminus in what has long been a rundown area of the city could bring.

It has produced a blueprint, the Birmingham Curzon HS2 Masterplan to guide one of the biggest redevelopment schemes that the city has ever seen.

City council leader Sir Albert Bore has said that the regeneration will boost the city's economy by £1.3 billion each year with more than 14,000 jobs, 148 acres of new employment floorspace and 2000 new homes.

While the developments will be focused around the new city centre station, Sir Albert said that he expects he wants to see major progress well in advance of it being completed.

It is planned that the new station will open out to an area to be called Station Square, expected to become a major transition route for pedestrians heading west to New Street to catch connecting trains on the West Coast Main Line.

And what of the original stone building? It has been suggested that it could take on a new lease of life as an entrance hall; its original purpose.

However, an information paper published by HS2 Ltd, the non-departmental public body responsible for developing and promoting the new rail line, on February 23, 2017, talks about merely "enhancing the setting of the Grade 1 listed former Curzon Street station building, the adjoining Woodman public house and the Eastside City Park" while stating that the nearby Grade II listed Fox and goose pub will be demolished.

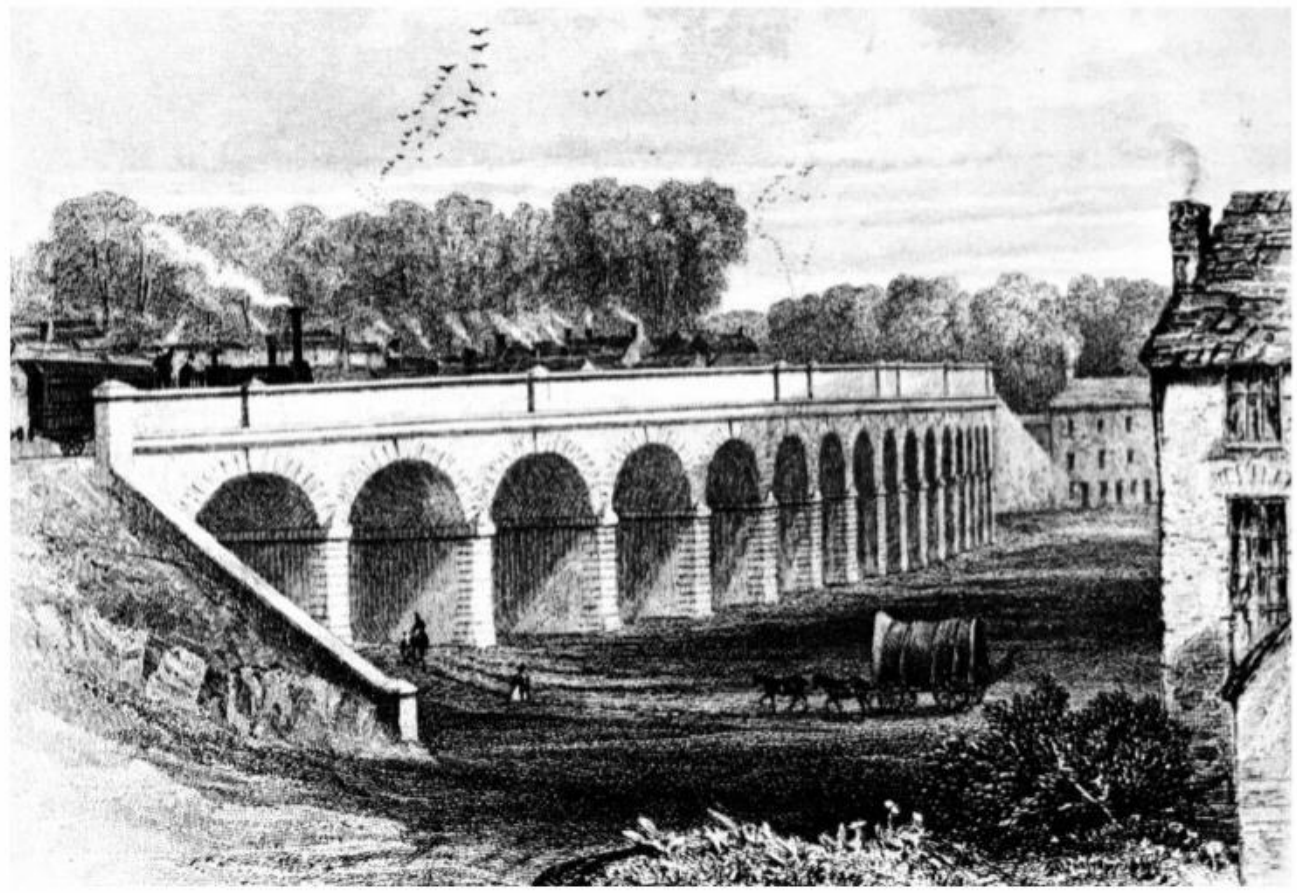
It would be absolutely marvellous and aptly fitting if a rail use could yet be found for the original station building.

Whether that happens or not remains to be seen, but either way, this wonderful structure is safe for future generations and once again finds itself alongside the cutting edge of UK transport technology. ●

ABOVE: A computer-generated aerial view of the new Curzon Street station. HS2

ABOVE: An artist's impression of the north side of the new Curzon Street station, with the original building next to the eastern entrance and taxi rank. The Woodman pub stands to its rear right. HS2

ABOVE: The London & Birmingham Railway coat of arms from the original iron gates of Euston station, and now preserved inside the National Railway Museum at York. ROBIN JONES



ABOVE: Lawley Street viaduct took the railway into Curzon Street station, crossing the valley of the River Rea, which runs near the centre of Birmingham and through its many watermills, only to be culverted and buried in a deep cutting for its pains, in order to prevent flooding.

Chapter 8

Waverley led the way

For half a century after it opened, Edinburgh Waverley was the biggest station in Britain. Now a steady stream of improvements, while retaining its heritage fabric, is allowing the station to face the challenges of the 21st century.

ABOVE: LNER streamlined A4 No. 60031 Golden Plover heads 'The Elizabethan' out of Edinburgh Waverley in July 1961. This summer-only non-stop express named train ran from King's Cross to Edinburgh between 1953-64.
DB SNELL/COLOUR-RAIL 315446

All roads lead from London, so goes the old saying. However, many people are surprised to learn that the building of what was to become the East Coast Main Line, one of the principal backbones of the UK national network, which links two capital cities, started out north of the border.

Edinburgh Waverley station is the northern terminus of the route, standing 393 miles 13 chains from King's Cross.

After several early schemes to link Scotland's two main cities came to nothing, the Edinburgh & Glasgow Railway was formed in 1835. Despite a parliamentary struggle, it received statutory powers to build Scotland's first inter-city line on July 4, 1838.

Four years later, the first passenger trains between its termini at Edinburgh Haymarket and Glasgow Queen Street ran on February 21, 1842 and goods traffic followed a month later.

However, a major flaw was that Haymarket lay on the western edge of the capital, whereas Queen Street was right in the heart of Glasgow city centre. Despite this clear disadvantage, the railway proved to be a huge success, carrying 1600 people a day during its first 10 months.

Yet it was obvious to all that a more central station was needed in Edinburgh city centre, so in 1844 an eastward extension from Haymarket was planned. The new station, Edinburgh General, was opened on May 17, 1847.

Six weeks before the Edinburgh & Glasgow had opened, its chairman, John Learmonth, held a meeting with a group of Edinburgh gentlemen, who were keen on building a railway running eastwards to the fishing port of Dunbar 30 miles away. They formed a committee to promote the scheme, under the banner of the North British Railway.

Local investors did not believe that the scheme as it stood would generate worthwhile dividends, and so the new company looked

further afield, to England. It was decided to build a line all the way to Berwick-on-Tweed, taking a railway across the border for the first time.

This time round, the scheme attracted sufficient investors, albeit mainly from south of the border.

The state-of-the art communications from Edinburgh at the time comprised stagecoach services along the Great North Road from London to Edinburgh and sailings between Leith and London. However, a train journey in a fraction of the time would be far more attractive to passengers and traders alike. So when the North British Railway's enabling Act was passed on July 4, 1844, it did so with little opposition.

Building work began almost immediately, with a terminus at North Bridge opened on June 22, 1846, allowing through running from Edinburgh & Glasgow.

THREE INTO ONE: THE NEW CITY STATION

In the steep narrow valley between Edinburgh's medieval Old Town and the 18th-century New Town lay a freshwater lake called the Nor Loch.

With the growth of the city, by the early 19th century this had become an open sewer, and was drained by 1820. When it was dry, much of the land was used to build the sprawling landscaped park named Princes Street Gardens.

Three stations appeared in the valley in the 1840s. The North British Railway opened North Bridge, and it was followed by the Edinburgh & Glasgow's General station the following year. Also on May 17, 1847, the Edinburgh, Leith & Newhaven Railway opened its own station, Canal Street, also known as Edinburgh Princes Street.

Following a series of amalgamations of the smaller railway companies, all three stations came under the ownership of the North British in 1868.

All of them were knocked down, the Scotland Street tunnel to Canal Street was closed and the existing Edinburgh Waverley station was built in their place, giving Scotland's capital the terminus it richly deserved. The name Waverley had been collectively used for all three from the mid-1850s when the through Waverley route to Carlisle opened. It took its name from one of Sir Walter Scott's novels, just like many locomotives in the North British fleet.

Since then Edinburgh Waverley has never been seriously challenged. In 1870, the Caledonian Railway opened another major station, also called Princes Street, but it never eclipsed Waverley, and closed in 1965. Indeed Waverley became the largest in Britain until overtaken by Waterloo in 1921.

Princes Street, the city's premier shopping street, runs close to Waverley's northern side. The valley is bridged by the North Bridge, rebuilt in 1897 as a three-span iron and steel bridge, on huge sandstone piers. This bridge passes high above the station's central section, directly over the central booking hall, which hides one of the main stone piers within its bulk.

To the west of the station lies Waverley Bridge, with platforms extending beneath it.

The valley to the west, the site of the drained Nor Loch, is now Princes Street Gardens, one of the city centre's main areas of public parkland.

The electrification of the East Coast Main Line reached Edinburgh in 1991.

ABOVE: **No. 60014 *Silver Link* leaves Edinburgh Waverley station in 1958.** ERIC TREACY/NRM

ABOVE: **Edinburgh Waverley station as viewed from East Princes Street Gardens in 1969.** 70023VENUS2009*

WAVERLEY'S GRAND HOTEL

As we have seen at other large railway stations of the Victorian and Edwardian times, the North British built an imposing hotel next to Waverley to cater for travellers in 1902, with commanding views over central Edinburgh.

Sold by British Rail in 1983 to the Forte hotel group, it was upgraded and reopened in 1989 as the New Balmoral Hotel, retaining the initials NB of its builders. The hotel is 115 miles from Balmoral Castle from which it takes its name.

'New' was later dropped from its name and today the hotel is one of the most luxurious in Britain, although there is no longer a direct entrance from the station.

RIGHT: **A painting of the North British Station Hotel as reproduced on an LNER poster.**

BELOW: **The western approach to Edinburgh Waverley as seen on August 28, 2011. The Balmoral Hotel dominates the skyline.** ROBIN JONES

CITY HERITAGE INTERESTS FIRST

While Waverley's large size and the unusual topography of its surroundings mean that it contains a large amount of valuable centrally located land, it has resisted commercial pressures for development.

Successive owners, British Rail, Railtrack and its current owner Network Rail have been unfairly criticised for underusing the valuable city centre spaces available within the station limits.

However, a legal covenant exists preventing any upwards extension that would block the view of Arthur's Seat from Princes Street.

At one stage, British Rail tried to change the name from Edinburgh Waverley to just plain Edinburgh. City folk were having none of it – to them it had always been Waverley and they were adamant that it should remain so. Rail bosses backed down.

ABOVE: Arthur's Seat as viewed across the reglazed roof of Edinburgh Waverley station. Building on top of the station is prohibited by a covenant, which ensures that this panoramic view is retained. NCROB1*

A ROLLING SET OF UPGRADES

A total of 24 platforms have existed at Waverley, but not more than 21 at any one time. Before the rationalisation of the east end in the 1960s-80s there were 21 platforms.

The main station was effectively a large 'island' with through lines on the outside, and terminating platforms at both ends in between.

Since then, the elevated walkway linking the Waverley Steps from Princes Street to Market Street has been upgraded with the recommissioning of the suburban platforms (at the south) and provision of additional through platforms to the north to serve the increased proportion of through rail traffic.

Princes Mall, which occupies the old Waverley cattle market between Waverley station, Waverley Bridge, and Princes Street, opened in 1985. This mall benefited from the installation of escalators on the Waverley Steps to Princes Street in 2011.

In December 2006, a partial renumbering of platforms took place to reflect the construction of three new platforms.

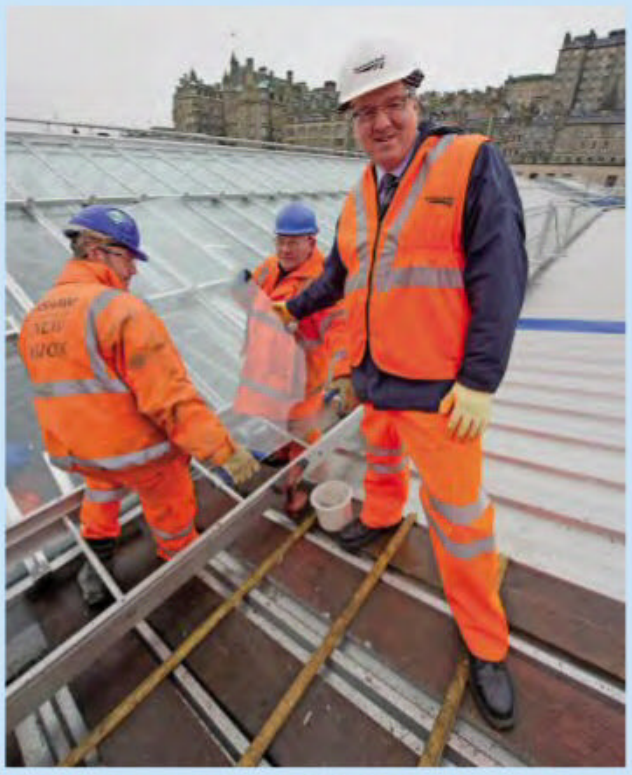
During 2006-07 parts of the station were extensively refurbished, with two of the new platforms built for through trains and the electrification of Platforms 12 to 18 undertaken in preparation both for electric trains from the Airdrie-Bathgate Rail Link and future lines in Scotland scheduled for electrification.

In a touch of the modern-day improvements at King's Cross, a £130-million upgrade lasting from 2010-12 saw the station's roof glazing replaced with new strengthened clear glass panels, replacing the old 34,000sq m of felt, cloudy wired glass and plastic sheet. As with

ABOVE: The atrium in Edinburgh Waverley's waiting room today. STEVE FAREHAM*

RIGHT: The station ticket hall as pictured in 1969. The mosaic floor portrays the coat of arms of the North British Railway company.

ABOVE: Virgin Trains Class 125 High Speed Train stands at Waverley on November 16, 2016. CHRIS WATT



ABOVE: Route managing director, David Simpson, lends a hand as glaziers fit the last of 24,700 panes of glass in Edinburgh Waverley's new roof in December 2012. NETWORK RAIL

King's Cross, the move greatly increased the amount of natural light in the station.

Subsequent improvements made between 2012-14 included new covered escalators leading to Princes Street, replacing the long staircase of windswept steps; a rebuilt and widened entrance from Market Street; a rebuilding of the canopies on the southern suburban line, the restoration of the central space in the ticket hall; and major improvements to the Calton Road access.

In the spring of 2017, work was due to begin on a Network Rail project to extend platforms at Edinburgh Waverley to accommodate the longer trains being introduced on both the East Coast Main Line and the Edinburgh to Glasgow via Falkirk route. This latest round of enhancements is part of the Scottish Government's Edinburgh Glasgow Improvement Programme and the Department for Transport-funded Intercity Express Programme.

The latest scheme will see Platforms 5, 6 and 12 extended and a crossover installed to improve flexibility to Platforms 10 and 11. The extensions to Platforms 5 and 6 are required to accommodate 10-car IEP services on East Coast routes, while the lengthening of Platform 12 is needed to accommodate eight-car services on the Edinburgh to Glasgow line.

Buildings on Platform 11 will be demolished to enable the extension of Platform 12 and opens up a separate area of concourse for pedestrian circulation.

All the work is timetabled for completion by December 2018.

BELOW: A highly illuminating project: Edinburgh Waverley station's new roof as seen from above. NETWORK RAIL

WAVERLEY'S UNIQUE ROYAL VISIT

History was made at Edinburgh Waverley on Wednesday, September 9, 2016 when HM The Queen arrived to officially open the new £294-million Borders Railway.

The day saw the Queen became the longest-reigning monarch in more than a millennium of British history, and the event marked the partial rolling back of one of the biggest closures of the post-Beeching era, that of the Waverley route from Edinburgh to Carlisle in 1969.

The occasion was also a pinnacle for the UK heritage railway sector. Not only was LNER A4 streamlined Pacific No. 60009 *Union of South Africa* – a representative of the world's fastest class of steam locomotive – rostered to haul the royal special over the revived 30 ½-mile line from Edinburgh Waverley to Tweedbank, but the Royal Train largely comprised British Railways Mk.1 carriages supplied by the Scottish Railway Preservation Society, normally used on its own railtours, and was stewarded by its volunteers.

The line between Tweedbank and the capital had been opened to the public three days before, on Sunday, September 6.

On the Wednesday, the Queen arrived in the Scottish capital by helicopter, which touched down at Holyrood Palace shortly before 11am. Her arrival had been delayed by about 40 minutes because of fog at her summer residence of Balmoral.

For several hours beforehand, people had gathered beneath grey skies to line the streets of Edinburgh as a procession made its way to Waverley station to greet her. Some of the onlookers had come from as far away as Canada and Australia with the hope of seeing the Queen on this momentous occasion.

At Waverley, a guard of honour on the platform, a performance by the National Youth Pipe Band of Scotland, a chocolate model of A3 *Flying Scotsman* and masses of bunting bedecked with union flags contributed to a carnival atmosphere. The band had previously performed for the Queen at her Diamond Jubilee celebrations.

However, already stealing the show at Waverley was John Cameron's No. 60009.

Before the arrival of the royal party, Scotland's First Minister Nicola Sturgeon climbed into the cab of the locomotive, which pulled into Waverley shortly after 9am.

As the royal motorcade arrived, there were cheers and cries of "congratulations" as the Queen, dressed in a Karl-Ludwig Rehse turquoise and indigo blue wool coat with a turquoise silk and wool dress and matching hat, and the Duke of Edinburgh, stepped out of their car and were greeted by Ms Sturgeon. The pipe band struck up a rousing rendition of Scotland the Brave.

The Queen's jewellery was chosen in recognition of her great-great grandmother Queen Victoria, whose reign she was to overtake that same day. Her bow brooch is part of a set of three that was made for Victoria in 1858 from her own diamonds and were later worn by Queen Alexandra and Queen Mary at their coronations. She inherited them from Queen Mary in 1952.

After a quick wave to the crowds, the royal couple were soon aboard the train – along with around 150 invited guests – which at 11.15am departed on its landmark journey to Tweedbank.

The Queen rode in Pullman bar car *Pegasus*, which was borrowed from Jeremy Hosking's Locomotive Services Ltd, and was coupled immediately behind No. 60009's support coach. She sat at the window next to the First Minister and opposite Prince Philip and the royal couple both waved to the crowds as the train travelled through Borders towns.

The train's first stop was at the small intermediate station of Newtongrange, where the Queen unveiled a plaque to mark the opening of the new station before reboarding the train to continue her journey.

At Tweedbank terminus, dignitaries headed by the Lord Lieutenant of Roxburgh, Ettrick and Lauderdale Captain Gerald Maitland-Carew greeted her.

Accompanied by Nicola Sturgeon the royal couple ascended a podium as a band played God Save The Queen. The Queen then made a brief speech to the cheers of the 2000-strong crowd before declaring the railway open. ●

ABOVE: Nicola Sturgeon meets locomotive owner John Cameron as Waverley station ahead of the arrival of the Queen. PRESS ASSOCIATION

ABOVE: The Queen waves to the crowds on the lineside as the royal reopening train prepares to depart from Waverley station. PRESS ASSOCIATION

ABOVE: Scottish First Minister Nicola Sturgeon charts to the Queen and Duke of Edinburgh during the journey to Tweedbank. PRESS ASSOCIATION

Chapter 9

New high for Wolverhampton Low Level

For three decades, GWR Wolverhampton Low Level station lay mouldering in the shadow of the LMS equivalent next door on the West Coast Main Line. Finally, investors came along and while it would see trains no more, Cinderella would be going to the ball.

Wolverhampton was the northernmost extremity of Isambard Brunel's 7ft broad gauge system.

The Oxford, Worcester & Wolverhampton Railway, which was at first leased by the GWR, built its station to serve the town centre in Sun Street in the Springfield area.

OWWR engineer, John Fowler, designed the frontage while Brunel himself was responsible for the layout.

ABOVE: Wolverhampton Low Level station has kept most of its architectural features but is today a major conference and banqueting centre known as Grand Station. GRAND STATION

LEFT: GWR Castle class 4-6-0 No. 5060 *Earl of Berkeley* calls at Wolverhampton Low Level with 'The Inter-City' in April 1962. 'The Inter-City' was introduced by the Western Region in 1950 and ran between Paddington and Wolverhampton Low Level. This named train can claim to be the origin of all later usages of the railway term 'InterCity' (with or without a hyphen) worldwide. In the 1959-60 winter timetable, the train became just one of an hourly all-day restaurant-car service between Paddington and Wolverhampton, as the WR service was ramped up to compensate for the absence of trains on the West Coast Main Line during electrification work. G PARRY COLLECTION/COLOUR-RAIL 312580

The two-storey Italianate station building is built in Staffordshire blue brick. The interior of the former booking hall continues the Italianate theme, with a high, coved ceiling and full-height cornices.

The design of the station was similar to that of the earlier one opened on July 1, 1852 by the Birmingham, Wolverhampton & Stour Valley Railway, a subsidiary of the London & North Western Railway, and originally named Wolverhampton Queen Street.

Two years later, on July 1, 1854, the second station opened, located behind the older station but on lower ground, and so became known as Wolverhampton Low Level from April 1856, the other becoming Wolverhampton High Level from June 1, 1885.

Low Level was converted to standard gauge in 1869, and remained basically the same until 1922, when new booking office was built within the booking hall, and a new telegraph department was added to the stationmaster's office. The platforms were extended and the passenger footbridge was replaced. The overall roof had corroded badly and was replaced with standard GWR platform canopies.

In 1922 a new booking office with five ticket windows had been built, both platforms were extended, and the overall roof was replaced with standard GWR platform canopies. Electric lighting was installed in March 1930, and in July 1944 two-ton electric goods lifts were added.

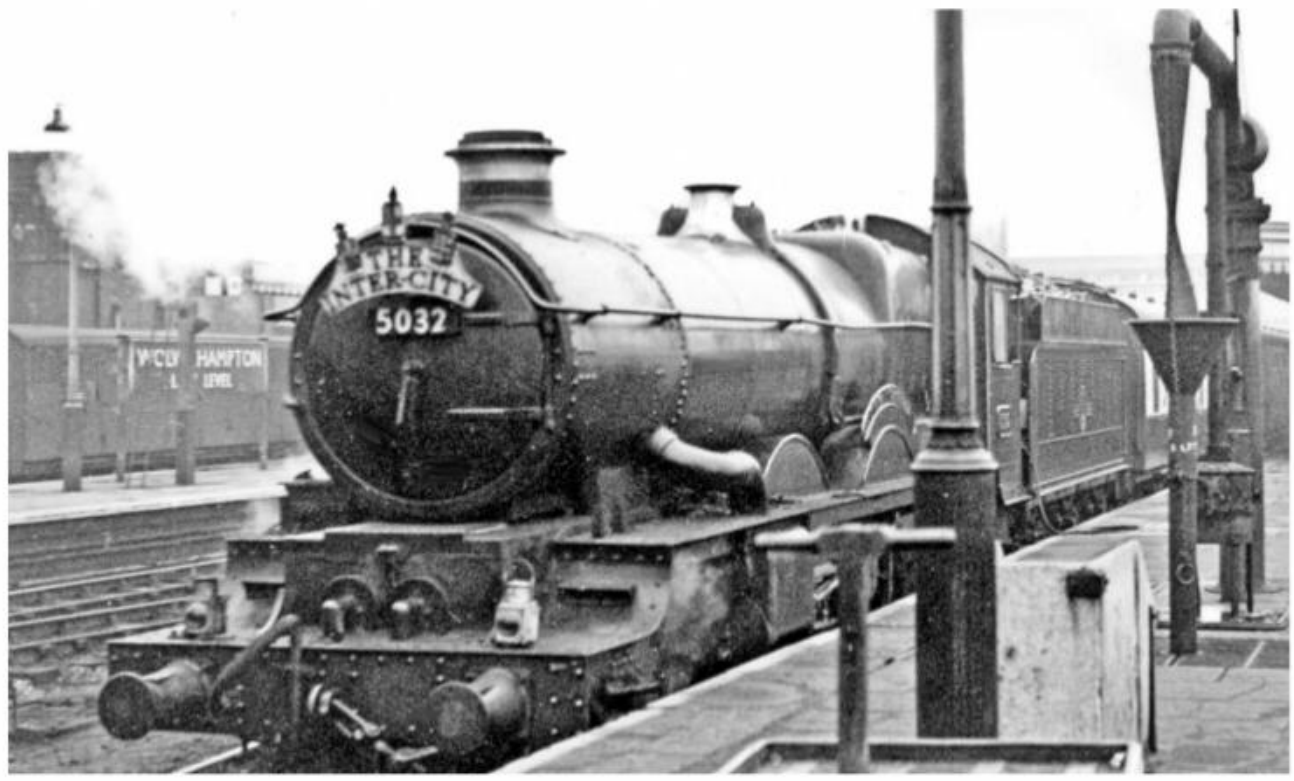
At 5.33am on July 17, 1939, an IRA bomb exploded at the station, wrecking the parcels office area. The device was placed in a case and had been left at the parcels office on the previous evening. The explosion also blew out the windows of a carriage that was standing at the platform. A porter narrowly escaped the full force of the blast.

After his appointment as chairman of British Railways in a bid to stem soaring losses, Dr Richard Beeching placed the elimination of duplicated routes at the heart of its strategy.

The West Coast Main Line from Euston to Glasgow had been chosen for electrification, so it would be the primary route from the capital to the West Midlands that was chosen; the writing was on the wall for Low Level and the lines that served it.

While the electrification work was going on during the mid-1960s, Low Level saw an increase in traffic, because of delays on the Stour Valley line, during which many services were temporarily diverted away from High Level. However, it was an Indian summer as far as Low Level was concerned.

When the Stour Valley Line reopened, the services through Low Level were quickly reduced. The last Paddington to Birkenhead express through Low Level ran on March 5, 1967, and other express services were diverted to run through High Level via the newly installed Wolverhampton North Junction. ▶



ABOVE: 'The Inter-City' arrives at Wolverhampton Low Level on March 31, 1958 behind GWR 4-6-0 No. 5032 *Usk Castle*. BEN BROOKSBANK*

ABOVE: Hawksworth 94XX pannier tank No. 8495 was built in 1952 and saw only 13 years' service before it was withdrawn and scrapped. It is seen at Low Level station on June 6, 1962. COLOUR-RAIL 320200

In 1969 the remaining Shrewsbury line services were diverted away from the station leaving only the Birmingham Snow Hill service, which ran to and from the south end of the former Down platform. The line between the station and Cannock Road Junction was closed and lifted, and all of the other platforms were taken out of passenger use.

By 1970, the only services left running from Low Level were local DMU services to Birmingham Snow Hill. This six-trains-a-day service ended on March 6, 1972, despite local protests.

In 1970, Low Level was converted into a Parcels Concentration Department, much of the trackwork was removed, the north signalbox flattened and the platforms altered significantly. It opened on April 6, 1970 and handled up to 8000 parcels each day.

However, after British Rail changed its parcels-handling strategy the station closed on June 12, 1981.

The station building saw use as British Rail's Divisional Engineer's Department until it was sold to Wolverhampton Council in May 1986 – two months after it was

BELOW: The classic Italianate frontage of Wolverhampton Low Level today welcomes patrons to the Grand Station. GRAND STATION

ABOVE: This view from 1980 shows Wolverhampton Low Level towards the end of its parcels station era. At the time it retained rail access to the freight line running between Wolverhampton and Walsall. MICHAEL WESTLEY

ABOVE: This view of Wolverhampton Low Level from 1993 was taken from beneath the Sun Street road bridge, shortly before it was demolished. The tracks had been disused since the mid-1980s. JOHN WINDER*

afforded Grade II listed building protection.

During the 1980s and 1990s, several proposals for the Low Level site, including reopening the station or turning it into a transport museum came to nothing.

However, the GWR route from Birmingham Snow Hill to Low Level was kept intact in case of future rail needs.

In 1999, the Midland Metro light rail tramway opened along most of the route. However, Low Level was missed out. The tramway turns towards the centre of Wolverhampton to run along the A41 Bilston Road before reaching Low Level.

Redevelopment of the Low Level station site began in 2006, with the former main southbound platform demolished to make way for a 'mixed-use' retail, hotel and residential development. At one stage the listed station building was earmarked for a casino, but nothing came of that £6-million plan.

The building was briefly used as an art gallery, and in 2012 was bought by private investors who transformed it into a venue for weddings, banquets and conferences.

Designers kept the character of the station while adding a modern, minimalistic feel inside promising that the historic features, such as the plaster work on the walls and ceilings, would remain.

Now owned by Manjit Singh Sidhu and Vishal Basir and known as Grand Station, where trains once ran, its main suite can hold 700 diners for a dinner dance, private party, or banquet in a building that retains all of its architectural features and railway station ambience. A second suite can accommodate 200.

Where the lines once ran north out of the station, a Premier Inn now stands.

Grand Station is a perfect example of how railway heritage structures can be given a new lease of life. Classical features are preserved and enhanced to form part of a setting equipped for the modern needs of the local community.

Without that listing status obtained three decades ago, a magnificent building like this could have been so easily lost, and we would all be the poorer for it today.

It has, however, seen railway use in recent years. The Heritage Railway Association hired Grand Station for its annual awards dinners in 2016 and 2017. ●

ABOVE: This sign inside the banqueting suite serves to highlight Grand Station's past. ROBIN JONES

ABOVE: A chandelier adorns the restored booking hall. ROBIN JONES

ABOVE: Guests at the Heritage Railway Association's annual dinner and awards presentation evening on February 11, 2017. HRA

ABOVE: What's this – an interloper in the great York station trainshed? Heading 'The Scarborough Flyer' which originated in Tyseley, Birmingham, on June 29, 2013, was LMS Princess Coronation Pacific No. 46233 *Duchess of Sutherland*. The Duchesses were the West Coast Main Line's rivals to the Gresley A3 and A4 Pacifics on the east-coast route. ROBIN JONES

Three stations, a hotel and a magnificent museum

The great Roman city of York acquired a new prominence in the railway era, as the place where the north and south ends of the great east coast route from London to Scotland met. Its place on what became the East Coast Main Line left us with a stupendous station, and what is widely considered to be the best railway museum in the world.

ABOVE: York's third and current station as depicted on a hand-coloured postcard in 1900. ROBIN JONES COLLECTION

York has been described as "England's second city" over many centuries, and while today it has a population of around 138,000 and is but a fraction of the size of London, it is difficult to find a place that yard for yard can better it in terms of attractions and heritage. Indeed, many people consider it to be the jewel of the East Coast Main Line.

Lying 188½ miles north of King's Cross, York is still one of the most important railway junction stations on the national network.

Dating back to Roman times and enlarged in the medieval period, York has more miles of surviving historic wall than any other city in England. The Romans built their walled city in 71AD at the confluence of the rivers Ouse and Foss, and called it Eboracum, possibly Latinising an earlier Celtic name meaning 'place of the yew trees'.

The name evolved in to Eoforwic under the Angles, and Jórvík under the Danes, who conquered the city in 866. The name York, a derivative of the Danish name, was first recorded in the 13th century.

The city's first station was a temporary wooden building in Queen Street opened in 1839 by the railway magnate George Hudson's York & North Midland Railway, outside its fabled city walls on land previously occupied by the Hospital for Poor Women.

A permanent Italianate-style terminus at the junction of Toft Green, Tanner Row and Station Rise, opened on January 4, 1841, on the site of the King's House and the Royal Free Chapel of St Mary Magdalene. In 1227, the chapel and the land on which it stood had been granted to the Dominican Friars by Henry III, but the friary was dissolved in 1538.

The York & North Midland bought the site from York Corporation for £5000.

The station was designed by the company's architect, George Townsend Andrews, who was also responsible for the neo-Tudor arch where the city walls were breached to allow the railway in.

In those early days of the national network, York station was praised for its superb facilities such as the refreshment and waiting rooms. It was the original destination for Great Northern Railway trains when the line opened in 1850, for it was here that passengers would change for Scotland.

The first York station hotel was the York Royal Station Hotel which, also designed by Andrews, opened on February 22, 1853.

ABOVE: A marble bust of railway magnate George Hudson in the National Railway Museum at York. ROBIN JONES

RIGHT: Following the completion of its long-running £4.5-million overhaul, A3 No. 60103 *Flying Scotsman* arrives at York station with its official comeback train from King's Cross on February 25, 2016. The train was 53 minutes late as there were trespassers at two points on the East Coast Main Line. ROBIN JONES

THROUGH TRAINS AT LAST

ABOVE: The interior of York station in 1886. It doesn't look that much different today, overhead cables apart. ROBIN JONES COLLECTION

ABOVE: Inside York station in 1907. ROBIN JONES COLLECTION

The station became a major bottleneck on the developing East Coast Main Line, as trains bound for Newcastle had to reverse out of the station. Building a new station where trains could run straight through from north to south was the obvious solution.

However, it was not until 1877 that such a station was built, by the North Eastern Railway. The company's architects Thomas Prosser and William Peachey produced an Italianate design in yellow stock brick with tone dressings, and a large curved glass and iron roof.

Its 13 platforms made it the biggest station in the world at that time. All the platforms except 9, 10 and 11 are under the roof.

The Royal Station Hotel - also designed by Peachey as a replacement for the original one, which was turned into offices in 1877 and named as such following a visit by Queen Victoria - was the first hotel in the world to be incorporated into a railway station.

The old station that the new one replaced saw another 88 years in service, but only for carriage storage.

By the end of the 19th century, the North Eastern Railway had based its headquarters and works in York where it employed 5500 people.

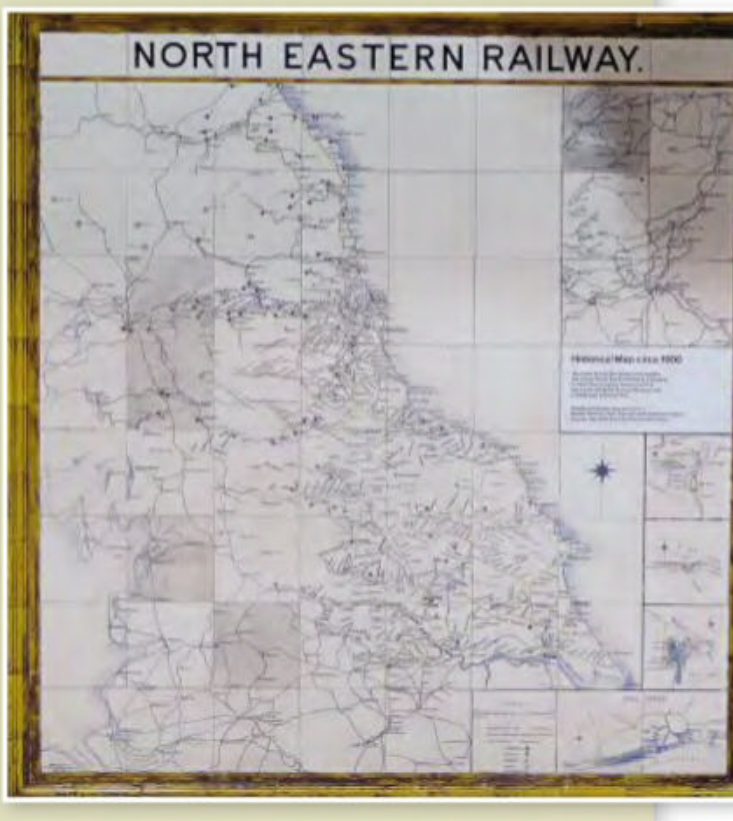
The railway also played its part in the success of Rowntree's Cocoa Works, founded in the city in 1862 by Henry Isaac Rowntree, joined seven years later by his brother Joseph Rowntree, the Quaker philanthropist and businessman who became a major champion of social reform.

Further platforms were added in 1909, and the current footbridge was built and the station resignalled in 1938.

The station became a Luftwaffe target during the Second World War and in 1947 underwent extensive repairs to rectify bomb damage.

On April 29, 1942, 800 passengers were taken off a King's Cross to Edinburgh train that had arrived during a bombing raid. That night, two railway workers were killed, including 42-year-old station foreman, William Milner, who died when he returned to his burning office to collect his first-aid kit. Posthumously he was awarded the King's Commendation for Gallantry, a plaque in his memory has been erected at the station.

ABOVE: This 19th-century North Eastern Railway Distant signal remained in use until as recently as 1984. Restored to original condition by the North Eastern Railway Association, it is now displayed in the main entrance lobby at York station. ROBIN JONES



ABOVE: One of the North Eastern Railway's famous tile maps of its system, in York station. Another is in the adjacent National Railway Museum. ROBIN JONES

LEFT: The centre of York station was the Zero Point for the measurement of 10 of the North Eastern Railway's lines, including those to Newcastle, Beverley, Harrogate, Scarborough and Normanton. This replica was unveiled by multi-millionaire enthusiast and former Flying Scotsman owner, Sir William McAlpine, on July 31, 2004, chairman of the Railway Heritage Trust, to mark the 150th anniversary of the formation of the NER. ROBIN JONES

THE MODERN AGE

ABOVE: LNER A4 Pacific 60009 *Union of South Africa* arriving at York with a railtour on May 24, 2008. ROBIN JONES

ABOVE: One of the proudest moments in the modern history of York station came on February 19, 2009, when Prince Charles and the Duchess of Cornwall officially launched the £3-million new-build A1 Peppercorn Pacific No. 60163 *Tornado* into traffic. *Tornado* is the first steam locomotive built in Britain for main line use since BR Standard 9F No. 92220 *Evening Star* emerged from Swindon Works in 1960. ROBIN JONES

LEFT: After its official launch, *Tornado* was given the honour of hauling the Royal Train with the royal couple on board. The Prince donned overhauls and rode on the footplate from York, while the locomotive carried the Prince of Wales' motif. ROBIN JONES

The station's track layout was again remodelled in 1988, when the East Coast Main Line was electrified, and several bay platforms were taken out of service.

In May 1989, a new signalling centre, York Integrated Electronic Control Centre, opened replacing local signalboxes in the area, including the 1951-built York power signalbox, and eventually the East Coast Main Line from Temple Hirst near Doncaster to Northallerton. It also controls signalling in the Leeds area.

In 2006-07, to improve facilities for bus, taxi and car users as well as pedestrians and cyclists, the approaches to the station were reorganised.

The station underwent a major facelift in 2009, with Platform 9 reconstructed and extensive lighting alterations implemented. New automated ticket gates were planned, but the City of York Council objected to them spoiling the historic nature of the station, and so they were never installed.

Three years later, a new line and signalling systems to the south removed one of the longstanding bottlenecks on the East Coast route.

Before it became active in January 2012, trains travelling from Leeds to the North East and Scotland clashed with other passenger services, causing delays in them accessing platforms.

One of Network Rail's modern Rail Operation Centres opened in September 2014 on land to the west of the station and will eventually control much of the East Coast Main Line from London to the Scottish border and as well as interconnecting routes in the surrounding region.

It has superseded the Integrated Electronic Control Centre.

BELOW: The main entrance to York station. ROBIN JONES

NEW LIFE FOR OLD

ABOVE: York's old station in 1951, with then-new BR Britannia Pacific No. 70000 *Britannia* in the sidings. HE LANE/COLOUR RAIL BRE1520

In February 2010, the City of York Council announced that it intended to convert city's first station, and now landmark Grade II* listed building into its new 150,000 sq ft headquarters.

The Station Rise building was adapted to house the council's main customer centre and create a new home for workers scattered around 16 different sites.

In a £32-million development, developers S Harrison Developments Ltd and Buccleuch Property (York Investors LLP) ensured that valuable heritage elements of the scheme have been preserved and integrated with complementary, contemporary architecture.

As at King's Cross and St Pancras International, the conversion demonstrated that with imaginative design older buildings can be used to meet modern needs.

The challenge was to meet the requirement for a modern, sustainable, efficient open-plan space while respecting and retaining the listed heritage elements of the site. By shaping the new elements around the heritage features, all within a fixed budget and a tight timeframe, the developers exceeded the brief.

Analysing the complex then stripping away the unwanted additions to the original structure, the team took the building back to the original 1840s framework and put that on display.

They then created within it, on three storeys, open-plan floorplates, supported by an exposed piled steel structure, which also carries the weight of the new arched roof. The new open-plan office accommodation for up to 1400 staff is connected to the old structure via bridge links. The cellular nature of the original offices, waiting rooms and hotel bedrooms lends

ABOVE: York's old station in the early 20th century, with horses and carts providing onward transhipment of goods from which, then, was a freight depot.

ABOVE: York's first permanent station, now referred to as the 'old' station, on June 20, 1861.

ABOVE: York's old station retains many of its heritage features following its conversion into the city council's headquarters. S HARRISON DEVELOPMENTS

RIGHT: The old railway station as seen from York city wall, before the renovation work to convert the building in 2011. The remains of the trainshed can be seen as well as the backs of the station buildings. The large Queen Anne-style building beyond the station is the former North Eastern Railway headquarters. RICHARD CROFT*

itself perfectly to use as meeting rooms and conference spaces.

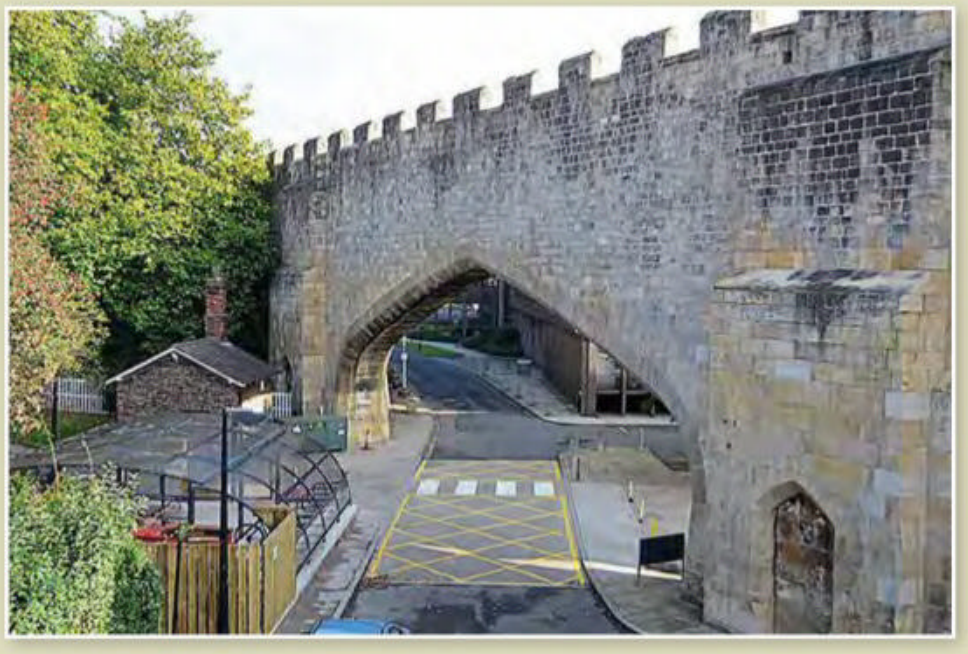
Within the structure, old features have been restored and displayed as a reminder of the building's rich railway heritage. All visitors arrive across the restored landscaped courtyard, and via the original booking hall, in much the same way as they would have done in 1840.

Preserving and displaying the historic trainshed canopy was a vital element of the scheme. To keep the canopy in its existing location would have led to a shortfall in the required floorspace and made the scheme unviable. So the canopy was dismantled, cleaned, restored and re-erected near to the newly created glazed gable wall.

Now in full view of the public from the city walls, it provides an outside area for staff and covered cycle parking (part of the council's green travel plan) and a fitting visual reminder of the building's railway heritage. The solution delighted both English Heritage and York Civic Trust.

The council asked for a carbon reduction of 30%. The developers delivered a 55% carbon reduction improvement over building regulations.

The work involved archaeological studies that have unearthed evidence of Roman history and the medieval friary, as well as pieces of old platform infrastructure.



ABOVE: The breach in the city wall through which trains once ran to access York's second station. N CHADWICK*

FIVE-STAR LUXURY

The new five-storey station hotel, built from yellow Scarborough brick, was opened on May 20, 1878 as the Royal Station Hotel, York. It was designed as an integral part of the new station and included high-ceilinged banqueting rooms and 100 large bedrooms with accommodation costing 14 shillings a night.

The North Eastern Railway Company considered it to be its flagship hotel, and as such it was managed directly by the railway company. Queen Victoria reputedly lunched there on her way by train to her Scottish estate at Balmoral Castle.

A 27-room west wing was added in 1896, named Klondyke after the Klondike Gold Rush of the time.

Five years after Nationalisation in 1948, it eventually became part of the British Transport Hotels' brand.

The old North Eastern Railway catering department building was absorbed into the hotel as an annexe in 1981. After privatisation of Britain's railways in the early 1990s, the hotel was sold to Batchshire Limited a subsidiary of Sea Containers. The current owner is the Principal Hotel Company, which operates 50 locations, and is a British hotel and conference venue operator whose headquarters are in Harrogate.

Under its ownership, the hotel was retitled The Principal York.

Completed in 2016, a refurbishment of the public areas, 164 rooms and suites and corridors saw award-winning luxury design studio Goddard Littlefair reinstate the essential character to breathe life back into every corner of the building. The five-star hotel's great tradition was acknowledged while creating a light, welcoming and contemporary environment in the form of a modern yet country-house style interior.

And you can still stop outside the rear doors and walk on to the southbound platform a few feet away. How many hotels can boast that?

ABOVE: A hand-coloured Edwardian postcard view of the Royal Station Hotel. ROBIN JONES COLLECTION

ABOVE: The Principal York at night. ROBIN JONES

ABOVE: The York Tap, a popular watering hole on the station's southbound platform. ROBIN JONES

BELOW: Crowds mob *Flying Scotsman* after it arrives at York with its post-overhaul inaugural official run on February 25, 2016. ROBIN JONES

ABOVE: Hectic during the day, the platforms, overlooked by York's station clock, are all but deserted by 10.15pm. ROBIN JONES

ABOVE: The luxurious interior of The Principal York. ROBIN JONES

THE WORLD'S FINEST RAILWAY MUSEUM

York station and its adjacent hotel proudly retain their historic magnificence today. However, the greatest heritage interest here is to be found on the western side of the station, in Leeman Road.

The station's central footbridge leads out to a set of stairs and a walkway leading to the finest railway museum anywhere in the world.

For enthusiasts and much of the general public too, the real jewel in the crown of York today is the National Railway Museum. Indeed, it attracts more visitors than any other British museum outside London.

This multiple national and international award-winning museum, which has been developed on a 20-acre site around the former York North steam locomotive depot, with a roundhouse with a turntable inside, is regarded as the hub of Britain's railway preservation movement, and rightly so. It is responsible for looking after locomotives, rolling stock and artefacts designated for preservation in public ownership as part of the National Collection.

Since 2004, that collection has included *Flying Scotsman*, which was bought from its previous owner for £2.31 million following a public appeal, and the museum also absorbed collections from the former Clapham Railway Museum in London and the LNER-founded York Railway Museum located elsewhere in the city.

The Beeching Report had recommended that British Railways should stop running museums, but transport historian Tom Rolt,

LEFT: A non-working replica of Stephenson's *Rocket* is one of the most popular exhibits inside the National Railway Museum at York. ROBIN JONES

ABOVE: Widely considered the finest event in the history of the National Railway Museum was the series of three 'Great Gatherings' of all six surviving Gresley A4 streamlined Pacifics, two of which had been borrowed from their North American museum owners for the occasion. The event was Mallard 75, marking the anniversary of No. 4468 Mallard reaching 126mph on the East Coast Main Line on Stoke Bank in Lincolnshire on July 3, 1938 and setting an all-time speed record for a steam railway locomotive. Positioned around the turntable in the Great Hall at York are, left to right: No. 6007 Sir Nigel Gresley, No. 60008 Dwight D. Eisenhower (loaned by the US National Railroad Museum at Green Bay, Wisconsin), No. 60009 Union of South Africa, No. 4464 Bittern, Mallard and No. 4489 Dominion of Canada (loaned by the Canadian Railway Museum at Delson/Saint-Constant, Quebec near Montreal), on July 3, 2013, the 75th anniversary of the world record. ROBIN JONES

who started the operational heritage railway movement when his team of volunteers took over the Talyllyn Railway in 1951, and others, led a campaign to create a new national museum.

The Transport Act 1968 paved the way for British Rail to provide premises to be occupied by a new museum as part of the National Museum of Science and Industry and the first English national museum outside London.

The museum was opened by the Duke of Edinburgh in 1975, coinciding with the 150th anniversary celebrations of the opening of the Stockton & Darlington Railway, the world's first public steam-hauled line, for which several working exhibits were provided.

Walking in the museum's halls is like taking a trip through the glossy pages of a model railway catalogue. Legends such as *Mallard*, which in 1938 became the world's fastest steam locomotive of all time, and the restreamlined Princess Coronation

ABOVE: Restreamlined LMS Princess Coronation Pacific No. 6229 *Duchess of Hamilton* inside the Great Hall. ROBIN JONES

Pacific *Duchess of Hamilton* stand resplendent in the Great Hall.

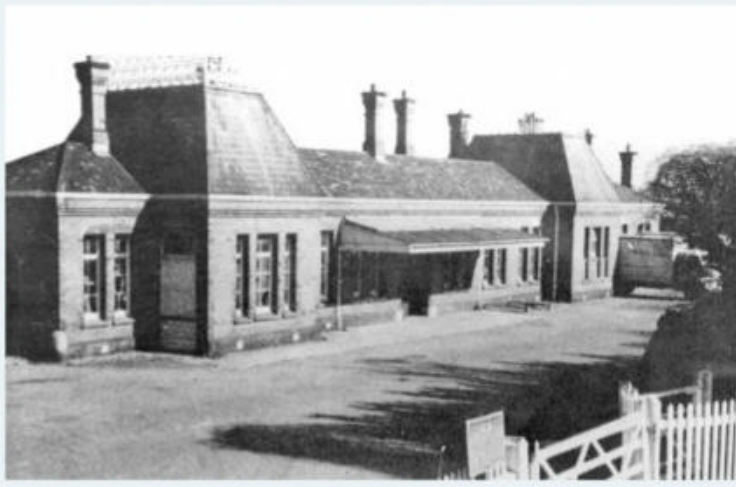
The museum's Search Engine facility provides public access to a colossal collection of items not normally on show to visitors, ranging from tickets and posters to photographic collections, recordings of former railway staff, models, staff uniforms, clocks, railwayana and small artefacts. As with other UK national museums, admission is free.

Chapter 11

Ross-on-Severn

When the Severn Valley Railway finally extended to Kidderminster, it was not possible to run trains into the main line station – so a new one had to be built next door! The new station looks every bit the real thing – but is a modern-day replica of the station at Ross-on-Wye.

ABOVE: Looking every bit as if it was miraculously transported from Ross-on-Wye, the frontage of Kidderminster Town station looks every bit like a Victorian station, but was completed in 2006. SVR ARCHIVES



ABOVE: The 1890 station building at Ross-on-Wye was the model for Kidderminster Town.

Ross-on-Wye station was opened on June 1, 1855 by the Hereford, Ross & Gloucester Railway. Built slightly to the north of the town, it was the terminus of the Ross & Monmouth Railway, which joined the Hereford, Ross & Gloucester just south of the station.

On July 29, 1862 the line was amalgamated with the GWR, and in 1873 the station also became the terminus of the Ross & Monmouth Railway to Monmouth via Lydbrook.

In 1890, the GWR built a new station building at Ross, somewhat reminiscent of a French chateau, and bigger than the original. It was designed by JE Danks of the GWR civil engineers department at Paddington.

The Ross & Monmouth passenger services were withdrawn and the section from Lydbrook Junction to Monmouth Troy was closed on January 5, 1959. The remaining section remained open until November 1, 1965 for freight traffic only. The Hereford, Ross & Gloucester closed to passengers on November 2, 1964, while the line going north to Rotherwas Junction and Hereford closed when passenger services were withdrawn in 1964.

The brick-built station building stood for several years as weeds choked the platforms, and it was eventually demolished. The site became the Ashburton Industrial Estate, where the brick goods and engine sheds still stand, the latter as a garden centre.

However, that was not the last that the world would see of Ross-on-Wye station, 1890 style.

Inspired by the success of preservation pioneer line the Bluebell Railway in Sussex,

BELOW: The side-on view of the by-then long-derelict Ross-on-Wye station in 1974. JOHN MANN*

ABOVE: GWR 4-6-0 No. 4930 *Hagley Hall* prepares to haul the 'Kidderminster Venturer' out of the then very-basic platforms of the incomplete Kidderminster Town station on Monday, July 30, 1984. DAVID WILLIAMS

the Severn Valley Railway Society was formed in July 1965 by a group of members wishing to set up a similar heritage operation in the West Midlands.

They looked at several lines that had recently closed and voted to focus their efforts on saving part of the Shrewsbury to Hartlebury Junction on the Severn Valley route, which had closed in 1963.

The track from Bridgnorth going south was still intact, and the Severn Valley Railway Company, which was incorporated in May 1967, initially acquired 5½ miles of the line between Bridgnorth and Alveley Colliery (then still in use) from BR for £25,000. However, the stated objective of the company even at that early stage was to 'preserve, retain and restore the standard gauge railway extending from Bridgnorth to Kidderminster via Bewdley'.

The first public heritage services ran in May 1970, and the end of coal traffic from the colliery in 1973 allowed the SVR to acquire a further 8½ miles of the line as far as Foley Park, the purchase price of £74,000 being raised by the floatation of a public company initially under the chairmanship of the late Conservative MP Sir Gerald Nabarro.

Services were extended to Bewdley in May 1974, and following the end of freight traffic from BSC at Foley Park on January 22, 1982, the heritage line bought the final section of the line to Kidderminster for £80,000, after launching a £500,000 share issue, which raised more than £370,000. The SVR also rented the three-acre former Comberton Hill goods yard at Kidderminster from British Rail, and made plans to build a new station on it, one that would be a fitting gateway to one of Britain's most popular and successful heritage lines.

Public heritage trains began running from Bridgnorth to Kidderminster on Monday, July 30, 1984. Accompanied by a brass band, GWR 4-6-0 No. 4930 *Hagley Hall* was adorned with the 'Kidderminster Venturer' for the VIP run out of Kidderminster at 11.23am.

The first public train was hauled by LMS Jubilee 4-6-0 No. 5960 *Leander* at 1pm. The guest speaker at the opening was Dr John Prideaux, director of the British Railways Board policy unit. A noted railway historian and enthusiast, he later became chairman of the Ffestiniog & Welsh Highland Railways.

The share issue left enough funds available for a new showpiece station to be built on the leased land, and SVR looked to replicate a traditional GWR design.

The new station, named Kidderminster Town, was based on Ross-on-Wye station as it was at turn of the century. The name ▶

ABOVE: **The original Kidderminster Town terminus was a run-round loop with basic platforms.** TONY BENDING/SVR ARCHIVES

ABOVE: **Ivatt 2-6-0 2MT No. 43106 at Kidderminster Town station with a Severn Valley Railway 40th anniversary VIP special on May 23, 2010, marking the first train to run on the SVR.** ROBIN JONES

Kidderminster Town was chosen because GWR custom, where there were two stations in a town, was to give the Town designation to the closer one to the town centre. The Severn Valley station just about manages to beat its Network Rail counterpart by around 150ft in this respect!

When the new station was constructed, insufficient funds meant only two wings of the basic building could be completed.

Since then a number of these missing features have been constructed and erected by volunteers including a cantilevered canopy in the 1880s porte cochere style at the front of the building and the replica decorative cast roof crestings adorning the two towers. The patterns for the crestings were derived from measurement of segments of the original ones. Such details were added over the years by the Friends of Kidderminster Station group.

In July 1986, the GWR Kidderminster goods shed and its site were purchased for £75,000.

The railway faced one last battle to secure complete ownership of its present route in 1994. Early that year, British Rail, anxious to realise the value of a prime asset, announced that the freehold was on the market. The asking price was a whopping £450,000 for the former goods yard, by then occupied by the new Kidderminster Town station.

In February that year, bridging finance was agreed with the company's bankers before the successful launch of a share offer. By then, the railway had grown in support and stature to the extent that not only was the asking price raised but the share issue left money to spare.

The purchase complete, the SVR now owned every inch of its running line from Bridgnorth station to Kidderminster.

Had it not been for the overwhelming success of that share offer, the site would probably now be occupied by a supermarket. Who knows where Severn Valley trains would have terminated today?

A canopy now covers the station concourse. The design of the steelwork for

ABOVE: **The Duke of Gloucester, the Queen's cousin and patron of the Severn Valley Railway, visited on May 14, 2012 to unveil a plaque at Bewdley to commemorate the 150th anniversary of the line. He is seen meeting officials at Kidderminster Town station. To the left is a replica WHSmith bookstall, a common feature at stations all over Britain in times past.** ROBIN JONES

ABOVE: **A station fit for a princess. As part of the Severn Valley Railway's 50th anniversary celebrations, Princess Anne visited the line on April 13, 2015. After riding in overalls on the footplate of GWR 4-6-0 No. 7812 *Erlestoke Manor* from Bewdley, and even taking a turn at driving, she arrived at Kidderminster Town, which was packed with VIPs and invited guests including founding members, Keith Beddoes, Christopher George, Columb Howell and Roger Hobson. She unveiled a plaque celebrating 50 years of the SVR, and was given a behind-the-scenes tour of the carriage works at Kidderminster, to meet volunteers and some of the young apprentices of the line's Heritage Skills Training Academy.** ROBIN JONES

ABOVE: The concourse of Kidderminster Town station today. SVR

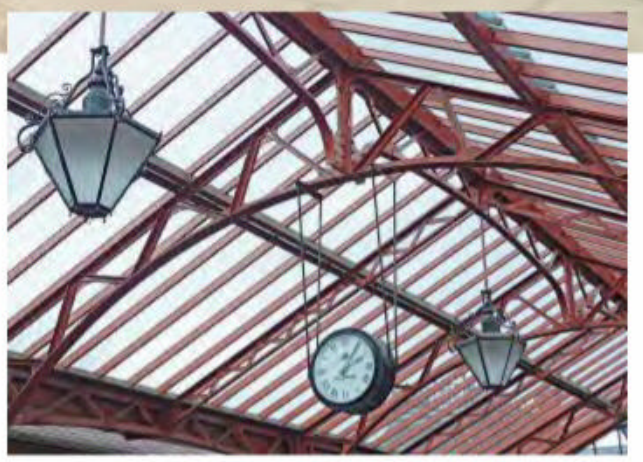
this canopy was has been closely based on the former GWR Wolverhampton Low Level station.

The canopy and east wing of Kidderminster Town station was completed in 2006. The left-hand side of the building includes the King and Castle pub, named after the GWR's most famous locomotive classes.

Other major developments on the site have included the commissioning of a newly constructed signalbox at Kidderminster in 1987, the opening of a new carriage shed in 2003, and also at Kidderminster, the opening of the heritage sector's first purpose-built diesel depot in 2016.

In January 2017 it was announced that the diesel depot had won the 2016 Heritage Railway Association award for Modern Traction, sponsored by *Rail Express* magazine, for its "major contribution to modern traction preservation".

The goods shed, which was derelict when bought by a group of Severn Valley members, is now the magnificent Kidderminster Railway Museum with a mind-blowing collection of local railway artefacts, photographs and other documents.



ABOVE: An interior view of the Kidderminster Town canopy and station clock. ROBIN JONES

ABOVE: A traditional red telephone box takes pride of place inside the 'new' 'Ross-on-Wye' station. SVR

Impressive, undoubtedly, but is Kidderminster Town station 'heritage' in the purest sense of the word? It certainly looks the part, at least as far as the hundreds of thousands of visitors who have passed through its doors. Yes, it is all new, but as the old adage goes – if it looks like a duck, walks like a duck, and quacks like a duck… ●

ABOVE: The GWR goods shed is now Kidderminster Station Museum. ROBIN JONES

ABOVE: Police officers take turns to have their pictures taken next to the world's most famous steam locomotive, Gresley A3 Pacific No. 60103 *Flying Scotsman*, on September 21, 2016, during its hugely successful loan visit to the line. ROBIN JONES

ABOVE: LMS 'Black Five' 4-6-0 No. 45426 waits to depart Marylebone on April 27, 1966. R TIBBETS/COLOUR-RAIL 395409

Second life for make-do Marylebone

Marylebone station was the last of the great London termini to be built, and so nearly became the first one to close. However, under the operation of Chiltern Railways, it is now providing a vital 21st-century transport service to London, its commuter belt and Birmingham.

Marylebone station is the smallest of the London termini and it was also the last to be built. In fact, questions have many times been raised as to whether it should have been built at all.

Its origins date back to 1864 when Sir Edward Watkin took over directorship of the Manchester, Sheffield & Lincolnshire Railway, and decided to up the stakes dramatically.

Watkin saw much of the MSLR's traffic going to bigger companies with access to London, in particular the Great Northern Railway, and so he decided that his company should have its own route to the capital to compete with them.

At first he tried unsuccessfully to negotiate with the other companies to enter into a partnership to build such a line, but when he exhausted those avenues, he decided that his company should go it alone.

Many of his contemporaries questioned the wisdom of building the line, as not only was the great age of Victorian railway building over by then, but all the major centres of a population centres through which it would pass were already on main lines.

Watkin argued that there was a strong business case for the MSLR to have its own line to London, and also harboured thoughts of international trade. In 1882, he had begun a scheme to build a channel tunnel, only for it to be vetoed by the UK government over invasion fears.

Nonetheless, his main line to London was built to a wider specification than the British loading gauge, and it is through this that he intended to connect it to French lines if the tunnel was ever built, accommodating the larger continental rolling stock.

The MSLR received Parliamentary approval for what was called the London Extension on March 28, 1893. The Bill nearly failed after opposition from cricketers at the Marylebone Cricket Club in London through which the line would pass, but it was agreed to build a cut-and-cover tunnel beneath Lord's Cricket Ground, which the club had occupied since 1814 and still does today.

The 92-mile route left the existing MSLR line at Annesley in Nottinghamshire and ran to Quainton Road in Buckinghamshire. It was the last trunk railway to be built in the UK before High Speed 1, the Channel Tunnel Rail Link, which opened on November 14, 2007. Something Watkin could only dream of.

From Quainton Road (now the Buckinghamshire Railway Centre), the route followed the existing Metropolitan Railway extension, which became jointly owned by both companies as far as Harrow. The final section, owned solely by the MSLR – changed its name to the Great Central Railway to reflect its new purpose – and ran to its terminus at Marylebone.

It was originally planned that Marylebone should have eight platforms, but the building costs were far higher than anticipated, and in view of the colossal overspend on the London Extension – more than £11 million as opposed to £3 million - only four were built, three within the trainshed and one, Platform 4, west of it.

By then, the GCR had become so short of money that the only means by which it could obtain locomotives and rolling stock for the London Extension was to establish a separate trust company and buy them on hire purchase. So there would be no grand terminus of the like of King's Cross or St Pancras for the GCR.

Furthermore, the GCR was always going to have difficulty competing with the longer-established termini, even though its express trains were often more luxurious; boasting state-of-the-art coaches with electric lighting, and restaurant and buffet cars on most services.

Marylebone station was built on a 51-acre site around Blandford and Harewood squares, west of Regent's Park, and was designed by Henry William Braddock, a civil engineer employed by the GCR, in neo-Baroque Wrennaissance revival style, employing warm brick and cream-coloured stone, and harmonising with surrounding buildings with Dutch gables. ▶

ROBIN JONES

ROBIN JONES

ABOVE: Flowers are still being sold on Marylebone's forecourt today! ROBIN JONES

ABOVE: The entrance to Marylebone station shortly after its opening in 1899.

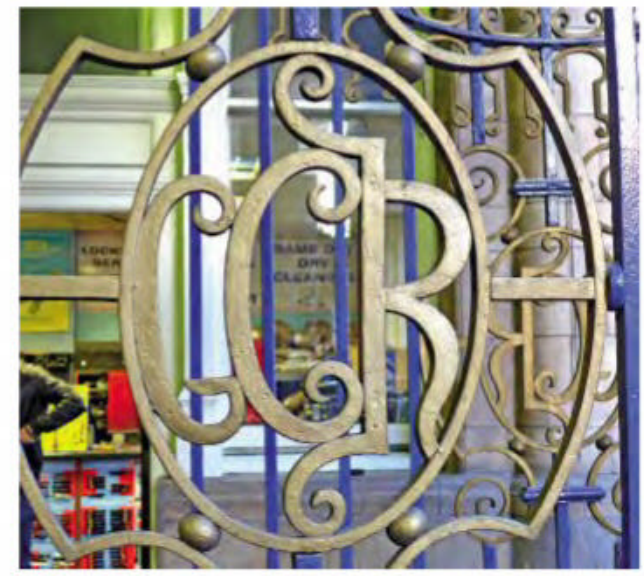
BELOW: Chiltern Railways' Turbo trains wait in Marylebone's platforms on January 30, 2004. BRIAN SHARPE

ABOVE: Hansom cabs deliver passengers to their trains at Marylebone in this pre-First World War postcard view. ROBIN JONES COLLECTION

Again, because of the huge cost of the London Extension, the associated adjacent Great Central Hotel was built by a different company, but tastefully linked to the booking office by an attractive porte cochere.

Despite the tightening budget, when building a new London terminus, it was impossible to escape the expenditure, as happened in Nottingham and Leicester, of having to build replacement homes for those whose had been demolished to make way for the railway. When Paddington station was built by the GWR half a century before, it lay in green fields, but Marylebone was in the heart of a built-up area. A total of 507 homes occupied by 3073 people needed to be demolished and were replaced by the six five-storey blocks known as Wharncliffe Gardens, after the railway's chairman Lord Wharncliffe. More than 4000 working-class people were evicted from their homes to turn Harewood Avenue and Rossmore Road into approach roads, and around 2600 were rehomed.

Much of the land was bought in readiness for the time when extra platforms would be needed. However, that day never came.



ABOVE: The original Great Central Railway motif on the gates to the station is still in use today. ROBIN JONES

ABOVE: Action at Lord's Cricket Ground on May 2, 2015. With funds running low and not helped by the enormous added cost of three tunnels that had to be dug, forced on the company by strong opposition to the route through St John's Wood and past Lord's, Edward Watkin's scheme to build a new main line to London ended with only a modest terminus being built in the form of Marylebone. BEN SUTHERLAND *

ABOVE: The entrance to Marylebone station today. ROBIN JONES

ABOVE: On August 3, 1957, LNER Edward Thompson L1 2-6-4T No. 67789 waits to depart from Marylebone with the 6pm service to Woodford Halse. MJ READE/COLOUR-RAIL 3456

BORN TOO LATE?

Marylebone station was officially opened on March 9, 1899, although coal traffic had been running into it since July 27, 1898.

Three special trains ferried in northern guests from Manchester, Sheffield and Nottingham, with 734 people enjoying a six-course lunch in a marquee. The head of the Board of Trade, Charles Thomson Ritchie, 1st Baron Ritchie of Dundee and a future home secretary, opened the station and the London Extension. In his speech, addressing the issue of whether London needed another railway connection to the north, he said that all of the existing lines suffered from "enormous congestion".

Ordinary members of the public had to wait another six days to use the station.

The upper storey of Marylebone station was occupied by offices, a boardroom and a committee room, allowing the GCR headquarters to be moved there from Manchester London Road in the middle of 1905.

The GCR built an engine shed at the site in 1897, but it proved to be short lived. A locomotive servicing area with a turntable and coaling stage remained in use until the end of steam traction at the station in 1966.

Marylebone acquired a second railway line in 1907, when the Bakerloo Line was extended from Baker Street. The new Marylebone underground station took the name Great Central until 1917, when it was changed to Marylebone.

The GCR's big success here was coal traffic bound for the capital, and 67% of all London Extension traffic was freight. The freight depot adjoining the station was just about the largest in London.

By contrast, as predicted, passenger traffic on the London Extension was never as heavy as hoped for, and had difficulty in competing against the older Midland Railway and its St Pancras terminus.

As the GCR found having to use part of the Metropolitan Railway's route to reach Marylebone unsatisfactory, it opened a new line to High Wycombe on April 2, 1906. The extra suburban services that followed generated traffic for Marylebone, which had previously been so empty on occasion that the staff outnumbered passengers.

The GCR's best days came after it was absorbed into the LNER at the Grouping of 1923, and saw big-name Pacific locomotives such as *Flying Scotsman* and *Mallard* run over the London Extension. There were also specials to Scotland and after Wembley Stadium opened in 1923, the line handled football specials to FA Cup finals.

Marylebone was closed from October 5, 1940 until November 26 that year after the approach tunnels were breached by a Luftwaffe bomb, and the freight depot was also hit on April 16, 1941. Yet the station itself, unlike the bigger London termini, experienced relatively little damage.

'The Master Cutler', arguably the most famous train on the London Extension, was introduced by the LNER on October 6, 1947, running from Marylebone to Sheffield.

The newly formed British Railways tried to keep Marylebone open as a long-distance station.

It introduced a named train, the 'South Yorkshireman' to Bradford in May 1948, but it too was not well patronised.

From 1949, all local services towards High Wycombe and Princes Risborough were routed into Marylebone.

The problem again was the duplication of the Midland Main Line to St Pancras by the London Extension, and even before Dr Beeching started looking at closing doubled-up routes, it was clear that one of the two would eventually go. Long-distance trains from Marylebone were scaled back from 1958, when 'The Master Cutler' was diverted to London King's Cross and the East Coast Main Line, leading to the closure of the London Extension north of Aylesbury on September 4, 1966.

ABOVE: Marylebone station in April 1969. Then the least used of London's termini, and having just lost its long-distance services, it seemed that it was just marking time until the inevitable occurred. HUGH LLEWELYN*

ABOVE: LNER A3 Pacific No. 4472 *Flying Scotsman* at Marylebone with a return trip from Sheffield Victoria on June 15, 1963. It was one of its first enthusiast trips since being sold by British Railways to the late Alan Pegler.

ITS DAYS WERE NUMBERED

ABOVE: Marylebone station in July 1975, with a DMU set about to depart. The trainshed on the right was demolished in the late 1980s and replaced with a new office development. Two new platforms were constructed in the very wide central platform (which had a cab rank). HUGH LLEWELYN*

BELOW: Main line steam specials were a not uncommon occurrence at Marylebone from 1985 until around 1991. Southern Railway King Arthur class 4-6-0 No. 777 *Sir Lamiel* is pictured on one such excursion in December 1986, in what was then the Marylebone diesel depot to the north-east of the station, alongside the former milk dock, before backing down on to its train. HEC TATE*

Marylebone itself experienced a rundown of services after the line was transferred from the Eastern Region to the London Midland Region, although the station and the first few miles of its route had been part of the Western Region from 1950. Marylebone's large goods yard was closed and sold to the Greater London Council for housing.

Indeed, as one of the least-busy London terminals, the station became popular as a filming location: April 1964 saw several scenes in The Beatles first film A Hard Day's Night shot on the platforms, as was the opening scene of The Ipcress File the following year.

Apart from a brief reprieve the following year when Paddington was undergoing signal works, Marylebone became merely the terminus for local services to Aylesbury and High Wycombe with some services extended to Banbury. The station was transferred to the London Midland Region in 1973.

By then, Marylebone station and its remaining trains had become a dowdy affair, and by the early 1980s, closure seemed imminent. British Rail chairman, Peter Parker, in 1983 ordered a report into the possibility of converting Marylebone into a 'high-speed busway', whereby Marylebone would be converted into a coach station. The trackbed between Marylebone, Harrow-on-the-Hill and South Ruislip would have been converted into a road for the exclusive use of buses and coaches, with most train services retouted into Paddington, and those from Aylesbury taken over by London Underground and routed to Baker Street.

It seemed the end was nigh.

Plans to close Marylebone station were formally announced on March 15, 1984. However, there was a massive public outcry and protests from local councils too, leading to a two-year legal battle.

Furthermore it was found that many of the bridges on the route were too low for buses to pass under, and nothing more was heard of that scheme.

A FRESH DAWN

Marylebone did not close. Instead, the late Eighties saw it undergo a new lease of life, when it became part of BR's Network SouthEast sector followed by a major change in fortunes. The introduction of the inter-modal and unlimited use Capitalcard, a forerunner to the Travelcard, led to a boom in commuter traffic into London, absorbing the spare capacity at Paddington and Baker Street and ending the threat of Marylebone's services being diverted.

The station's reprieve came on April 30, 1986, followed by an £85-million modernisation and refurbishment programme. That was funded by selling part of the station to developers, including two of the original four platforms to the west of the station and the third span of the trainshed.

To replace these, the central cab road was removed, and two new platforms numbered 2-3 were created in its place, while the rundown lines into Marylebone received signalling and higher line speeds. In 1991, the ageing fleet of Class 115 diesel multiple units that handled local services was replaced by Class 165 Turbo trains, and service frequencies were increased.

Long-distance trains returned when the services to Banbury were extended to the reopened Birmingham Snow Hill in 1994. Post-rail privatisation, Chiltern Railways took over the trains in 1996 and developed the interurban service to Birmingham Snow Hill, and in 2002, a service to Kidderminster was begun. Chiltern Railways now operates all services at Marylebone.

The line was restored to double track the same year, and Marylebone was expanded in 2006 with two extra platforms through Chiltern's Evergreen 2 project. A new platform (Platform 6) was inaugurated in May 2006, while Platform 5 and the shortened Platform 4 opened in September. Platforms 5 and 6 were built on the site of the goods sidings.

In 2011, Chiltern Railways took over the Oxford to Bicester Town route from First Great Western, in preparation for the opening of a link from the Chiltern Main Line to the Varsity Line, on which Bicester Town station is located. Trains from Marylebone to Oxford Parkway began in October 2015 and services to Oxford in December 2016.

As with St Pancras, the resurgence of the use and need of Marylebone in the modern age forgives the folly and futility of negative decisions made about railway heritage in decades past.

As an aside the Great Central Hotel, designed by Sir Robert William Ellis and opened by Sir John Blundell Maple of the furniture company Maples in 1899, served as a convalescent home during the Second World War. It was converted to offices in 1945, becoming the headquarters of British Rail from 1948 to 1986: staff there nicknamed it 'The Kremlin'. The offices were restored as a hotel, now the Landmark Hotel, in 1993. The hotel, owned by a Thailand-based chain, now has 300 rooms and suites. ●

ABOVE: Now the Landmark Hotel, the former Great Central Hotel once served at the headquarters of British Rail. ROBIN JONES

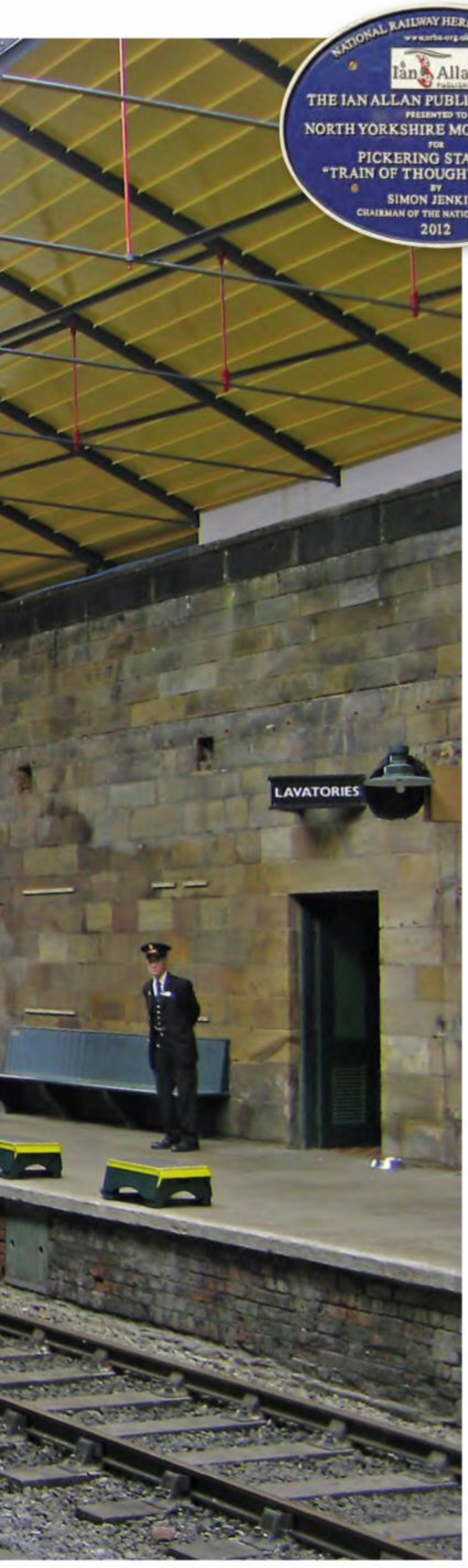
ABOVE: A pair of Chiltern Railways Class 165 Turbo trains at the Marylebone bufferstops in March 2014. ROBIN JONES

RIGHT: Marylebone on August 21, 1988, with the Class 115 DMUs that then formed the mainstay of its services. Incidentally, Marylebone is one of four stations on the British version of the Monopoly board game, along with King's Cross, Fenchurch Street and Liverpool Street. The four stations were all LNER termini at the time that the board was designed in the mid-1930s. TIM@SW2008

BELOW: A stitched panoramic view of Marylebone station in 2016. DAN AUGOOD*

Raising the roof again

Enlightened thinking as manifested on many of Britain's heritage lines as well as in several places on the national network has seen the official vandalism of historical structures reversed. One of the finest examples of all in this respect is the overall roof at Pickering station on the North Yorkshire Moors Railway.



One of the marked features of the British Railways era was the habitual disregard for heritage features. Whether a piece of infrastructure was of historical value or not matter little: if it is redundant or nearly there, and it costs money to maintain it, or we can get by without it. Knock it down, even if the resulting loss to heritage leaves an eyesore.

ABOVE: The removal of the Pickering station roof by British Railways in 1952 left the station open to the elements. Here, visiting Somerset & Dorset Joint Railway 7F 2-8-0 No. 53809 enters the roofless station on August 27, 2010. PHILIP BENHAM/NYMR

ABOVE: The original Pickering trainshed roof prior to its removal by British Railways. NYMR COLLECTION

LEFT: BR Standard 4MT 2-6-0 No. 76079 heads the first passenger service to pass under the new train shed roof at the North Yorkshire Moors Railway's Pickering with the 2pm from Whitby on April 1, 2011. PHILIP BENHAM/NYMR

Along came the preservation movement, and several closed branch lines were taken over and their features gradually restored wherever possible. In some cases, however, replacing a loss was too big an ask.

That was the dilemma facing Britain's most popular heritage line in terms of annual passenger numbers, the North Yorkshire Moors Railway, in the case of its Grade II listed Pickering terminus.

The station was opened by the York & North Midland Railway in 1847 to the design of York & North Midland Railway architect George Townsend Andrews, who was also responsible for York's first permanent station.

His plan for Pickering included a covered trainshed to a 'Euston truss design' following the principles used for that station by the London & Birmingham Railway.

In 1952, after more than century's use, British Railways removed the corroded trainshed roof to save on maintenance and renewal costs replacing it with functional platform canopies. It left the stone support walls either side of the tracks, but for passengers wishing to shelter from the rain, above was only sky.

This was the condition in which NYMR took over the station in 1975, but it was from the start a long cherished ambition to restore the station to its former glory.

Phase 1, started in the late 1990s, saw the Heritage Lottery Fund helping to pay for major restoration work to the main station buildings, with Phase 2 taking place in 2010-2011.

This work under the title Train of Thought reflecting the educational aspect of the project included a new Learning Centre (with conference facilities and climate-controlled archive) and visitor centre, built by York contractor WM Birch, which opened in 2010.

The project continued over the winter of 2010-11 despite battling against some of the heaviest snowfall in decades throughout December and January, with the trainshed ▶

ABOVE: **Because of tight access to Pickering station, most of the reroofing materials had to be brought it by train. Work in progress is seen on January 27, 2011.** PHILIP BENHAM/NYMR

ABOVE: **The side old canopies are taken down.** PHILIP BENHAM

ABOVE: **The new roof under construction.** PHILIP BENHAM

roof reconstructed by building contractors Houltons of Hull.

Because of the restricted road access to the site all building materials, equipment and waste material were transported to and from the site by rail using the New Bridge permanent way yard shunter, with the train usually consisting of plate wagons.

Faithfully following the original Andrews' design, careful research was carried out to ensure every detail was as accurate as possible, including the colour scheme, while ensuring modern building standards and regulations were complied with.

The work was completed in time for the 2011 main season with the first train passing under the new roof on April 1, 2011.

LMS 'Black Five' No. 45428 *Eric Treacy* became the first locomotive to run under it, although at that time there was still work to be completed on the walls, which were inaccessible with the scaffolding in place. However, the first service train to pass under it was the 2pm from Whitby later that day, headed by BR Standard 4MT 2-6-0 No. 76079.

The replacement roof cost a total of £556,000 and provides additional support to the fabric of the 19th-century station buildings. It even includes roof tiles from the Welsh slate quarry that provided the tiles for Andrews' original.

The woodwork is painted with intumescent paint to minimise fire risk.

Once the crash deck scaffolding was removed, the interior was found to be surprisingly light and airy, confounding all those critics who felt that it would be a dark and gloomy environment.

The new wood lining reflects light well within the structure, but nonetheless, the grant funding for it makes provision for annual cleaning and internal and external water pipes have been incorporated to facilitate this.

Normally, engines will stop with their chimneys clear of the roof, which should help to stop dirtying of the interior by smoke, but although double-headed trains would have one locomotive standing within the structure, they will still be permitted.

Overall the scheme cost £1.25 million with the majority of the funding coming from the Heritage Lottery Fund and the former Yorkshire Forward – together with a smaller grant for the Learning Centre from Yorwaste. The public also contributed more than £25,000 to the cost of providing more than 8000 Welsh roof slates, by sponsoring a slate for £5. Each slate was labelled with its "owner's" details before to being installed.

On May 9, 2013, the railway unveiled a plaque for the National Railway Heritage Awards' Ian Allan Publishing Award for the Train of Thought project. The award was won by the heritage line against extremely stiff competition such as the refurbishment of London's St Pancras Hotel and the repainting of the Forth Bridge.

The Learning Centre was named after NYMR's long-time archivist Graham Reussner. The restoration of the trainshed, a major first in the heritage sector, was completed in time for the line's celebrations to mark the 175th anniversary of the Pickering to Whitby line. ●

ABOVE: K1 2-6-0 No. 62005 stands in Pickering station on March 6, 2015, at the head of a special train marking the 50th anniversary of the closure of the line by British Railways. On the opposite platform can be seen the replica of the WHSmith newsagents kiosk which was positioned at the station in NER days. ROBIN JONES

ABOVE: Pickering's reroofed train shed as viewed from the south. ROBIN JONES

ABOVE: Frome station in Somerset, which is of similar size to Pickering, was lucky enough to keep its trainshed and is also now Grade II Listed. Designed by J R Hannaford and opened in 1850, it is one of the oldest through trainshed railway stations still in operation in Britain. The station has two platforms, one of which is now unused. ROBIN JONES

ABOVE: The world's most famous steam locomotive, LNER A3 Pacific No. 60103 *Flying Scotsman*, fresh from its long-running £4.5-million overhaul, approaches the classic North Eastern Railway bridge at Pickering during its March 12-20, 2016 visit. NYMR

Brief Encounter at Milford Junction

Carnforth station was once an extremely busy junction on the edge of Lakeland. However, it is world famous as the location for the iconic 1946 movie Brief Encounter, and one had a heritage centre to celebrate that fact.

Designated as a second-class station, Carnforth had just one platform with a wooden structure when it was opened in 1846 by the Lancaster & Carlisle Railway.

Ten years later a small station was built following the connection of the Furness and Midland Railway lines. Carnforth became a junction in 1857 when the Ulverston & Lancaster Railway arrived from the North West, and a new station and small engine shed were constructed.

In 1859 the London & North Western Railway leased both the Lancaster & Preston Junction Railway and the Lancaster & Carlisle Railway, and in 1862 the Ulverston & Lancaster Railway was bought by the Furness Railway.

Carnforth station was enlarged during the 1870s and in 1880, when it was rebuilt at a cost of £40,000. It also received trains from the Midland Railway following the commissioning of a south-to-east direct curve to the Furness & Midland Joint Railway resulting in the creation of a triangular junction.

The station was operated under joint management by the Furness, Midland and LNWR, and station personnel wore a uniform with the initials CJS for Carnforth: Joint Station.

The Furness Railway erected a distinctive stone-built signalbox to the north-west of the station in 1882, which was used until 1903 and survives today, protected by listed building status.

In the second half of the 19th century, Carnforth became an important centre for the transfer of mail. By the end of the Victorian age, an extensive goods yards had been built for remarshalling the many freight trains that passed through the busy junction.

A major station rebuilding project took place in 1937 with £53,000 of government funding, including the installation of an 890ft-long platform for the Furness trains and the longest unsupported single piece concrete roof in Britain (currently used by northbound services) and brought the number of platforms in use to six.

Carnforth developed into a bustling junction linking stations across the North West from Cumberland through to Leeds and during both world wars, thousands of servicemen passed through Carnforth Station en route to duty overseas.

In 1944, the government approved the rebuilding of Carnforth motive power depot into a major regional railway depot.

FAME ON THE SILVER SCREEN

LEFT: One of the iconic scenes from Brief Encounter shows Laura Jesson (Celia Johnson) and Dr Alex Harvey (Trevor Howard) saying farewell at Milford Junction station.

BELOW: One of the Furness Railway Class 21 or 'Larger Seagulls' Sharp Stewart 4-4-0s steam locomotives, which as LMS No. 10135, is seen leaving Carnforth station. HISTORIC IMAGES – LANCASHIRE*

In 1945 David Lean filmed his romantic classic Brief Encounter starring Celia Johnson and Trevor Howard partly and most famously at Carnforth station.

Lean's third Noel Coward adaptation for Cineguild has become one of the most popular romantic British films of all time, regularly appearing on lists of 'best' films. The story of an unconsummated middle-class love affair began life as a one-act play Still Life, first performed in 1936.

All of the scenes in Still Life are set in the refreshment room of a railway station, the fictional Milford Junction.

In late 1938, Laura Jesson, played by Celia Johnson, a respectable middle-class woman in an affectionate but rather dull marriage, tells her story while sitting at home with her husband, imagining that she is confessing her affair to him.

Laura, like many women of her class at the time, goes to a nearby town every Thursday for shopping and to the cinema for a matinée. Returning from one such excursion to Milford, while waiting in the station's tea shop, she is helped by another passenger, who solicitously removes a piece of grit from her eye. The man is Alec Harvey, played by Trevor Howard in his first starring role. Alec is an idealistic doctor, who also works one day a week as a consultant at the local hospital. Both are in their late thirties or early forties, married with children.

Enjoying each other's company, the two arrange to meet again.

They meet by chance a few days later and a love affair blossoms. Alec and Laura meet regularly for tea, rowing in the park and taking trips to the cinema. They are very much in love but Laura feels terrible guilt about her clandestine relationship, even though it has never gone further than a kiss.

For a while, they meet openly, until they run into friends of Laura and the lying begins.

RIGHT: An unidentified Pacific locomotive and its train heads through Carnforth station in 1961. HISTORIC IMAGES – LANCASHIRE*

ABOVE: **A Northern Class 185 DMU calls at Carnforth on February 22, 2017.** ROBIN JONES

ABOVE: **The Brief Encounter Refreshment Room at Carnforth station today. The room itself was not used for the filming, but it is believed that a near-replica was built at Denham studios. The refreshment room has been restored to its 1940s splendour and is a run as a separate franchise.** ROBIN JONES

They eventually go to a flat belonging to a fellow doctor, Stephen, played by the 'Man In Black', Valentine Dyall, a friend of Alec.

Interrupted by Stephen's unexpected and judgmental return. Laura, humiliated and ashamed, runs down the back stairs and into the streets. She walks for hours, sits on a bench and is confronted by a police officer, with the implication that she could be seen as a prostitute.

The couple realise both an affair and a future together are impossible and split up.

ABOVE: **Carnforth station in its London & North Western Railway days.** HISTORIC IMAGES – LANCASHIRE*

ABOVE: **The front of Carnforth station.** ROBIN JONES

LEFT: **An accolade for the Brief Encounter Refreshment Room.** ROBIN JONES

Alec is offered a job in Johannesburg, where his brother lives.

They meet for the final time in the station refreshment room, now seen for a second time.

As they await their final parting, Dolly Messiter, played by Everley Gregg, a talkative acquaintance of Laura, invites herself to join them and begins chattering away, oblivious to the couple's inner misery.

Robbed of the chance for a final goodbye, Harvey's train arrives. With Dolly still chattering, Alec departs with a last look at Laura but without the passionate farewell for which they both long. After shaking Messiter's hand, he discreetly squeezes Laura on the shoulder and leaves. Laura waits for a moment, anxiously hoping that Alec will walk back into the refreshment room, but he does not.

As his train pulls away, Laura is racked with emotion. Hearing an approaching express, she darts out to the platform, and the lights of the train flash across her face as she conquers a suicidal impulse. She then returns home to her family.

Laura's kind and patient husband, Fred, played by Cyril Raymond, suddenly shows not only that he has noticed her distance in the past few weeks but that he has guessed the reason. He thanks her for coming back to him, and she cries in his embrace.

ABOVE: A period setting outside the heritage centre. ROBIN JONES
BELOW: A micro-cinema inside Carnforth Station Heritage Centre shows Brief Encounter. ROBIN JONES

WHY CARNFORTH?

When Lean asked for permission to use a busy station for location filming as 'Milford Junction' Carnforth was chosen by the Ministry of War Transport as it was located far enough away from major cities to avoid the blackout for filming purposes, as shooting took place in February 1945 before the end of the Second World War.

Nevertheless, filming had to take place at night between 10pm and 6am so as not to interfere with daytime train operations. The station also needed to have spare local traffic so that normal services would not disrupt the filming.

During the filming sessions, as express trains approached Carnforth, the drivers were suddenly confronted by a blaze of lights – very unusual in the blackout years. Accordingly, they slowed down to snails' pace, fearing something was wrong.

Of course, Cineguild would have much preferred a location in the south of England within striking distance of its Denham studios, but there was still a clear threat from the Luftwaffe, and the Ministry of War Transport considered night-time outdoor filming to be unsafe in that region. The lights from a film crew working late into the night would have stood out and easily guided bombers to a target. However, the north-west of England was a somewhat different matter.

While big industrial towns such as Liverpool, Leeds, Manchester and Barrow-in-Furness, had been bombed, following D-Day the threat to them had largely passed. Even if an air raid did take place, there would be plenty of time for a warning from the east coast to get through, so the film crew could put out their lights.

That was no good at all to Lean, who needed express trains passing through to tell the story.

Frederick Loach, a LMS railway traffic officer, was assigned to the filming, and had the job of informing engine drivers that all was well at Carnforth, and rather than slow down, they should speed up. The drivers were only too happy to oblige!

The chosen station needed to have a main line passing through it, for the express trains, and also a local line for the stopping trains to Churley and Ketchworth. For dramatic effect, a distance between the refreshment room and the Churley platform was required, so that a degree of urgency could be portrayed, as the characters ran to catch trains.

ABOVE AND RIGHT: Iconic: Carnforth's station clock became a powerful icon through its repeated appearances in Brief Encounter. ROBIN JONES

There also needed to be quiet places on the station, where the main characters could hold discreet conversations. Also, the station needed to have sidings nearby so that the real trains seen in the film could be stored.

Scores of stations across the North could have been chosen. However, Lean visited Carnforth in late 1944 or early 1945, when a series of still photographs was taken by Cineguild, and decided that it was the one for him.

The film begins with scenes of express trains racing through Milford Junction station, filmed at Carnforth by cameraman Eric Cross. Lean flipped the film negative in the second scene, so that the train looks as if it is running northbound.

Lean used footage of the express trains, and the scene where the ticket collector, played by Stanley Holloway, crosses the main line tracks, and enters the refreshment room as establishing shots to illustrate the geography of the station.

At two points in the film the station platform signs refer to local destinations including Leeds, Bradford, Morecambe and Lancaster to indicate location.

Noël Coward himself made the station announcements in the film.

The interior of the famous refreshment room as portrayed in the film was a studio re-creation constructed in Denham studios. However, it had a very close resemblance to the real Carnforth station refreshment room.

The refreshment room in its external form comprised film flats erected on Carnforth station.

Many of the scenes in the fictional town of Milford were filmed in Beaconsfield in Buckinghamshire. The Five Ways Cafe in the market town became the outside of the Kardomah Cafe.

The interior cinema scenes were filmed on the balcony of the Metropole Cinema in London Victoria. The street scene outside the hospital was a Denham studio set.

The little bridge, for the scene where the couple walk after their car trip out into the countryside, is Middle Fell Bridge over Langdale Beck at Dungeon Ghyll in Cumbria.

Carnforth's station clock became a powerful icon through its repeated use in the film.

The film shared the 1946 Grand Prix at the Cannes Film Festival. At the 19th Academy Awards, Celia Johnson was nominated for Best Actress while David Lean was nominated for Best Director and Best Adapted Screenplay along with Anthony Havelock-Allan and Ronald Neame.

The film has something of a timeless quality as in 1999 Brief Encounter came second in a British Film Institute poll of the top 100 British films and in 2004, the magazine Total Film named it the 44th greatest British film of all time.

ABOVE: **A display of railwayana inside Carnforth Station Heritage Museum.** ROBIN JONES

LEFT: **The listed Furness Railway stone signalbox at the northern end of Carnforth station.** ROBIN JONES

ABOVE: The platform outside the free-to-enter heritage centre and refreshment room. ROBIN JONES

BELOW: A National Rail Heritage Award presented to Carnforth in 2006. ROBIN JONES

ABOVE: Steam still thrives at Carnforth. In West Coast Railway's depot, which is off limits to the public, the company's LMS Stanier 8F 2-8-0 No. 48151 undergoes a steam test. ROBIN JONES

LIFE AFTER THE STEAM AGE

At its peak, Carnforth handled up to 100 trains a day of holidaymakers, commuters, freight and fuel bound for the seaside, cities, ports and industrial centres.

Carnforth remained a busy junction for freight traffic until the early 1960s, when road haulage took away much of its custom.

The station's West Coast Main Line platforms were closed in May 1970, following the withdrawal of local stopping passenger services between Lancaster and Carlisle two years earlier. The platform walls facing the fast lines were demolished, cut back and fenced off before the commissioning of 25kV overhead electrification in 1974.The net result: Carnforth became a branch line station, despite being on the main line! West Coast Main Line trains can no longer call at Carnforth because of the cut-back platforms.

Network Rail rejected proposals to reopen the main line platforms, stating that there would be too few passengers to justify slowing down main line trains.

Only the former platforms 4 and 5 (now renumbered 1 and 2) remain in use, as the old Midland bay that once handled trains on the joint line to Skipton and Leeds is also disused and no longer rail-connected.

The station buildings were left unloved and uncared for, and visibly showed signs of decay.

The Carnforth Station and Railway Trust Co Ltd was formed In November 1996 to restore the derelict buildings and a £1.5 million project was begun in late 2000 in cooperation with Railtrack.

By 2003, the buildings were refurbished, and restored to their 1940s condition.

The award-winning Carnforth Station Heritage Centre, which majors on the legacy of Lean's film, was opened on October 17 that year. The centre is open daily from 10am to 4pm.

Today Carnforth station still retains many of the period features present at the time of Lean's filming and thanks to the centre it remains a place of pilgrimage for fans of the film.

As well as the heritage centre and the Brief Encounter Refreshment Room, which is run as a separate franchise, a micro pub called The Snug, as well as shops, small firms and a ticket office occupy the station buildings.

The new motive power depot at Carnforth dates from 1944, fairly late in the steam era. British Railways, which was formed on January 1, 1948, inherited what was then the most modern steam depot of all, and this allowed the closure of several smaller and more dated sheds during the modernisation process to diesel and electric traction.

Accordingly, Carnforth MPD remained relatively undeveloped from its reconstruction in 1944 to the time it closed in 1968.

However, a group of enthusiasts chaired by the late Morecambe GP Dr Peter Beet formed the Lakeside Railway Estates Company, with the idea of preserving both the Furness Railway's Lakeside branch line and Carnforth MPD, to provide a complete steam operating system.

Negotiations with BR resulted in an agreement to buy the topmost half of the Lakeside branch, and at Carnforth rent sidings along with much of the depot.

Dr Beet formed Steamtown Railway Museum Ltd and turned the depot into a major attraction for steam enthusiasts, who had been deprived of their fix by British Rail's ban on steam haulage from August 1968. Indeed, the

ABOVE: The cut-back platform at Carnforth where express trains pass through but no longer stop. ROBIN JONES

LEFT: A plaque inside Carnforth Station Heritage Centre celebrating Brief Encounter director David Lean. ROBIN JONES

David subsequently formed the West Coast Railway Company, which in 1995 following the privatisation of British Rail, began operating steam services on the West Highland Extension between Fort William and Mallaig under the banner of 'The Jacobite'.

In June 1998, West Coast became the first privately owned company to be given a licence as a train operating company.

With increasing Health & Safety Executive regulations, and an increased reliance on revenue from supplying and servicing steam locomotives to power enthusiast trains, a commercial decision was taken not to reopen Carnforth as a museum or visitor attraction for the 1998 season. The shed has remained closed as a museum to this day, but thrives in its role as originally intended; a working depot.

With Carnforth as its base, David's company grew to the point whereby it gained a train operating licence to run over the entire UK network.

West Coast is a spot hire company, which provides locomotives, stock and crews to other companies within the rail industry.

More prominently, the company is also Britain's biggest operator of heritage steam and diesel charters.

It provides most of the stock and crews for steam workings on the national network plus a large amount for diesel tours. West Coast's headquarters, engineering base and depot are at Carnforth, where contract work is also undertaken for other operators.

Carnforth station itself is now operated by train operator Northern and the company runs regional express services from Manchester Airport to Barrow-in-Furness via the Furness line, using Class 185 Desiro DMUs, local services along the Furness Line to Barrow-in-Furness and the Leeds to Morecambe Line to Skipton and, using Class 153 and 156 DMUs (on the Furness line) and Class 142, 144 and 150 units (Leeds line). ●

legendary *Flying Scotsman* ended up being based at Carnforth for many years.

However, in 1971, the steam ban was relaxed, and with the rapid growth of the railway preservation movement and more heritage lines being opened, Steamtown suffered from a lack of investment.

In 1990, multi-millionaire enthusiast Sir William McAlpine's controlling stake in Steamtown Railway Museum Ltd was sold to Yorkshire farmer David Smith, who then proceeded to buy out the majority of the minority shareholders.

LEFT: When fitted in 1937, the canopy at Carnforth station was the longest unsupported single-piece concrete roof in Britain. ROBIN JONES

BELOW: The underpass at Carnforth station. ROBIN JONES

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Waterloo: Britai

Today Waterloo is Britain's largest station, covering 24½ acres, with annual passenger numbers reaching over 99 million, and rising rapidly. The station dates back to 1848, and while it has undergone several transformations to correspond with advances in rail transport technology, much of its essential heritage has not been compromised.

On May 21, 1838 the London & Southampton Railway opened its metropolitan terminus of Nine Elms, along with the first 23 miles of its line running to the South West.

The entire route to Southampton was completed on May 11, 1840, and at first there were five trains each way each day.

It was an instant success. Local traffic became a speciality for the line, serving Wandsworth, Wimbledon, Kingston, Ditton Marsh (now Esher), Walton, and Weybridge. A branch from what is now Clapham Junction opened to Richmond on July 27, 1846, serving Wandsworth, Barnes and Mortlake, and within a short space of time provided nearly a quarter of the total number of passengers carried in and out of London.

Nine Elms is a mile nearer to the centre of London than Paddington, and the line entered into a fierce competition with the Great Western Railway.

However, there was a major drawback to Nine Elms. While its four-acre site had been chosen because of its proximity to the point where steamboats could take passengers onwards to the city centre, the location was not convenient for travellers, and slower road coaches were still the preferred form of transport for accessing inner London.

n's biggest

BELOW: Rebuilt Bulleid Merchant Navy Pacific No. 35028 *Clan Line* pulls out of Waterloo on June 4, 2015, with 'The Railway Children 20th Anniversary Special'. This was a special train, which raised more than £250,000 for The Railway Children charity.
JOHN TITLOW

ABOVE: Waterloo station as photographed from a commercial flight approaching Heathrow Airport from the east. The bridge at the top of the photo is Waterloo Bridge with the A301 running across it, while the bridge at the top left edge is Hungerford Bridge. To the left is the London Eye. CHRISTIAN TØRRISSEN*

In 1845, the LSWR was granted powers to build a new terminus on a site in York Road near the south end of Waterloo Bridge, and was named as such.

A new extension left the original London & Southampton line at Nine Elms junction and ran through a heavily urbanised area with most of its 14 miles running on a brick viaduct with more than 200 arches in a bid to avoid disturbances to properties.

Vauxhall was built as an intermediate station and in a superb example of forward thinking, something that was glaringly missing from the Beeching era, four tracks were provided to cater for future growth of traffic, giving it a big advantage over the design of King's Cross.

The new terminus was built on a 10-acre site on arches 20ft above street level, and at first occupied an area roughly corresponding to the existing platforms 7 to 12.

The LSWR had also obtained powers for a further extension, to London Bridge, and it was intended that Waterloo Bridge should eventually become a through station. That aim

ABOVE: Fabled railway artist Terence Cuneo painted Waterloo in 1967 in this 20ftx10ft painting now in the National Railway Museum. The painting was the largest one ever done by Cuneo. It was commissioned by the Science Museum in 1967, where it was displayed for nearly 30 years before being transferred to York in 2007. ROBIN JONES

ABOVE: Nine Elms, the London & Southampton Railway that was superseded by Waterloo. ILLUSTRATED LONDON NEWS

was reflected in its original design, but it never became anything other than an end-on terminus.

As built, Waterloo's double-span iron and glass roof covered six tracks and four 300ft platforms (with six faces).

It was opened on July 11, 1848, when the length of the platforms was doubled. Nine Elms closed to standard passenger traffic the day before, but by no means became redundant.

In June 1842, it accommodated the first of several Royal Trains when Queen Adelaide, the widow of William IV, travelled to Southampton and back. Nine Elms, which offered convenient access to Buckingham Palace, was also regularly used by Queen Victoria, and her royal saloons were kept there.

In 1854, the LSWR converted Nine Elms into a carriage workshop, and the Queen was given a private station in nearby Wandsworth Road. However, Nine Elms briefly opened again to the public as a station on April 13, 1856, when timber-built Vauxhall station was destroyed by fire and some trains were rerouted.

At Waterloo Bridge, four new platforms were added in 1860, to accommodate traffic for Windsor. This 'station within a station' became known as the 'Windsor station'.

The South Eastern Railway opened its own station at Waterloo in 1869 to replace Blackfriars Road station, which lay slightly to the east. It later became known as Waterloo East, and at one stage was accessed by a track across the LSWR main line. However, it failed to provide satisfactory access to the city via Cannon Street for LSWR passengers as they had to rebook, services were unreliable, and Cannon Street was not that much better situated for many travellers. Today, it is known as London Waterloo East.

Yet another 'sub station' was opened at Waterloo Bridge in 1878. Known as the 'new' station, it also served suburban traffic.

Then came a 'north' station, opened as an extension of the 'Windsor' station in 1885, its six platform faces bringing the total in the terminus to 18, all of which could be used for both arrivals and departures; a colossal advantage.

Each of these stations-within-a-station had its own booking office, taxi stand and public entrances from the street, but the arrangement more often than not left travellers bemused.

In 1886, the name Waterloo Bridge was officially changed to Waterloo.

By 1892, 50,000 people a day were taking the train to Waterloo, but it was still very much a basic terminus, with different pieces bolted on as the decades passed. It was clear that a more unified structure was needed.

The LSWR finally conceded defeat in its persistent attempts to develop main line access to the city, and on July 11, 1898, opened its own underground line in the form of the Waterloo & City line, built under the banner of the Waterloo & City Railway Company.

It was the second electric tube railway in London, after the City & South London Railway, from which it took much of its technological inspiration. Running for just 1.47 miles to Bank station, it is still the shortest on the modern-day London Underground system, and colloquially known as "The Drain".

Although LSWR passengers had to change at Waterloo, the little line gave it direct access to the city. Waterloo station was heavily slated by the travelling public and copious amounts of negative publicity led to the LSWR deciding to totally rebuild it.

BIGGEST IN BRITAIN

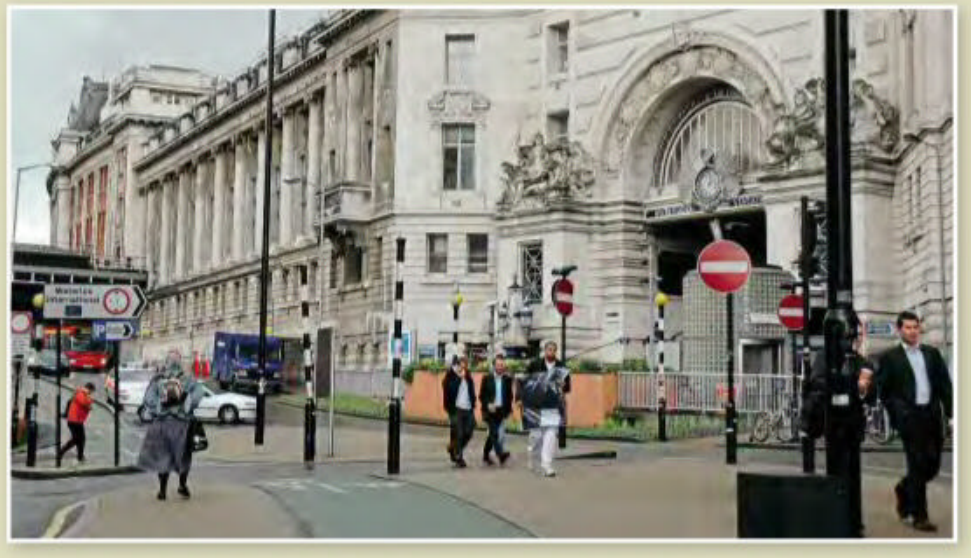
JW Jacomb-Hood, the future LSWR chief engineer, studied termini during a visit to the United States and together with architect Alfred Weeks Szlumper designed the roof and platforms for a new Waterloo on his return, while James Robb Scott drew up the plans for the office range.

Six-and-a-half more acres of land were bought at the turn of the century, necessitating the demolition of six streets, a church and its schools, with the LSWR building six blocks of flats to home the displaced residents.

Work began in 1900, with the new station opened in stages; the first five new platforms in 1910. By the time the rebuilding was completed, all that was left of the old Waterloo was the roof over platforms 16 to 21 and its supporting walls. It took until 1922 to complete.

What emerged was a masterpiece of station design, with a wide well-lit concourse serving all 21 platforms.

A grand entrance to the station comprised the Victory Arch. Built from Portland stone it was also the LSWR's memorial to staff who had died in the First World War. The new station included a large stained-glass window displaying the LSWR crest over the main road entrance, surrounded by a frieze listing the counties served by the railway.



ABOVE: The Victory Arch, pictured in January 2004, forms the distinctive entrance to Waterloo station. BRIAN SHARPE

However, by the time Queen Mary, standing in for the unavailable King George V, formally opened the new Waterloo on March 21, 1922, the LSWR was destined to be no more, having becoming part of the new Southern Railway under the Railways Act 1921.

ABOVE: Queen Mary officially opened the rebuilt Waterloo station on March 21, 1922. NATIONAL RAILWAY MUSEUM

ABOVE: A member of the LSWR T9 class of 4-4-0s, known as 'Greyhounds' because of their ability to spring over long distances, prepares to leave Waterloo on September 26, 1951. T9s, which date from the late 1890s, worked from here to Padstow, the far west of the Southern Railway empire right into British Railways' days. ROBIN JONES COLLECTION

ABOVE: **The concourse at Waterloo station in 1946 is packed with holidaymakers as life returns to normal after the war.** NATIONAL RAILWAY MUSEUM

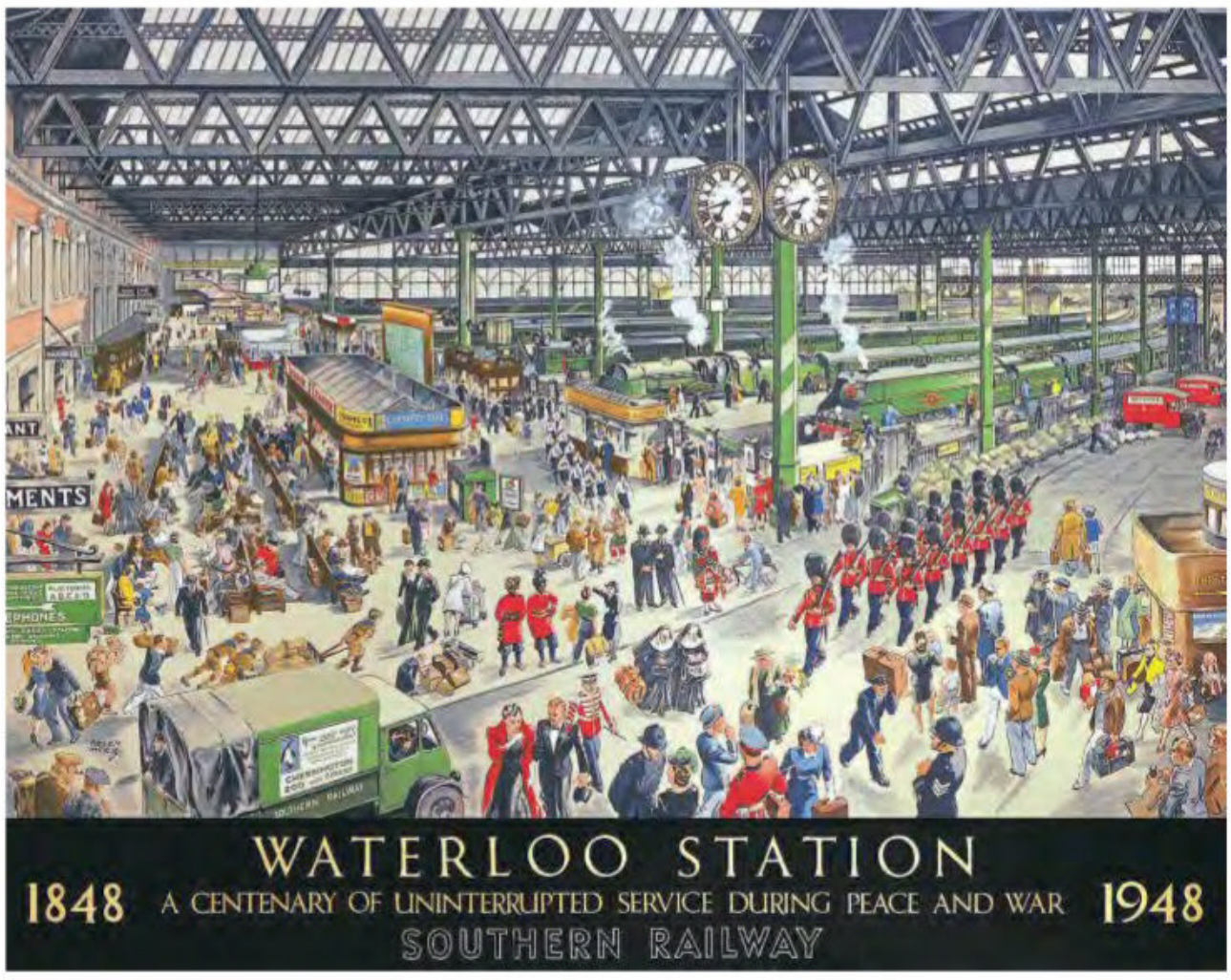
THE LONDON NECROPOLIS RAILWAY

Waterloo was also the terminus of another railway, one that has long been consigned to the history books.

In a bid to solve lack of space in the capital's graveyards, the London Necropolis Railway was opened in 1854, for the purpose of taking the dead and their mourners to the new Brookwood Cemetery 23 miles to the south, in Brookwood, Surrey.

Although it had its own branch line into the cemetery, most of the route of the London Necropolis Railway ran over LSWR metals, and so a city terminus was built near Waterloo Bridge station, complete with private waiting rooms, which also held funeral services, and a hydraulic lift to raise coffins to platform level, while existing railway arches were used for the storage of bodies.

When the new Waterloo was designed, and the funeral station was in the way, the LSWR reached agreement with the London Necropolis Company to provide it with a new terminus in Westminster Bridge Road.



ROBIN JONES COLLECTION

ABOVE: **Southern Railway suburban electric trains at Waterloo.** ROBIN JONES COLLECTION

ABOVE: Swedish pop giants Abba held a press photo shoot at Waterloo station on April 11, 1974, the day after their first appearance on BBC1's Top of the Pops, in celebration of their song Waterloo winning the Eurovision Song Contest five days before.

The necropolis station was badly damaged in a Luftwaffe raid on April 16, 1941. After the Second World War the surviving part of the station was sold off as office space, and is still used as such today. The necropolis railway was by then deemed unprofitable and was never used again.

ABOVE: Bulleid Battle of Britain Pacific No. 34051 *Winston Churchill* waits at Waterloo at the head of a train to Salisbury on March 4, 1961. The locomotive is now on display inside the National Railway Museum at York. D OVENDEN/COLOUR RAIL

WATERLOO UNDERGROUND

While the Waterloo & City was the first tube line to serve Waterloo, others followed in its wake.

On March 10, 1906, the Baker Street & Waterloo Railway, now the Bakerloo line was opened. September 13, 1926 saw the extension of the Hampstead & Highgate line, as the Charing Cross branch of the Northern Line was previously known, opened from Embankment to Kennington with a new station at Waterloo.

The Jubilee Line Extension included a station at Waterloo, which was opened on September 24, 1999, as a temporary western terminus for the line from Stratford. The extension to the original line was opened between Waterloo and Green Park on November 20, 1999.

ELECTRIFICATION AND EUROSTAR

The Southern Railway became the Southern Region of British Railways after Nationalisation in 1948, and third-rail electrification, which had been started by the LSWR, spread across its system and, of course, into Waterloo.

On July 9, 1967, the last day of steam haulage on the Southern Region, the final express working was the 2.07pm from Weymouth to Waterloo hauled by Merchant Navy No. 35030 *Elder Dempster Lines*, which had taken the place of a diesel. Its historic run happened only because of a diesel failure in Dorset as the locomotive had been earmarked for storage at Weymouth before scrapping.

The station-within-a-station concept returned to Waterloo like never before on November 14, 1994, when the first Eurostar ▶

BELOW: An everyday midday scene at Waterloo on January 30, 2004. BRIAN SHARPE

ABOVE: Network Rail built a £25-million balcony along almost the whole width of Waterloo's concourse at first-floor level, to provide 18 new retail spaces and a champagne bar, reduce congestion on the concourse, and improve access to Waterloo East by way of new escalators. It was launched in 2012. NETWORK RAIL

services ran out of the new Waterloo International terminus on the western side of the station to the newly completed Channel Tunnel and beyond. The first departure was formed of Eurostar units Nos. 373004/373003.

The £120-million station was designed by Grimshaw Architects with Sir Alexander Gibb & Partners as consultant engineers and Bovis Construction as the main contractors.

It had five platforms, 20 to 24, with No. 20 taken from the main line station, and four new built ones. They were long enough to accommodate trains of up to 20 coaches and were all covered by a 450-yard-long glass and steel vault of 37 arches forming a prismatic structure, designed by Anthony Hunt Associates. A structural glass wall separated Waterloo station from the International station.

When it opened it won the European Union Prize for Contemporary Architecture as well as the Royal Institute of British Architects' Building of the Year award.

However, in the 1990s, Florent Longuepée, a municipal councillor in Paris, wrote to the UK prime minister requesting that Waterloo station be renamed because he said it was upsetting

ABOVE: A large four-faced clock hangs in the middle of the main concourse. Meeting "under the clock at Waterloo" is a traditional rendezvous. NETWORK RAIL

ABOVE: Four Eurostar Class 373 sets wait at Waterloo International in June 2006. TIMOTHY E BALDWIN*

ABOVE: The concourse at Waterloo on February 4, 2016.
ROBIN JONES

for the French to be reminded of Napoleon's defeat when they arrived in London. However, Paris has the Gare d'Austerlitz, which is named after the Battle of Austerlitz, one of Napoleon's greatest victories.

The last service left Waterloo International on November 13, 2007, bound for Brussels. From the next day Eurostar services used the new terminus of St Pancras International.

RIGHT: An adaptation of The Railway Children featuring a full-size steam engine was performed at the redundant Waterloo International platforms. A subsequent version has been staged in a temporary theatre at King's Cross.
ROBIN JONES

BELOW: Sunset over the canopy at Waterloo station, pictured from Spur Road. The Kinks' 1967 hit single was originally titled Liverpool Sunset, but the band was persuaded to change the name for commercial reasons.
JD MACK

EVEN BIGGER CHANGES NOW UNDERWAY

ABOVE: Southern Railway Lord Nelson class 4-6-0 No. E850 *Lord Nelson* makes a spirited departure from Waterloo in July 2007 with a Steam Dreams' charter. Guildford-based Steam Dreams is the leading main line tour operator today on the former Southern region. STEAM DREAMS

Some of the biggest changes in Waterloo's history are now being implemented by way of the £800-million Waterloo & South West Upgrade scheme, designed to boost capacity at Waterloo by 30% by December 2018.

During the Christmas 2016 period, Network Rail staff completed more than 15,000 hours on delivering a £4.5-million slice of the upgrades, which included replacing sets of points and improving the signalling at Queenstown Road; complex signalling and power modifications at Waterloo to enable further work throughout 2017; and continuing demolition work in the former International Terminal at Waterloo as part of the plans to rebuild and reopen the five former international platforms.

For the first time in a decade, the five platforms will once again welcome 30,000 commuters each day. Ghostly Eurostar information desks and an empty bureau de change were being replaced with a shiny new concourse to cater for 18 services an hour.

New openings have been created on platforms ½ and ¾ to provide extra staircases to the tube, once the platforms are extended. The work paved the way for the station to be partially closed for three weeks in August 2017. The ambitious plans involve creating a "spacious, modern and accessible station concourse" by rebuilding the former Eurostar terminal.

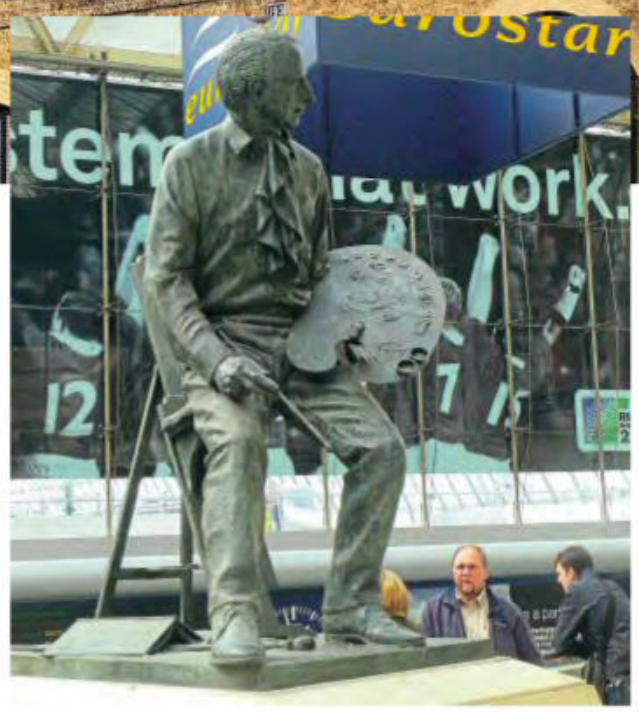
Platforms were also being lengthened at stations along the Reading line to take longer trains with more carriages.

In the meantime South West Trains began introducing a fleet of 30 new trains, providing 150 extra carriages, in April 2017. The much-called-for longer 10-carriage trains will be able to serve suburban routes when the new timetable is introduced from December 2017.

Becky Lumlock, route managing director at Network Rail, said: The £800-million investment is the biggest package of improvements for passengers using Waterloo for decades, and will provide: five additional platforms at Waterloo; longer platforms for longer trains between Waterloo and Reading; new trains between Waterloo and Windsor; and longer trains on London suburban services."

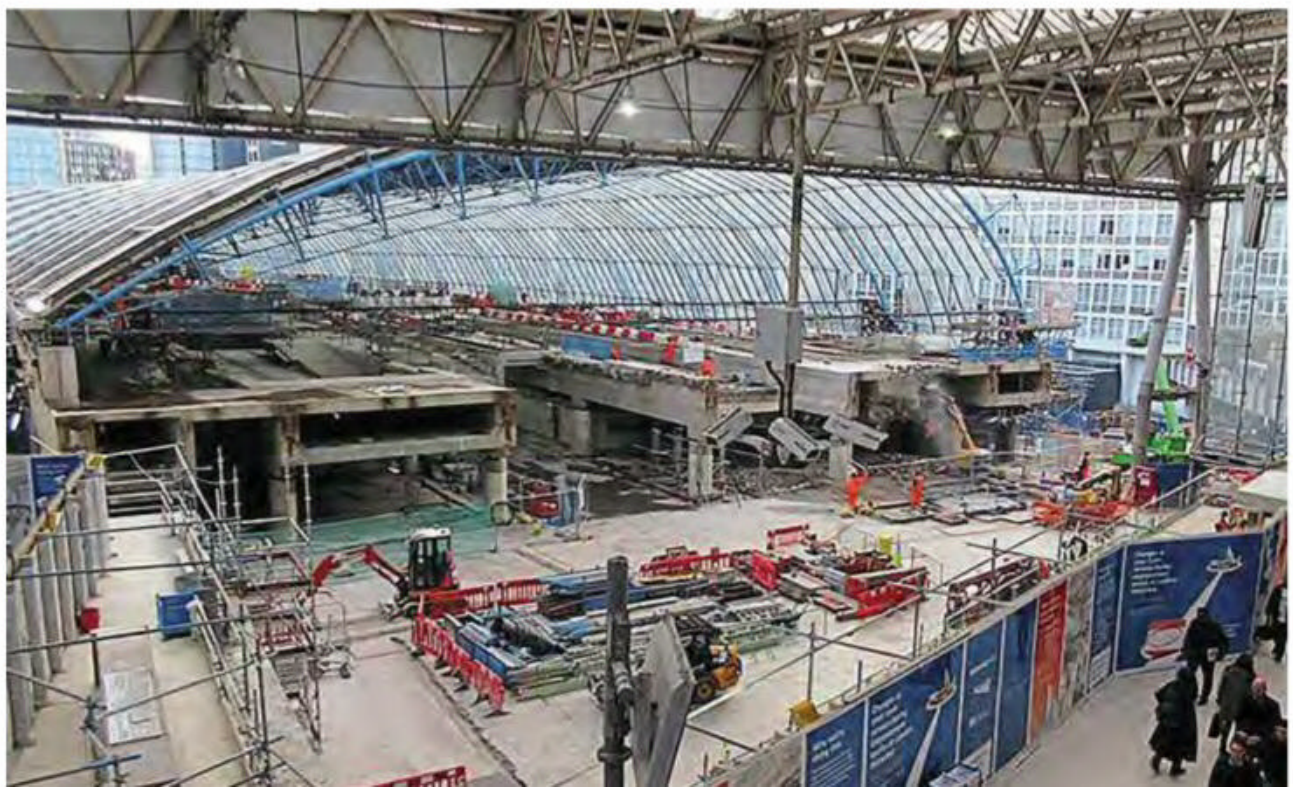
Christian Roth, managing director of South West Trains, said: "The continued rise in passengers using this railway, particularly at London Waterloo, shows just how important it is to increase capacity and improve the facilities for passengers as quickly as possible.

"The Waterloo & South West Upgrade will provide longer platforms, new trains and 30% more capacity for passengers, improving the journeys of tens of thousands of people every day." ●



ABOVE: This statue of railway painter Terence Cuneo by Philip Jackson was installed on the Waterloo International concourse in 2004 when it was officially unveiled by the Princes Royal. However, with the major upgrade of the station and the reopening of the International station, in 2014 a new home was found for it. The statue was moved to Brompton Barracks, home of the Corps of Royal Engineers in Kent. Cuneo served as a sapper during the Second World War and the statue will form the centrepiece of a new quadrangle there. ROBIN JONES

ABOVE: Left to right are Janice Crawford, regional director of infrastructure projects at Network Rail, Mark Carne, chief executive of Network Rail, and Becky Lumlock, route managing director at Network Rail, who joined engineers on site at Waterloo over Christmas 2016 in an early phase of the £800-million upgrade. NETWORK RAIL



RIGHT: Demolition work underway on the redundant Waterloo International platforms in early 2017. COLIN LEE

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Chapter 16

Brilliant Berwyn!

By no means does a station have to be big to ooze with heritage appeal. At the opposite end of the scale from Waterloo is Berwyn, a particularly photogenic stop on the Llangollen Railway.

Some railway stations leap off the page, screaming heritage and forming the centrepiece of a unique and distinctive setting. One such location is Berwyn station, which served the closed GWR route from Ruabon to Dolgellau – a victim of the Beeching axe – and now provides both a stop and a holiday let on the Llangollen Railway in an unforgettable setting.

Built for the Llangollen & Corwen Railway, which opened in 1865, the half-timbered Tudor-style station was designed to match the adjacent Chain Bridge Hotel at the request of the local landowner.

Railway chairman Lt Col Charles Tottenham lived at nearby at Plas Berwyn and on August 26, 1861, announced an agreement that, "a station to be called The Berwyn Station shall be built in ornamental style and contain a first-class waiting room in addition to the general waiting room. All passenger trains shall stop at Berwyn if and when required by the owner or occupier of or visitors to Plas Berwyn mansion."

The steep-sided Dee Valley around Berwyn was a spectacular yet awkward place to construct a station. There was little space between what is now the A5, the Holyhead Road built by Thomas Telford, and the River Dee, to build anything so the station was built on a ledge above the river, seven miles and six chains from Llangollen, to the design of architect Samuel Pountney Smith. It served the villages of Berwyn, Vivod, Llantysilio, Llandinam and Rhewl, which in the 1920s had a total population of around 1000. Clapham Junction it certainly wasn't!

In 1924, the sole staff member at Berwyn was the stationmaster, who lived in the adjoining three-storey station house at a cost of seven shillings and sixpence a week to rent it from the GWR.

Another unusual and distinctive feature was the cantilevered platform at the western end of the station. Originally the platform ended at the western end of the stationmaster's house, but in the summer season, the station could not cope with the influx of visitors. The platform was extended across the viaduct with

BELOW: Visiting LMS 4F 0-6-0 No. 44422 heads westwards from Berwyn station in 2007. The picturesque Chain Bridge linking Berwyn station to the hotel on the opposite bank of the River Dee and the Llangollen Canal is the third in a line dating from 1817. The current one was built in the summer of 1929, with six metal chains supporting the bridge above and two chains below. The Chain Bridge was still in use when the railway reopened to Berwyn in 1985, but closed for repairs shortly afterwards. It was reopened in May 2015 with the aid of a £350,000 Heritage Lottery Fund grant to restore it. BRIAN SHARPE

timber decking supported on wrought-iron frames with spearhead railings. However, the platform extension was dismantled in the late 1950s because of deterioration and a lack of passengers, as the car became king.

In the Fifties, years before Beeching sounded the death knell for the cross-country route in favour of the alternative Welshpool-Newtown-Barmouth line, Berwyn station had been downgraded to an unstaffed halt, with only a wooden waiting shelter on the platform to cater for travellers, while the picture-postcard station building stayed locked.

The final passenger services between Ruabon and Barmouth ran on December 12, 1964.

In the years that followed, the track was taken up, and Berwyn station was finally left to sleep, high above the turbulent waters of the Dee.

However, a group of railway enthusiasts had other ideas.
The Flint and Deeside Railway Preservation Society was founded in 1972 to preserve one of the closed lines.

At first, they tried to take over the Dyserth to Prestatyn line, but a small amount of freight traffic was still using it. The society then switched their sights to the Llangollen to Corwen section of the Ruabon to Barmouth line. The local council granted a lease of Llangollen station building and three miles of trackbed to the society, in the hope of boosting tourism. Llangollen station reopened on September 13, 1975, with just 6ft of track.

In the years that followed, the Llangollen Railway Trust was gifted significant amounts of track, allowing it to extend westwards.

Passenger trains returned to Berwyn station on October 19, 1985, when a DMU arrived from Llangollen, but at that time, passengers were unable to disembark because of ongoing platform repairs. A run-round loop was installed west of the station and steam-hauled services began operating to Berwyn in December that year.

The first timetabled trains operated over the 1¾-mile extension to Berwyn in March 1986, with a formal opening ceremony performed by the Duke of Westminster on June 13 that year. Pushing westwards, services were later extended via the 698-yard-long Berwyn Tunnel to Deeside Halt in 1990, Glyndyfrdwy in 1993, Carrog on May 2, 1996, and Corwen East on October 22, 2014.

As the heritage line prospered, trains by necessity grew longer. It was decided to re-extend the platform back across the viaduct at the west end of Berwyn station, and restore the station to its original appearance, but with the ability to handle five-coach trains. Contractor George Law Ltd completed the project in March 2004, at a cost of £353,000, and won an award from the Institution of Civil Engineers, Historic Bridges.

However, the platform's curvature means that there is a sighting issue for guards, who are unable to see the locomotive crew from the brake compartment. To compensate, a 'Right Away' indicator operated by the guard using switches on the platform has been installed at the western end of the station.

It is now also possible to take a vacation in the stationmaster's house, as it has been restored by the Llangollen Railway as a holiday let.

Berwyn station is staffed on operating days by volunteers, and a tearoom is open at weekends when trains run. ●

ABOVE: Restored Berwyn station in 2006. PETER WHATLEY*

ABOVE: On August 8, 2011, the Great Western Society's unique award-winning restored GWR steam railmotor No. 93 and its matching trailer No. 92 arrived at Berwyn. Railmotors, the ancestor of today's diesel and electric multiple units, appeared on the Ruabon to Dolgellau route from July 1, 1904. BRIAN SHARPE

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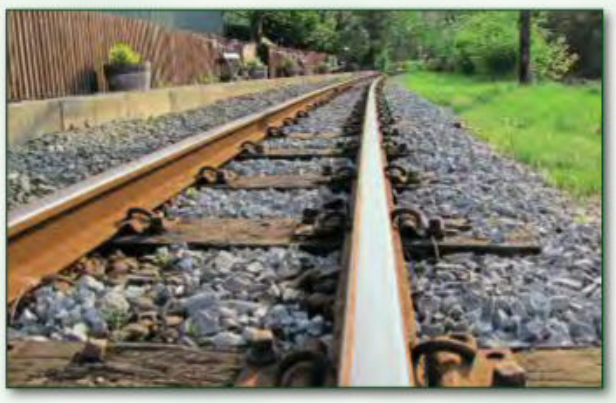

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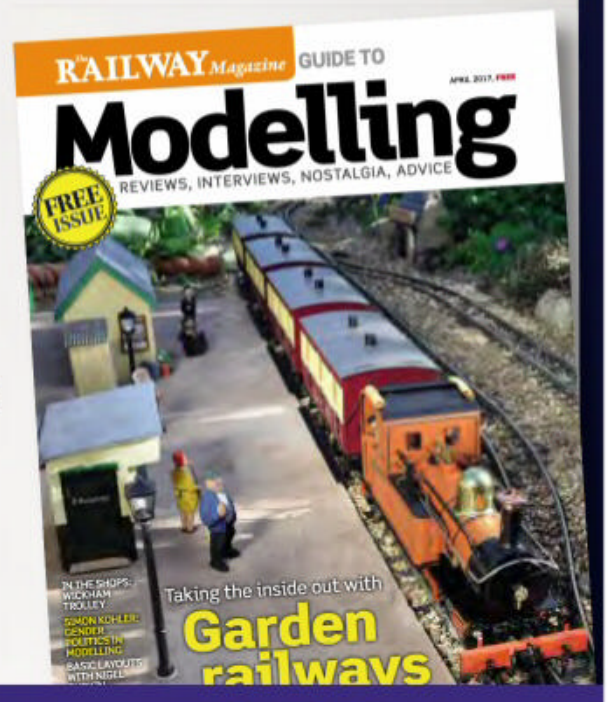

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Chapter 17

Little Switzerland by the sea... but not quite

The original Wooda Bay station on the North Devon coast was built to a Swiss-chalet style design at the highest point on the Southern Railway.

One of the most outstanding stations on a British narrow gauge railway is one that copied a distinctive alpine design.

Three miles to the west of Lynton on the North Devon coast, those who take the trouble to stop on the winding unclassified coast road and clamber down will find little Woody Bay, a stony-beached cove between the steep cliffs on the northern edge of the Exmoor National Park.

Woody Bay – the beach – is probably as remote as you can get on this part of the shore, rock climbing apart.

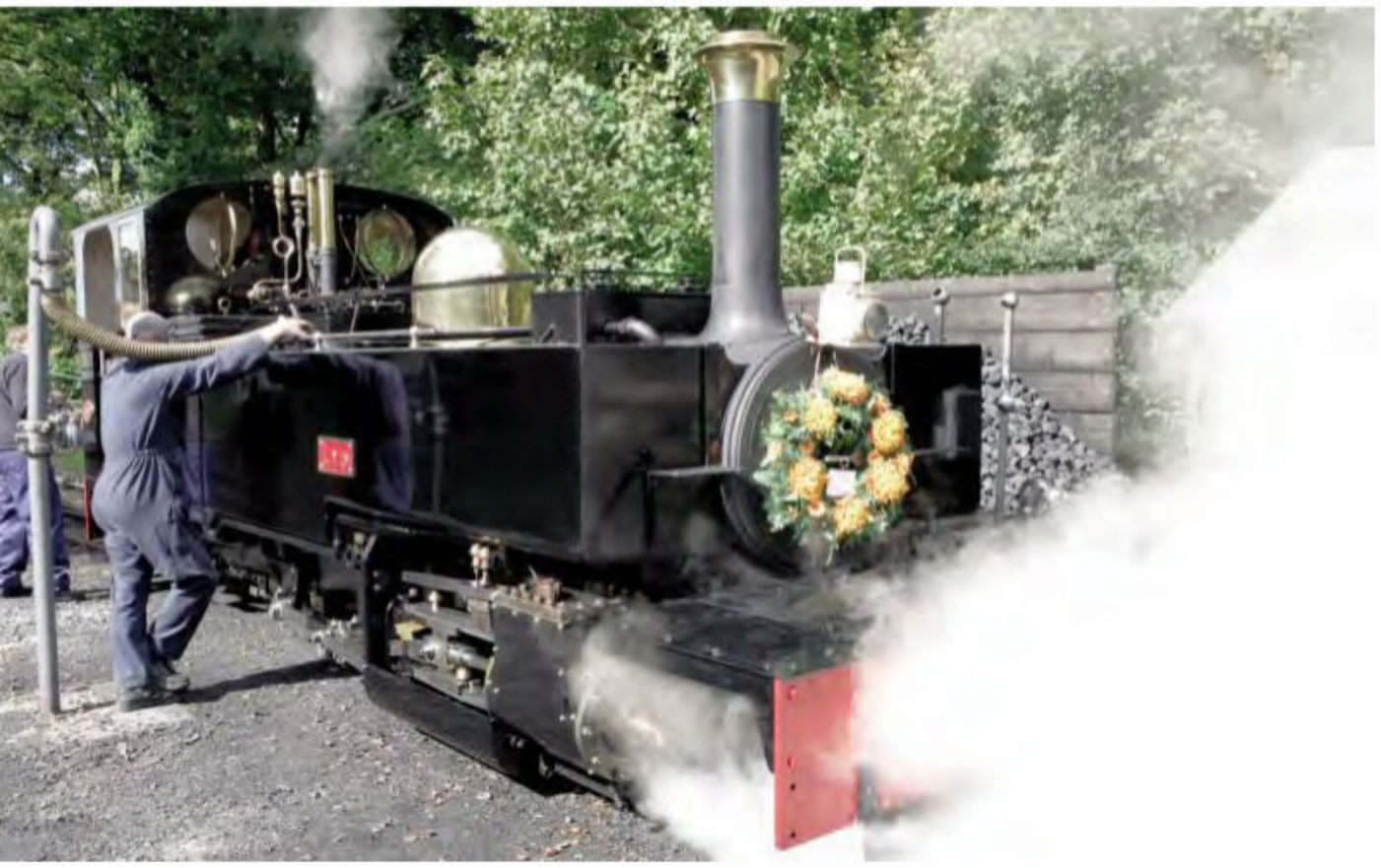
It is therefore amazing to think that this awkward-to-access spot was once – very briefly – developed as a major holiday resort.

In 1885, the Manor of Martinhoe, including the then-named Wooda Bay, was bought by Col Benjamin Lake, a wealthy solicitor from Orpington in Kent, whose vision was to develop the little cove as a busy and exclusive holiday resort to rival nearby Lynton, which in Victorian times was hailed as the Little Switzerland of England among early tourists.

First of all, however, communications had to

ABOVE: Woody Bay station in 1935, with a Manning Wardle 2-6-2T given the signal to depart to Lynton. LTC CATCHPOLE

RIGHT: The beautifully restored Swiss chalet-style Woody Bay station, complete with reproduction Southern Railway posters, with Kerr Stuart Joffre 0-6-0T *Axe* arriving with a train from Killington Lane on June 7, 2015. HUGH LLEWELLYN



ABOVE: A milestone was passed on September 26, 2010, when a Lynton & Barnstaple Railway Manning Wardle-style 2-6-2T steamed at Woody Bay after an absence of 75 years. Based on *Lew*, the only one of the original three Manning Wardles not scrapped when the line closed in 1935 and exported to South America where it disappeared, *Lyd* – which like all L&B locomotives was given the three-letter name of a local river – was built by the Ffestiniog Railway. *Lyd* is seen at Woody Bay carrying a wreath of chrysanthemums – echoing the one laid in 1935, which said: "perchance it is not dead but sleepeth". ROBIN JONES

be improved, or the visitors could not come.

New roads were built, and in 1895, work on building a steamer pier was begun. Then along came the 18½-mile narrow gauge Lynton & Barnstaple Railway, linking Little Switzerland to the national rail network at Barnstaple Town station.

Where the railway passed about three miles away from the little cover, a fairly substantial station called Wooda Bay was built.

Along with two others along the line, at Blackmoor Gate and Lynton, it was built to a 'Swiss chalet' style, unique among Britain's railways. Designed by architect Jones of Lynton and constructed by local contractor Nuttalls, Wooda Bay station stood 980ft above sea level (the highest point on the Southern Railway after the Grouping of 1923). The station opened along with the rest of the line on May 11, 1898.

It had been intended to build a branch from the station to the cove. A route was surveyed, but nothing happened.

In January 1897, with the pier almost completed, a major steamship company operating in the area announced that it would be sailing to Wooda Bay instead of Lynmouth causing considerable alarm among the Lynton and Lynmouth residents, and eventually, the decision was reversed.

The official opening of the Wooda Bay pier took place on April 15, 1897. However, bad weather and low tides prevented the first ships from docking, and this set the scene for future visitors, as the pier was not long enough to cater for landings at low tide.

Although there was a regular service from Bristol, fewer steamers were calling than had been intended, and plans were drawn up ▶

ABOVE: At the highest point of the old Southern Railway network, Bagnall 0-4-2T No. 3023 of 1953 *Isaac* approaching Woody Bay in the winter sunshine on December 18, 2006. Despite its short length, the Lynton & Barnstaple Railway carried a record 52,000 passengers in 2016 – making it a prime candidate for the highest number per mile on any heritage railway in the UK, figures that bode well for the success of expansion in both directions. TONY NICHOLSON

ABOVE: Kerr Stuart Joffre 0-6-0T Axe departs Woody Bay on April 12, 2009. TONY NICHOLSON

ABOVE: An early 20th-century view of Woody Bay station. ROBIN JONES COLLECTION

ABOVE: Looking through the right-hand window in the cab of *Lyd* as it approaches Woody Bay. ROBIN JONES

to extend the pier further out into the bay. To combat the problem of a steep walk up from the shore, it was briefly proposed to copy the Lynton & Lynmouth Cliff Railway with a version at Wooda Bay, but nothing more came of it.

Then to make matters worse on January 12, 1899, the pier was severely damaged by a storm, and once again a year later. The damage was never repaired, and the remains of the pier were demolished for scrap in 1902.

In July 1900, the colonel went bankrupt, with debts of more than £170,000. He was sentenced to 12 years in prison for using clients' savings to fund the Wooda Bay developments, and died in 1907.

The railway owners changed the name of Wooda Bay station to Woody Bay in 1901, thinking it would enhance its appeal to visitors.

In the 1930s, many of the UK narrow gauge lines that relied on tourist transport, such as the Welsh Highland and Leek & Manifold Valley Light railways, fell victim to the rise in popularity of the car and motor coach, and closed.

The Lynton & Barnstaple Railway closed on September 29, 1935, the following day Barnstaple Town stationmaster Harold Ford and porter guard Walkey laid a wreath of bronze chrysanthemums on the Barnstaple stop block.

The wreath bore a black-edged postcard, handwritten on both sides, sent by Paymaster Captain Thomas Alfred Woolf, R.N. (Retd), of the White House in Woody Bay. It read: Perchance "it is not dead but sleepeth".

In 1979, a small group of enthusiasts, inspired by those words, met to form the Lynton & Barnstaple Railway Association with the intention of reopening part of the line within about 18 months – a wildly over-optimistic hope.

Some trackbed was bought, but it was not until 1995 that the former station building at Woody Bay became available for sale.

It was bought by the recently formed Lynton & Barnstaple Railway Company on behalf of the association. Following further negotiations and purchase of other parts of the trackbed, Woody Bay became the centre of operations for the restoration project, which holds the dream of linking both towns by rail.

The station was opened as a visitor centre in 2003, when a temporary portable engine and carriage shed was built into the cutting beneath the A39 bridge, and an initial public service over a few hundred yards of track took place the following year.

For me, Woody Bay is a real jewel in the crown of the UK narrow gauge railway station portfolio. Although only a token length of the original line has so far been restored, I have been outside the ticket office and heard customers who were passing by on the A39 talk of being enticed by the sudden appearance of a railway to come in and ask for return tickets to Lynton, in the mistaken belief that the line goes further than it does at the moment.

Work is progressing on the next section to be restored towards Parracombe, Blackmoor Gate and a new temporary southern terminus at Wistlandpound Reservoir. Beyond there, the Bridge 67 was generously rebuilt as a gift by Edmund Nuttall Ltd — a firm descended from James Nuttall of Manchester, the main contractors for the original construction — allowing an extension to Killington Lane in 2006.

The line also aims to acquire the former station at Blackmoor, now the Old Station House Inn, and build new locomotive sheds and workshops on the opposite side of the crossroads there. That will mean that the temporary shed at Woody Bay can be removed – allowing the railway to push eastwards back towards Lynton.

Definitely it is not dead – as one of the biggest sleeping giants in the UK heritage sector is now awakening to embark on what could be a glittering future. ●

ABOVE: Just one passenger waits at lonely Woody Bay station (an all-too-frequent scene) for the next train to Barnstaple on June 1, 1935. The Southern Railway closed the line four months later, citing lack of passenger demand. W VAUGHAN-JENKINS.

RIGHT: Woody Bay the cover, which the railway never reached as planned, but nonetheless took its name for a station. ANDY KAWINS cc

ABOVE: A 1950s view of Woody Bay station slumbering in the woods. JT PALM

ABOVE: A Bristol Channel steamer calling at the pier at the very short-lived Wooda Bay resort, as depicted in a modern-day poster by watercolour artist Eric Leslie. ROBIN JONES COLLECTION

BELOW: A 2012 view of the frontage of Woody Bay station, demonstrating the Swiss chalet design. HUGH LLEWELLYN*

Chapter 18

Little sister of the

The Great Exhibition of 1851 held in the Crystal Palace in London's Hyde Park, highlighted Britain's place as a global market leader in technology. Sadly, what was the first pre-fabricated building to be made in Britain burned down in 1936. However, a smaller building that was built from identical components survives in the railway heritage sector.

In 1851, two buildings, 65 miles apart, had been erected by engineers Fox & Henderson.

One was the Crystal Palace, a cast-iron and plate-glass structure designed by Joseph Paxton and built in Hyde Park, London, to house the Great Exhibition of 1851.

That event saw more than 14,000 exhibitors from around the world gathered in its 990,000 sq ft exhibition space to display technological products of the Industrial Revolution.

The invention of the cast plate-glass method in 1848 made possible the production of large sheets of cheap but strong glass, and its use in the Crystal Palace created a structure with the greatest area of glass ever seen in a building. It astonished visitors with its clear walls and ceilings that did not require interior lights.

After the Great Exhibition, the great glasshouse, which in such a short space of time had acquired global status, was taken down piece by piece and rebuilt on Penge Common next to Sydenham Hill, an affluent suburb of large villas.

It stood there from 1854 until it was destroyed in a fire in 1936. The nearby residential area was renamed Crystal Palace after the landmark, including the park that surrounds the site, home of the Crystal Palace National Sports Centre, which had previously been a football stadium that hosted the FA Cup Final between 1895 and 1914. Crystal Palace FC was founded at the site in 1905 and played at the Cup Final venue in their early years.

In 1848 identical components for both structural and decorative ironwork to Joseph Paxton's Crystal Palace were used to build a much smaller building, the London & North Western Railway's Rewley Road terminus in Oxford.

Some of the first trains to run from Rewley Road when it opened were excursions to London to view the Crystal Palace in 1851.

The route from Bletchley to Oxford was opened by the Buckinghamshire Railway (but worked and later owned by the LNWR)

BELOW: Oxford's LNWR terminus of Rewley Road, was moved piece by piece to the Buckinghamshire Railway Centre, where it is now a visitor centre.
ROBIN JONES

Crystal Palace

ABOVE: A contemporary view of the Crystal Palace when it housed the Great Exhibition of 1851.

in 1851. Its Oxford station opened on May 15 of that year and was built on the site of Rewley Abbey, a 13th-century Cistercian monastery.

As built, there were two platform faces partly under a glass-roofed trainshed, which was replaced with a different design in 1888.

ABOVE: Rewley Road station in its LMS days.

ABOVE: Rewley Road station at the LNWR's Oxford terminus.

ONLY ROOM FOR ONE

The Great Western Railway opened its station in 1852 on a site next door, and it is this station that serves the great university city today. Despite being owned by rival companies, the GWR and LMS, the two stations came under joint management in 1933.

However, nationalisation of Britain's railways brought rationalisation of Oxford's termini, and Rewley Road lost its passenger trains as early as October 1, 1951, when it was closed by the London Midland Region with services transferred to the GWR station.

The goods yard remained available for use until April 5, 1984 and was cleared in 1998. Rewley Road was closed to passengers by British Railways in October 1951 and services transferred to the ex-GWR station.

The goods yard remained available for use until April 5, 1984 and was cleared in 1998.

After the station closed to passengers, the Fox & Henderson station building was handed over to commercial use.

It was used for a variety of purposes including as an enginemen's hostel, a tyre and exhaust centre and a car-rental outlet until it was abandoned, boarded up and left to the devices of squatters, vandals and drug addicts.

ABOVE: **The Rewley Road station building as seen in 1964, 13 years after it saw its last passengers.** DIVERSCOUT*

However, because of its international architectural importance, the station building was listed as Grade II*, placing it in the most significant 6% of buildings in the UK, narrowly behind Grade 1 listed buildings such as King's Cross and St Pancras. Decay it might, but there was no way it was going to be allowed to disappear.

When the station site was earmarked for a ring road and business park development for Oxford University Business School, funded to the tune of £35 million by a benefactor, the listed building status meant that Government permission had to be obtained for the terminus building to be found a new home.

Several heritage railway venues were considered, and eventually the Buckinghamshire Railway Centre at Quainton Road station, 25 miles away by road, was chosen.

However, the centre was allowed planning permission for its use only as a museum and gateway to the main site, and not for the running of trains. Accordingly a new traverser had to be manufactured to move vehicles in and out from the available acute angle.

It was soon established that no insurance company would allow steam locomotives to work into or out of the trainshed because of the fire risk. Indeed, today the catering department is not even allowed to use a deep-fat chip fryer!

BUCKINGHAMSHIRE'S BOLTHOLE FOR STEAM

Quainton Road station formed the busy freight interchange at the point where Edward Watkin's Great Central Railway's London Extension met the Metropolitan Railway near a sleepy Buckinghamshire village, which is still in the middle of nowhere.

ABOVE: **Buckinghamshire Railway Centre flagship locomotive, Metropolitan Railway E class 0-4-4T, takes on water at Quainton Road on February 17, 2013, with the Rewley Road visitor centre in the distance. That year, No. 1 played a starring role in the Metropolitan Railway 150 celebrations, which saw steam trains running through the London Underground tunnels once more.** ROBIN JONES

It was rebuilt in 1896 as a major freight interchange. There, the long coal trains destined for London were split at Quainton into train lengths acceptable to the Metropolitan Railway, hence the large sidings.

Few noticed when BR under Beeching closed the station to passengers on March 4, 1963 and goods on July 4, 1966, two months before the entire section of the GCR between Aylesbury and Rugby was axed, with the line as far as Calvert Junction remaining in use by freight only. Meanwhile members of the London group of the Railway Preservation Society, who in 1962 had begun collecting an arbitrary assortment of redundant locomotives, coaching stock and wagons as it became increasing clear that much of our precious railway heritage was soon to be swept away, were looking around for a home.

It might well have been that the society might have followed the route of its contemporaries such as the Bluebell, South Devon, the Keighley & Worth Valley railways and opted to save a branch line or length of track as a running line.

The society had looked at lines such as the Buntingford branch but decided on Quainton Road because of the huge yards there and the realistic prospect of the remaining freight section of the old GCR closing before too long allowing a potential 10-mile heritage line between Aylesbury and Calvert. That latter hope never materialised and freight is still very much using the main line through Quainton Road today.

The twin goods yards on either side of the retained freight line at Quainton were deemed to be the option most suited to the society's needs, and members voted to follow the live steam museum rather than preserved railway path because the prospect of using the line to Aylesbury was always on the horizon.

REWLEY ROAD MOVES TO QUAINTON ROAD

Grant aid totalling £3.5 million for the piecemeal removal of the Rewley Road station building from Oxford and its re-erection on a greenfield site and the building of an exhibition hall, an exact replica of the original 120ft long trainshed and a porte-cochere at the visitors' entrance, was funded by the university and the National Heritage Memorial Fund.

The extended building has 20ft headroom and is now 240ft long, based on the same 24ft major structural grid, and 8ft sub-grid as the Crystal Palace.

Part of the relocation deal was to make a 225-space fully-surfaced, drained and illuminated car park, another envy of the preservation movement. That is the first item visitors see when they arrive at Quainton, closely followed by what is now the Rewley Road visitor centre. This combination entices visitors into the centre whereas before, a muddy field and other uninviting first impressions turned people away.

Carriages and locomotives, including Tyseley Locomotive works' out-of-ticket GWR Castle class 4-6-0 No. 5080 *Defiant* and GWR

RIGHT: GWR 4-6-0 No. 5080 *Defiant* inside Rewley Road is illuminated by the rays of sunshine through the glass roof of the 1851-built structure. The locomotive was recalled by custodian Tyseley Locomotive Works in late 2016 when a plan to overhaul it to main line running standards was announced. ROBIN JONES

12-wheeled super saloon No. 9001, used by Churchill and Eisenhower during the Second World War, still boasting a Morse code machine in a semi-secret compartment, are displayed on twin tracks either side of the very wide central island platforms, and are illuminated mainly by natural light through the glass-panelled roof. On display inside Rewley Road was placed LNWR first-class 12-wheeled diner No. 77, which was built at Wolverton Works a century ago and was used in the Royal Train for five decades until withdrawal in 1966, being bought by the Quainton Railway Society in 1970 for £300.

Its importance cannot be over stressed. All of the seats and interior décor and panelling are original and unrefurbished, leaving it as a time capsule of days gone by.

Also from Rewley Road's one-time parent company, LNWR Picnic Saloon No. 182, which was built around 1894, was installed in the trainshed. Before its move to Quainton Road, the body had served as a pavilion for Stony Stratford Cricket Club since 1930, while the underframe, which is of the correct pattern, came from a separate vehicle discovered in Wolverton Works – where the Picnic Saloon was built! Both vehicles were 'rediscovered' in 1991.

The 1880-built four-wheel London, Chatham & Dover Railway saloon No. 9 formed the third module in a vintage train, which certainly does full justice to the building in which it is permanently and safely housed.

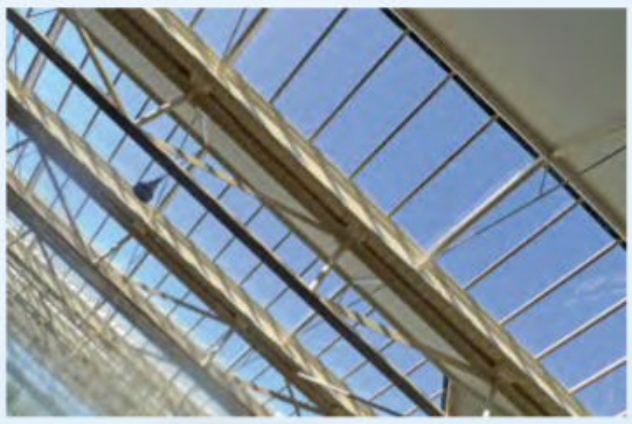
The three-year project to move Rewley Road concluded on May 4, 2002, when it was officially opened to visitors at a ceremony that featured the National Railway Museum's LNER Gresley V2 2-6-2 No. 60800 *Green Arrow* in steam over the May Day Bank holiday weekend.

The wooden-panelled station building now contains display areas, a meeting room, one of the most stylish cafeterias to be found at any heritage railway or museum venue, offices, a well-stocked souvenir shop and public toilets. ●

ABOVE: Steam is not allowed inside the re-erected Rewley Road trainshed because of fire precautions, but a locomotive that does not need rails, a traction engine, pays homage outside. ROBIN JONES

ABOVE: LNW Picnic Saloon No. 182 on display inside Rewley Road station. It is believed to be the sole LNWR survivor of more than 1000 Picnic Saloons that were offered for hire by small private parties up to the Second World War. BRC

ABOVE: The colourful interior of the Rewley Road visitor centre. MIKE SMITH*



ABOVE: The glazing of Rewley Road station recalls its giant glasshouse big-sister the Crystal Palace. ROBIN JONES

ABOVE: The real station at the heart of Buckinghamshire Railway Centre, which now has two! This is Quainton Road, where the Great Central Railway's London Extension met the Metropolitan Railway. The station is occasionally used on gala weekends for shuttle services to Aylesbury.

Chapter 19

Manchester Victoria reborn!

Manchester Victoria station was justly criticised for shabbiness and decay not so long ago. Then Network Rail decided to upgrade it into a major regional transport hub – giving it a facelift that saw the splendour of its heritage treasures restored.

Manchester Victoria station in the city's Long Millgate area was built by the Liverpool & Manchester Railway and opened on January 1, 1844. Just as Waterloo superseded Nine Elms station, so Manchester Victoria replaced Manchester Oldham Road station, opened just five years previously, as it was deemed to be inconveniently situated.

The station's long, low, single-storey building with a single platform was designed by *Rocket* inventor George Stephenson and completed by contractor John Brogden, who

ABOVE: Today: just like King's Cross and St Pancras International, Manchester Victoria's upgraded modern terminus combines the best of the old with the new. NETWORK RAIL

BELOW: As it was: Manchester Victoria's terminus platforms and the main trainshed in decrepit condition in August 1975. HUGH LLEWELYN*

ABOVE: **LMS ‘Black Fives’ Nos. 45642 and 45306 at Manchester Piccadilly on May 30, 1964.**
PA FRY/COLOUR-RAIL 301363

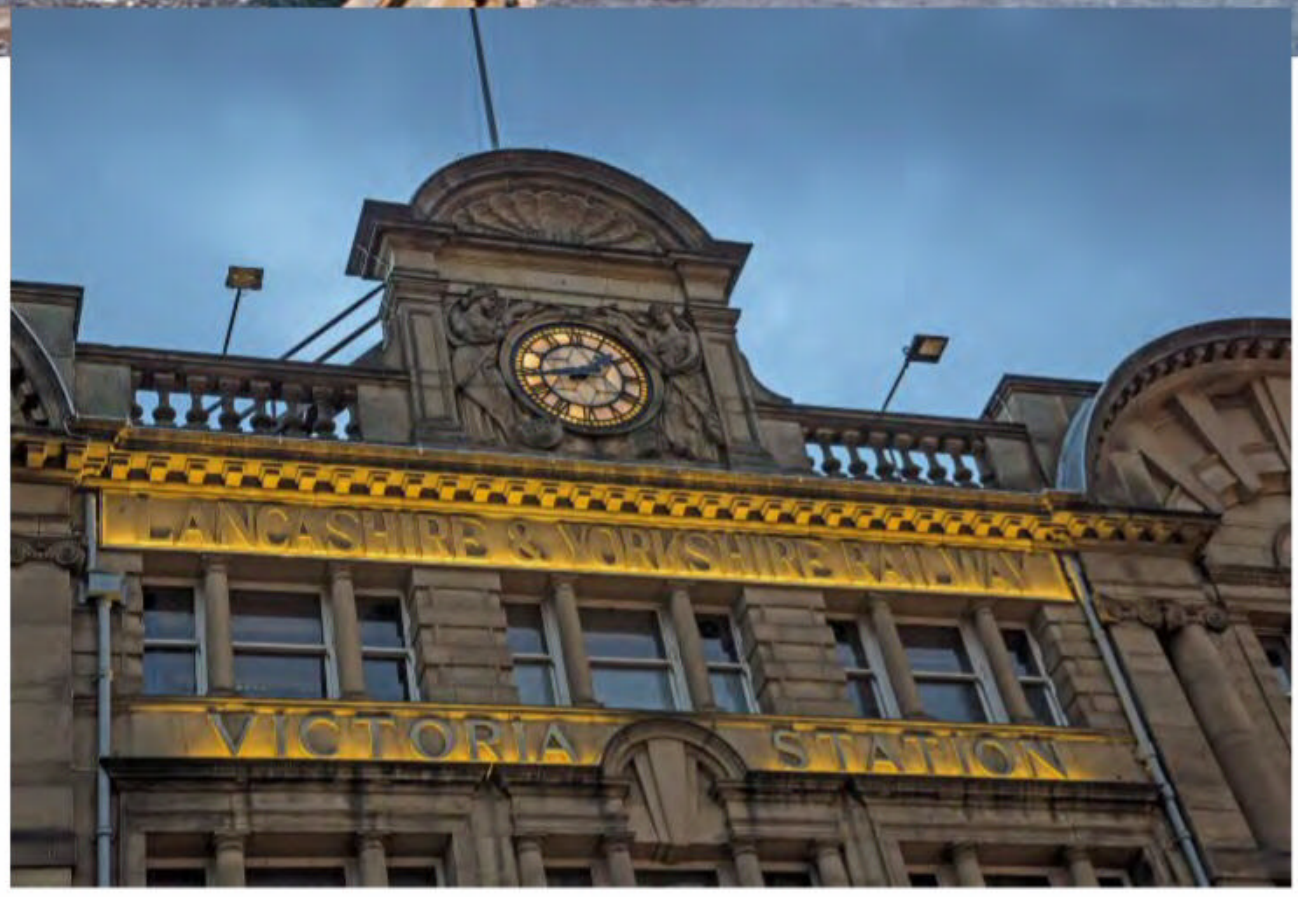
also built the viaduct from there to Miles Platting. Queen Victoria granted permission for the new station to be named in her honour.

A second railway soon arrived in the form of the Liverpool & Manchester, which extended its line from Ordsall and began running into Victoria from May 4, 1844. Within a few years, six railway companies ran trains out of Victoria and as a result the station mushroomed into one of the biggest in Britain. Most trains from 1847 onwards were operated by the Lancashire & Yorkshire Railway.

In 1884, Manchester Exchange Station, which was operated by the rival LNWR, was built alongside Victoria. In 1909 Victoria was enlarged to the point where it had 17 platforms. Designed by William Dawes, who was also responsible for its distinctive 160-yards-long neo-Baroque façade with its iron and glass canopy bearing the names of the original destinations served, the enlarged station was erected on consecrated burial grounds that had been bought by the Manchester & Leeds in 1844.

Behind the façade, Dawes’ station had cast-iron trainsheds that were 700 yards long. The station was approached by a wooden footbridge over the River Irk, long since buried.

In 1929, a single passenger platform was built to link Victoria and Exchange. At 2194ft, it was the longest passenger platform in Europe. Exchange closed in 1969 and its



ABOVE: **The facade of Manchester Victoria station today.** NETWORK RAIL

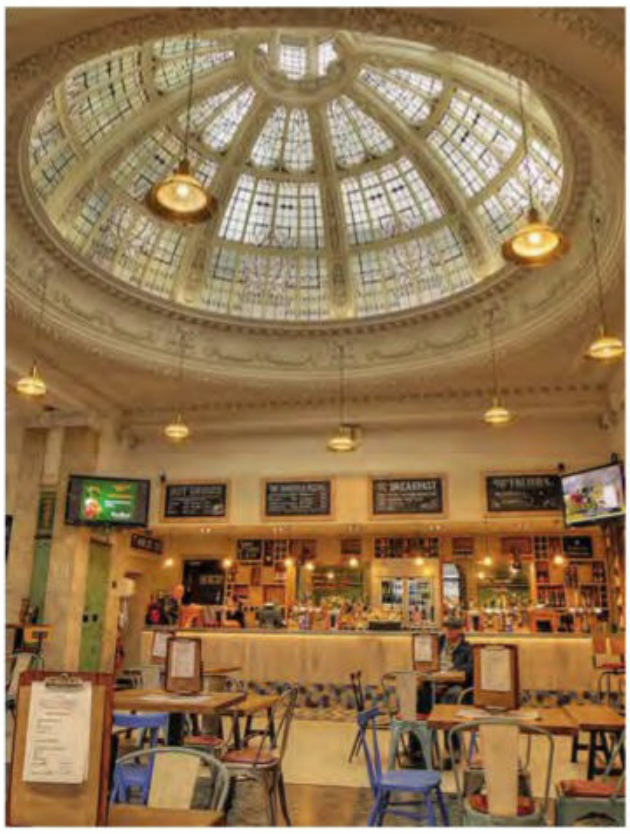
services were transferred to Victoria in which platforms 1, 2 and 3 were also closed. The site of the Exchange station is now a car park.

Its period features, including the trademark Edwardian facade, ticketing hall, Victorian dome, a huge tiled map of the Lancashire & Yorkshire Railway and a memorial for servicemen who did not return after the First World War, meant that in 1988 the station received the protection of Grade II listed building status.

Between 1992-96, Manchester Arena, which has the highest seating capacity of any indoor venue in the UK, was joined to Victoria via a raft above the station’s through platforms.

During its construction, the station was reduced in size from 14 platforms to just six. Two of the former six through tracks were removed, along with the overall roof and several platform buildings.

Victoria might be the second station in Manchester after Piccadilly, but such moves underlined the fact it was considered as a poor second best. Once renowned for its grace and splendour in 2009 its dilapidated ▶



ABOVE: The refurbished restaurant beneath the splendid Victorian glass dome at Manchester Victoria. DAVID DIXON*

ABOVE: The concourse at Manchester Victoria in 1905. HISTORIC IMAGES – LANCASHIRE*

fabric and environment meant that it was raising concerns.

Transport secretary Lord Adonis announced that Victoria would get £5 million from Network Rail's Better Stations funding, but budget cuts saw this plan cancelled the following year.

Nevertheless, Network Rail announced in August 2010 that despite the withdrawal of funding, the refurbishment of Victoria would go ahead, with the aim of making the station a key component of its Northern Hub programme, under which it would become an interchange for local and regional services throughout the North West. The redevelopment was to form a key part of an investment programme costing more than £1 billion to boost rail capacity across the north of England with faster, more frequent services connecting key cities and towns. The work was to include the Northern Hub and North West Electrification Programme.

The central point of the improvements at Manchester Victoria would be a £17-million ethylene tetrafluoroethylene (ETFE) plastic overall roof (the same material used to build the biospheres in Cornwall's Eden Project), new platforms for additional services and improved retail and dining facilities.

From a heritage point of view, the upgrade was to include restoration of the station walls, its exterior canopy and unique period features, just as with King's Cross and St Pancras International.

Work on restoring Victoria began in April 2013, and the old roof was dismantled in autumn 2013. The installation of the new 8500 sq m roof over the station's fully refurbished concourse began on May 4, 2014, with the last roof beam raised into position that October. The new roof allows natural light into the station, creating a bright and attractive space for passengers.

The plastic sheeting for the roof was completed by spring 2015, and the upgrade was finished that August ready for the official opening two months later.

Manchester Victoria has emerged as another shining example of taking Cinderella to the ball, as heritage features become an integral part of serving the growing transport demands of the 21st century.

Much of the additional capacity that has been created by the Victoria upgrade is necessary because of the construction of the Ordsall Chord. This new short £85-million link due for completion in December 2017 will allow trains to run directly between Piccadilly and Victoria, shortening journey times on TransPennine Express routes between Manchester Airport and Newcastle, Middlesbrough, Hull and Scarborough.

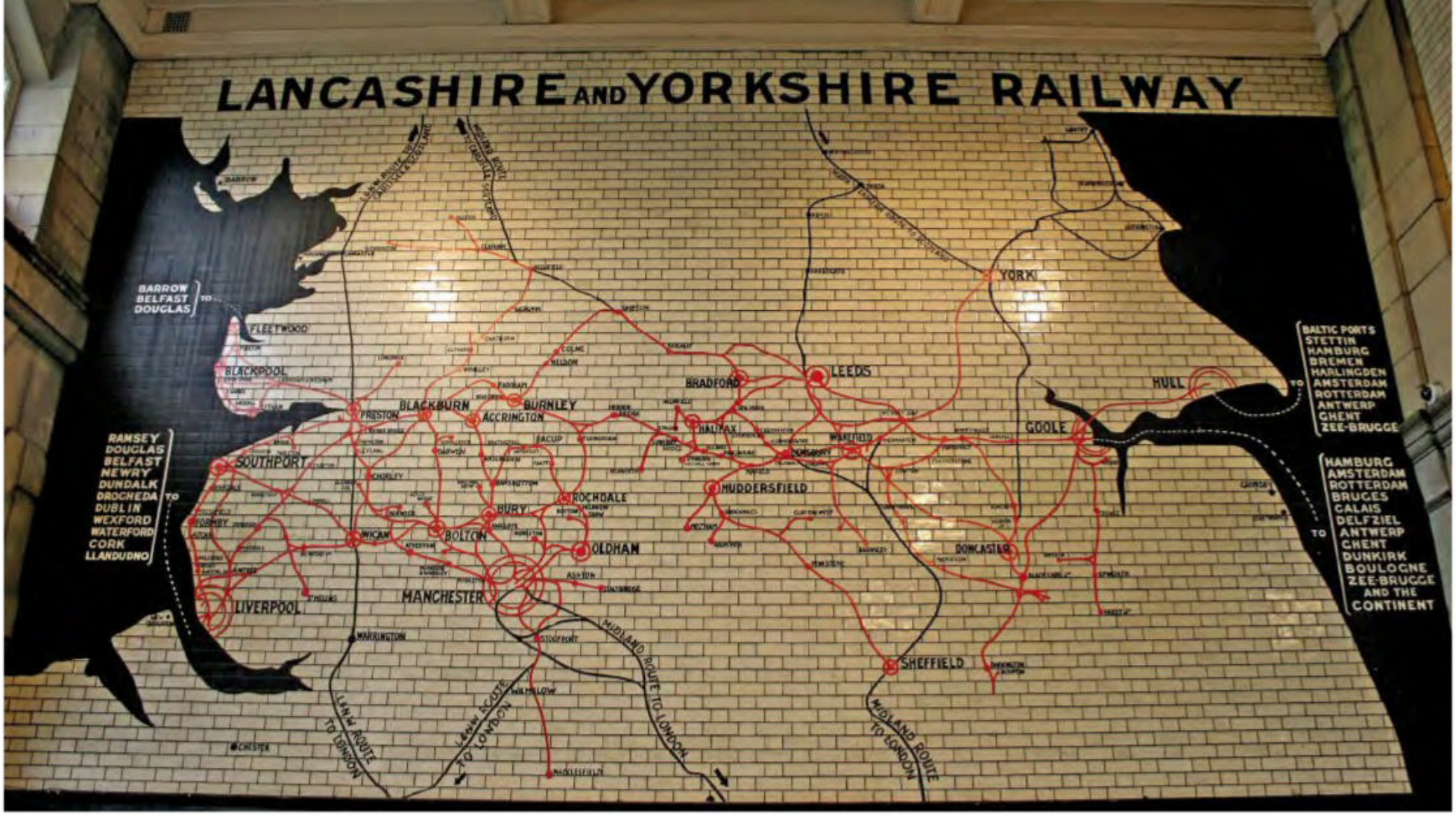
One downside to the Orsdall Chord, the route of which was unsuccessfully challenged in both the High Court and the Court of Appeal, is that it has severed the former Liverpool Road terminus of the world's first inter-city railway, the Liverpool & Manchester, from the national network. The station is now the Museum of Science & Industry, and the severance means that it can no longer accept incoming railtours.

It is estimated that because of rerouting services, passenger numbers at Victoria will almost double from 6.6 million in 2012 to 12 million by 2019.

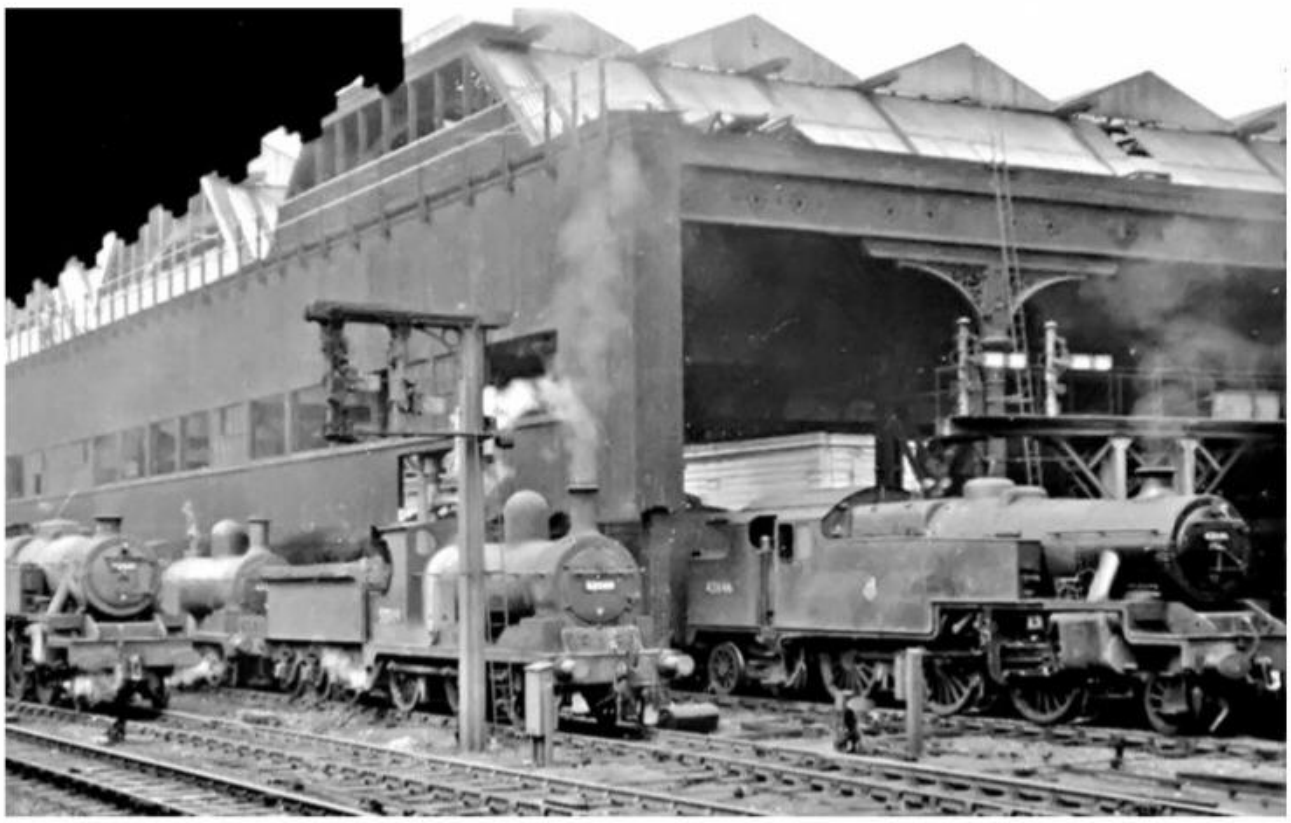
Reinstatement of the south and west curve at Todmorden on the Caldervale Line has already made possible a direct service between Victoria and Burnley Manchester Road station for the first time in nearly half a century. As part of Network Rail's electrification strategy, overhead electric wires will be erected from Victoria to Liverpool,

A new bridge linking the station with the adjoining arena has transformed the layout of the concourse, making it easier for train, tram and arena customers to travel around the station.

ABOVE: Complete with the company's original name are the Lancashire & Yorkshire Railway's original offices in Manchester Victoria's historic façade, as pictured in 2007. SUE ADAIR*



ABOVE: The original Lancashire & Yorkshire Railway tile wall map at Manchester Victoria. MIKE PEEL*



ABOVE: Steam reigned supreme at Manchester Victoria in 1953. HISTORIC IMAGES – LANCASHIRE*

ABOVE: As it was: two Class 142 'Pacer' units about to leave Manchester Victoria under the old roof in 1991. DR NEIL CLIFTON*

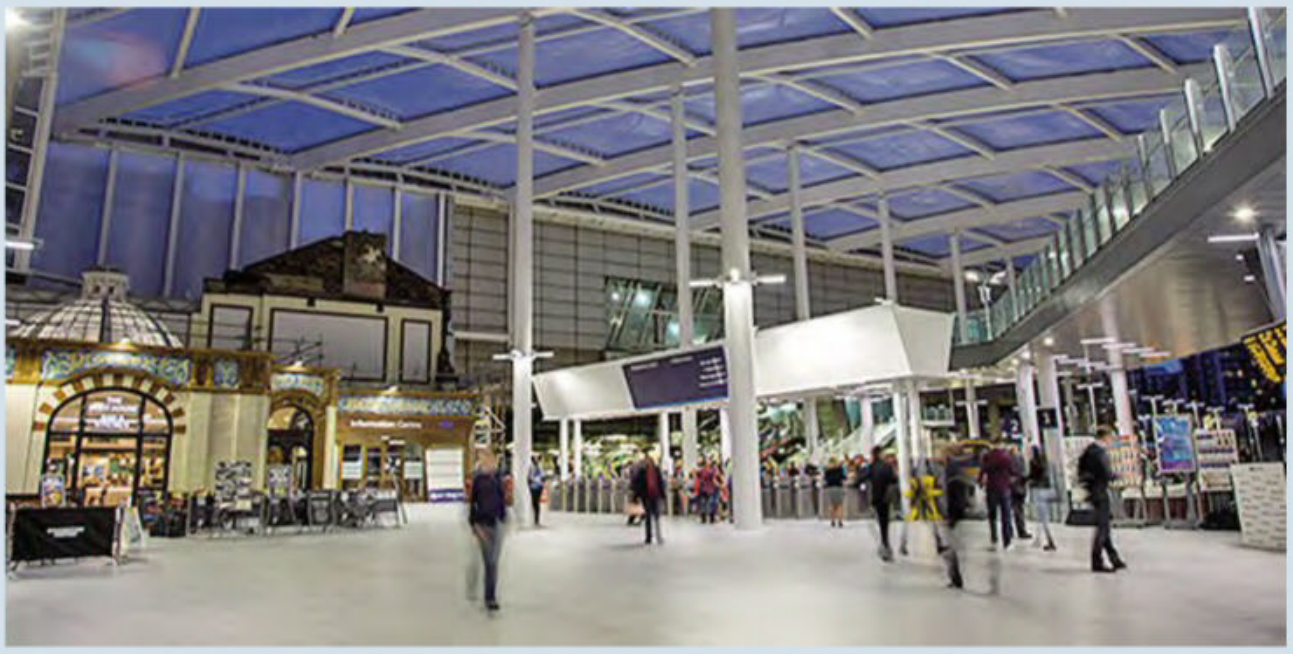
Under the upgrade, a programme of sympathetic renovations included work on the war memorials, glass dome, Soldiers' Gate, station mosaics, tile map and the familiar glass and iron canopy that runs the length of the station façade.

The refurbishment of the original booking office and the installation of glazed entrances were designed to lift the overall look, feel and usability of Manchester Victoria.

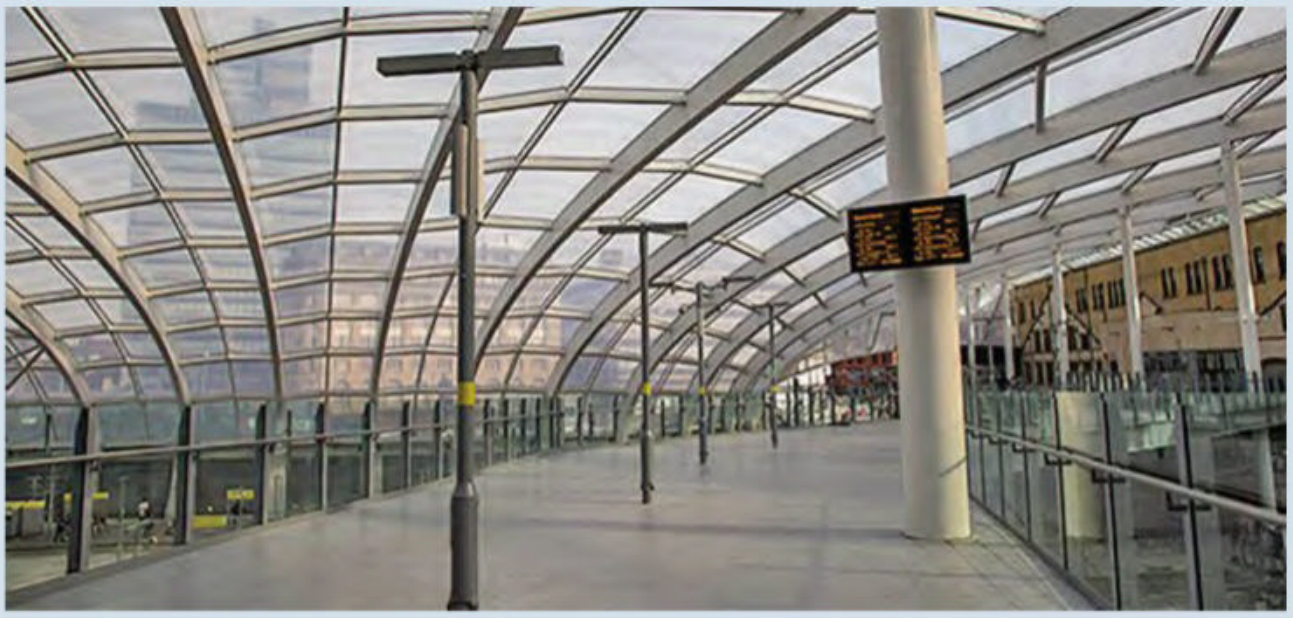
Furthermore, as part of a multi-million-pound upgrade of Greater Manchester's Metrolink light rail network, the tram stop at Manchester Victoria has been all but completely remodelled, with the installation of four new platforms and an additional track.

The end result is a brighter better station, and one with its heritage to the fore. If it can be done here, then why not everywhere? ●

ABOVE: Rebuilding work at Manchester Victoria underway in August 2013. NETWORK RAIL



ABOVE: The modern concourse at Manchester Victoria. NETWORK RAIL



ABOVE: Beneath the new glass canopy covering the station. NETWORK RAIL

ABOVE: A Metro tram entering Victoria station in October 2015. G-13114*

BELOW: The sole-surviving LNWR Webb 0-6-2T Coal Tank No. 58926 in July 1984 when local brewer Wilsons was celebrating 150 years of operation and hired the locomotive to work private shuttle services between Manchester Victoria and the brewery's sidings at Miles Platting. FRED KERR

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Chapter 20

Corfe Castle: the ultim

Few stations on the UK rail network or within the preservation sector portfolio can match Corfe Castle station for the grandeur of its setting in the lee of a ruined medieval fairytale fortress. Yet it was all so nearly lost – and today we might have seen cars passing along the trackbed rather than Swanage Railway steam trains.

It is impossible to guess the origin of the name of magnificent stone village of Corfe Castle in Dorset, for it is exactly what it says – a settlement that grew up around an 11th-century fortification, which towers above the surrounding countryside, and once guarded the gap in the Purbeck Hills on the route between Swanage and Wareham.

One of the earliest castles in England to be built at least partly using stone as opposed to earth and timber, it underwent major structural changes in the 12th and 13th centuries.

Twice besieged during the English Civil War, Corfe was one of the last remaining Royalist strongholds in southern England and finally fell in 1645. That March, Parliament ordered it to be rendered useless for military purposes, and it was partially demolished.

Now owned by the National Trust, the ruined castle is a Grade 1 listed building and a Scheduled Ancient Monument.

The age of castles had long since passed into the history books when, on May 20, 1885, the London & South Western Railway opened its branch from Wareham to Swanage, over the only low-level route between the towns.

Corfe Castle station was the only intermediate station on the Swanage branch

BELOW: Raw heritage at every turn: overlooked by the towering ruins of William the Conqueror's fortress, a Swanage Railway train pulls out of Corfe Castle station en route to Norden's park-and-ride station in 2012. ANDREW PM WRIGHT

ate heritage setting?

and the only passing loop between the main line at Worgret Junction and the resort.

In 1960 the station, like several others in tourist destinations, was allocated a camping coach for holidaymakers, converted from a Pullman car, which was fitted with a full kitchen, two sleeping compartments and a room with two single beds.

However, the decline in local ball clay mining and marble quarrying industries reduced freight levels on the branch, and the growth in car ownership saw a mass movement from rail to road, especially with summer visitors.

The closure of the branch was first proposed by British Rail in 1967, but it wasn't until January 1, 1972 that the last trains ran.

Locals never accepted the closure of the branch, and in May 1972, the Swanage Railway Society was formed.

Meanwhile, east of Furzebook sidings, the track was lifted, but most of the trackbed, including Corfe Castle station, was bought by Dorset County Council.

Plans were drawn up to use the old formation through Corfe Castle as a bypass for the village, but the county council finally rejected them in 1986.

By then, the Swanage Railway had begun public operations. In 1979, a short line was reopened around Swanage station. It was extended firstly to a new stop, Herston Halt, on the outskirts of the town, and then, in 1988, to Harman's Cross in 1988, another new station on a site where one had never been before.

Concern that reopening Corfe Castle station as a northern terminus for the heritage line would worsen parking problems in the picture-postcard village, already a tourist honeypot, led to a compromise scheme whereby the railway would extend a further half-mile north to a new park-and-ride site at Norden, built on the former exchange sidings between the branch and the Purbeck's narrow-gauge clay tramways.

However, this push westwards brought the heritage line to the brink of ruin. ▶

ABOVE: LSWR M7 0-4-4-T No. 30053, a member of a locomotive class, which worked the Swanage branch in South Railway and BR days, departs Corfe Castle, with the Merton Park footbridge in the background. ANDREW PM WRIGHT

ABOVE: With the majestic ruins of the medieval fortress in the skyline, BR Standard 4MT 2-6-4T No. 80104 pulls into Corfe Castle en route to Swanage in 2012. ANDREW PM WRIGHT

ABOVE: Unrebuilt Bulleid Battle of Britain Pacific No. 34067 *Tangmere* passes through Corfe Castle with an incoming Steam Dreams' 'Cathedrals Express' from London on September 7, 2010. ANDREW PM WRIGHT

A £250,000 bank loan underwritten by Dorset County Council to pay for the extension had run out, without the new track being ballasted and much of the infrastructure incomplete.

What was worse, an auditor's letter leaked to volunteers said that not only were the accounts two years behind but they were in a mess. It was discovered that the operating body, Swanage Railway Company Ltd, had accrued debts of more than £250,000, a figure which shocked even the hardest critics of the line's management. It was also discovered that the Light Railway Order necessary to run to Corfe Castle had not even been applied for.

The line's general manager, Mel Norris, and all but one of 13 paid staff were made redundant. However, a saviour emerged in the form of local businessman and enthusiast, Bill Trite, who headed an emergency committee that was formed to operate the line, and negotiated a breathing space to pay off creditors. Members of the railway donated £350,000 to pay debts.

That summer was a wet one, with drizzle driving holidaymakers off the beach… and on to the steam trains. Perfect weather for railway income: the gods were clearly Southern Railway revivalists.

In December 1995, under Bill's jurisdiction, the railway launched Operation Millstone in a bid to clear the railway's overdraft, which it eventually did.

Before then, the all-important LRO was granted in 1993, with Norden station opening on August 12, 1995, with trains once again stopping at and passing through Corfe Castle.

A footbridge that was originally built in 1893 by the London, Brighton & South Coast Railway for Merton Park near Wimbledon was relocated to Corfe Castle across the running

ABOVE: LSWR M7 No. 30053 hauls the first heritage-era passenger train from Swanage into Corfe Castle on August 12, 1995. ANDREW PM WRIGHT

ABOVE: Swanage Railway signalman, Peter Horne, explains the workings of Corfe Castle signal to rail minister, Claire Perry. ANDREW PM WRIGHT

lines. This project took five years to complete by volunteers and was completed in April 2007, winning a National Railway Heritage Awards trophy in December of that same year.

In May 2012 a new brick and wood signalbox, built over four years by volunteers in the style of the 1885-built original one at the station, was officially opened by rail minister Theresa Villiers.

In June 1956, British Railways had demolished the original signalbox as its timber had deteriorated beyond repair and the structure was subsiding.

Funding for the 32-lever signalbox, which cost £48,000, came from the Swanage Railway Trust. Its Westinghouse-designed A2 class lever frame has come from lever frames in two long-demolished signalboxes at Broadstone station between Poole and Wimborne, and Brockenhurst station in the New Forest.

At a stroke, the signalbox not only enhanced the heritage appearance of the station, but formed another plank in the railway's aim to run regular services over the full length of the branch, into Wareham, following Network Rail's resignalling of Worgret Junction.

After being given a guided tour of the signalbox on the Down platform, Theresa Villiers said she was "very impressed" by the commitment shown by the Purbeck Community Rail Partnership in working to reinstate passenger trains between Swanage and Wareham.

Indeed, history had been made in on September 8, 2002, when following the reconnection of the heritage line to Network Rail's freight-only section of the branch at Motala, a new £4-million Virgin Voyager set became the first train to run from the national network down to Swanage since 1972. Since then there have been other incoming trains, and the Swanage Railway now controls the entire original branch following the grant of a 99-year lease on the former freight-only section, for both specials and locomotive movements for galas.

However, a grant-aid funded trial scheme of 'real' – as opposed to tourist or enthusiast services – between Swanage and Wareham using restored diesel multiple units was scheduled to begin in July 2017. The trial train will run on 140 selected days over two years. Corfe Castle very much features in the timetable for those trains.

The station is also the home of the Swanage Railway's Railway Museum, which is housed in the old goods shed and a nearby rail van. The original stationmaster's lounge has been restored to its 1950s condition, complete with old radio and newspapers. There is also a cinema coach showing archive films. ●

ABOVE: Corfe Castle station museum's star exhibit is *Secundus*, an 0-6-0 well tank built in Birmingham by Bellis & Seeking in 1874 for the nearby 2ft 8½in gauge Furzebrook Tramway. This locomotive was in use until 1955, and was subsequently displayed in the now defunct Birmingham Museum of Science and Industry until 2000. ROBIN JONES

ABOVE: The rear of the Purbeck stone Corfe Castle station. ANDREW PM WRIGHT

ABOVE: Local railway relics on display in the fascinating Corfe Castle station museum. ROBIN JONES

LEFT: This empty trackbed nearly became a village bypass. Disused Corfe Castle station in 1985. ANDREW PM WRIGHT

BELOW: Corfe Castle's splendid village station on a quiet day in March 2017. So much of the Swanage Railway has been restored as a microcosm of the Southern Railway/ Region. ANDREW PM WRIGHT

Chapter 21

A new but genuine GWR country station!

South Devon's 'mix and match' new GWR station is now complete.

In 1970, I took my first ride from Buckfastleigh to Totnes on the then recently opened Dart Valley Railway. When the train reached Ashburton Junction, the main line connection, the train paused and then reversed in push-pull manner, as there was neither access to Totnes station, nor a station at the end of the fledgling heritage line.

I caught a glimpse of a mighty Class 52 Western diesel hydraulic, still in maroon livery, whizzing past the junction, as if to emphasise the raw power of the modern age over the tiny GWR tank engine hauling the train. He who laughs last laughs longest – seven years later at the most that Western would have either joined the UK heritage fleet or have been scrapped.

British Rail did allow Dart Valley trains into Totnes between 1985 and 1988, but the cost proved exorbitant. The obvious solution was to build a new station at the eastern end of the heritage line, but it would be a terminus in the middle of nowhere, with no access to the town from north of the River Dart.

However, land adjacent to the junction was eventually acquired, and a run-round loop constructed in 1977. A platform was added a few years later but there was no public route between the station and Totnes.

The platform site was just a muddy field when the branch first reopened in 1969, and water still occasionally causes problems today when it rains hard.

In the early days, the station appeared in the timetable as Totnes (Riverside). Visitors to the railway arriving by main line train had to catch a bus from Totnes to Buckfastleigh from where they could ride the train to Totnes and back, then return to Totnes by bus.

To avoid confusion to passengers expecting to be able to board heritage trains at Totnes, the station was renamed Littlehempston Riverside in the 1980s, and later Totnes (Littlehempston).

A footbridge over the river was opened in 1993, two years after the line passed from Dart Valley control to the South Devon Railway, as a £160,000 partnership project with several public sector organisations who could see the tourism potential of having the link to Totnes. The bridge enabled the main line station to be reached by a 330-yard walk. At last – the line could serve the town again. Today, around 25% of all SDR traffic originates from the attractive Elizabethan town of Totnes.

A terminus, however, needed facilities, ideally housed in permanent buildings. The station building from Toller Porcorum on the GWR Maiden Newton to Bridport branch, which closed in 1975 was bought, dismantled in sections and re-erected at Littlehempston.

More GWR buildings were to follow. The station was largely constructed by volunteers, mainly from the London Group, over 25 years using buildings artefacts from closed lines across the GWR network.

The corrugated iron stores hut came from Bovey Tracey on the old Moretonhampstead branch; the platform canopy came from Axbridge in Somerset on the Strawberry Line

BELOW: GWR 0-6-0PT No. 6412 passes the new Ashburton Junction signalbox as it runs round its train on August 21.

ABOVE: The station building from Toller Porcorum is now at Totnes (Littlehempston) with the canopy from Axbridge.

ABOVE: The corrugated iron stores hut from Bovey Tracey.

ABOVE: Inside the former Cradley Heath signalbox.

between Yatton and Wells and the water column came from Leominster, with its modern tank made by South Devon Railway engineering in its Buckfastleigh workshops.

The modern toilet block is a new build but designed to match the style of the station building.

Only very rudimentary facilities were available for the builders. At one time the only services on hand comprised running water, so all cement was mixed by hand in petrol/diesel mixers.

The final piece of the jigsaw in completing a brand new GWR station to play a key role on a typical GWR country branch line came from beyond the West Country and was commissioned this year.

Cradley Heath signalbox was removed from its original site when the Black Country station was redeveloped in the late 1980s. The South Devon Railway acquired it in kit form in 2004 from Tyseley Locomotive Works, which had taken originally it on as a project. It was then made into a flat-pack kit of parts for transportation by rail and subsequent re-erection at Totnes (Littlehempston): everything there has had to come in by rail as there is no road access.

The first signalbox at Ashburton Junction opened in 1872 and comprised a small hut with a ground frame. It controlled train movements on and off the branch and was replaced by a brick version with a 31-lever frame in 1894.

In July 1932 the branch junction was relaid and the following April, the signalbox was taken out of use and control of its last few signals and points were transferred to Totnes station signalbox, which was given a new 111-lever frame.

The foundations for the heritage-era 'box were dug in 2003, with the brick walls erected and joists and lever frame between 2004 and 2008. The long-term project took 12 years to complete, but like the rest of the 'new but traditional and authentic' station' looks exactly the part.

The presence of the award-winning Totnes Rare Breeds Farm adds more authenticity to the station, for it provides a purposeful 'somewhere to somewhere' destination for passengers from Buckfastleigh.

It too began life in a bramble-filled muddy field in the middle of nowhere, with building starting in 2001. The non-profit-making attraction, which relies on the work of volunteers and the support of customers opened in June 2002, accessed only by the ▶

ABOVE: The old cosmetic crossing gate across the access line to Network Rail (which will not be part of the final signalling system) will be removed when the rest of the Ashburton Junction signalbox remodelled trackworks and associated signalling is installed over the next few years, including a wheel-operated gate crossing near to Totnes Rare Breeds Farm.

trains and from Totnes via the railway's footbridge over the river.

It offers a home to a large colony of endangered red squirrels and numerous rare breeds of sheep, goats, fowl, small animals and birds. On a personal note, I have found it to be the finest of its kind and for my family a must-visit day out, and the cafe, which in effect doubles up as the station cafe, is among my favourite anywhere in the West Country, the standard of food and service being superb.

January 2015 saw a change in ownership of the farm when Samantha Adams, an employee for almost three years, took up the reins.

The rare breeds farm is a perfect counterbalance to Buckfast Butterflies and Otter Sanctuary at Buckfastleigh, which is owned by the railway.

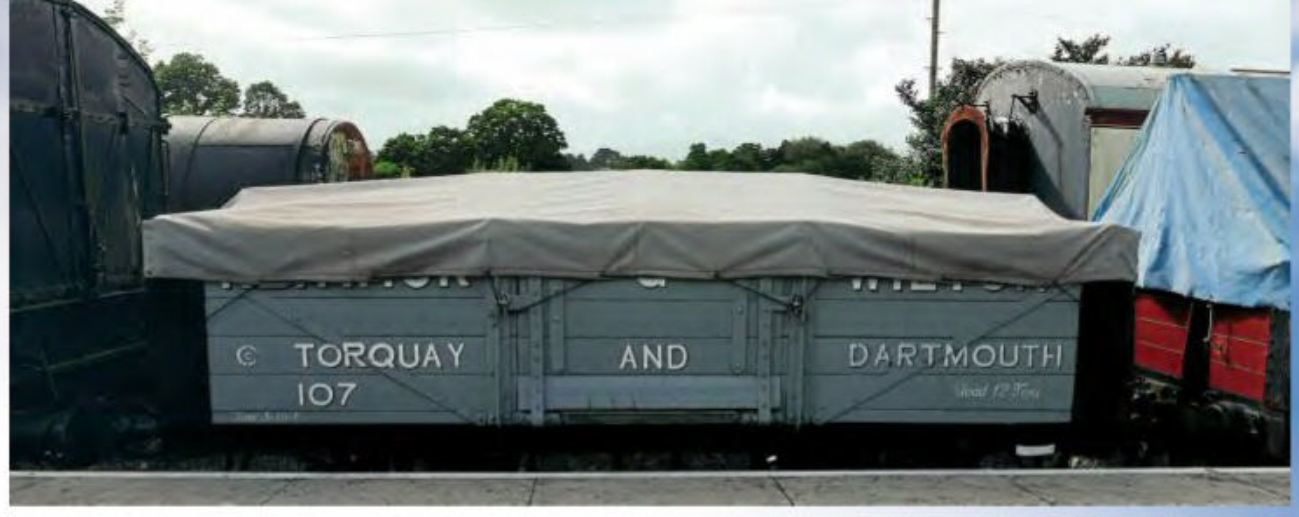
From next year, the station's name is to revert to its previous title of Totnes (Riverside).

One day, it is to be hoped, Ashburton Junction signalbox will live up to its name. The Friends of Ashburton Station group is campaigning hard for the former branch terminus, used as a garage since the line was truncated beyond Buckfastleigh to make way for the A38 trunk road in 1970, to be returned to railway use and reconnected to the SDR, allowing that Dartmoor stannary town to take a bigger share of the local tourist economy.

On February 11, 2017, at Wolverhampton's Grand Station, the South Devon Railway was presented with the Heritage Railway Association's Interpretation Award 2016, not only for the assembly of a genuine station from genuine components but its use to serve two meaningful destinations, in the farm park and the town itself. The award was sponsored by *Heritage Railway* magazine, and as editor, I presented it.

Many heritage railways and museums have saved historic buildings and infrastructure from closed lines, but how many have reassembled them into a complete new entity, so they can perform the purpose for which they were designed and built? Interpretation in its purest form!

Yes, it's the opposite end of the scale from King's Cross and St Pancras International in terms of size, but for me it is the last word in dynamic heritage. ●



ABOVE: A privately owned wagon, which was once used on the line from Torquay to Kingswear, now the Dartmouth Steam Railway, in the siding at Totnes (Littlehempston).

ABOVE: Feeding the goats at the Totnes Rare Breeds Farm, which was also developed in the middle of a muddy field and gives the railway another meaningful destination for passengers.

ABOVE: A member of the colony of red squirrels that thrive within earshot of a steam train whistle.

ABOVE: This hooded clay wagon on display in the siding at Totnes (Riverside) pays homage to the local ball clay industry on the nearby Moretonhampstead branch.

BELOW: This footbridge turned Totnes (Littlehempston) into a 'real' station just a few minutes by foot from the town centre.

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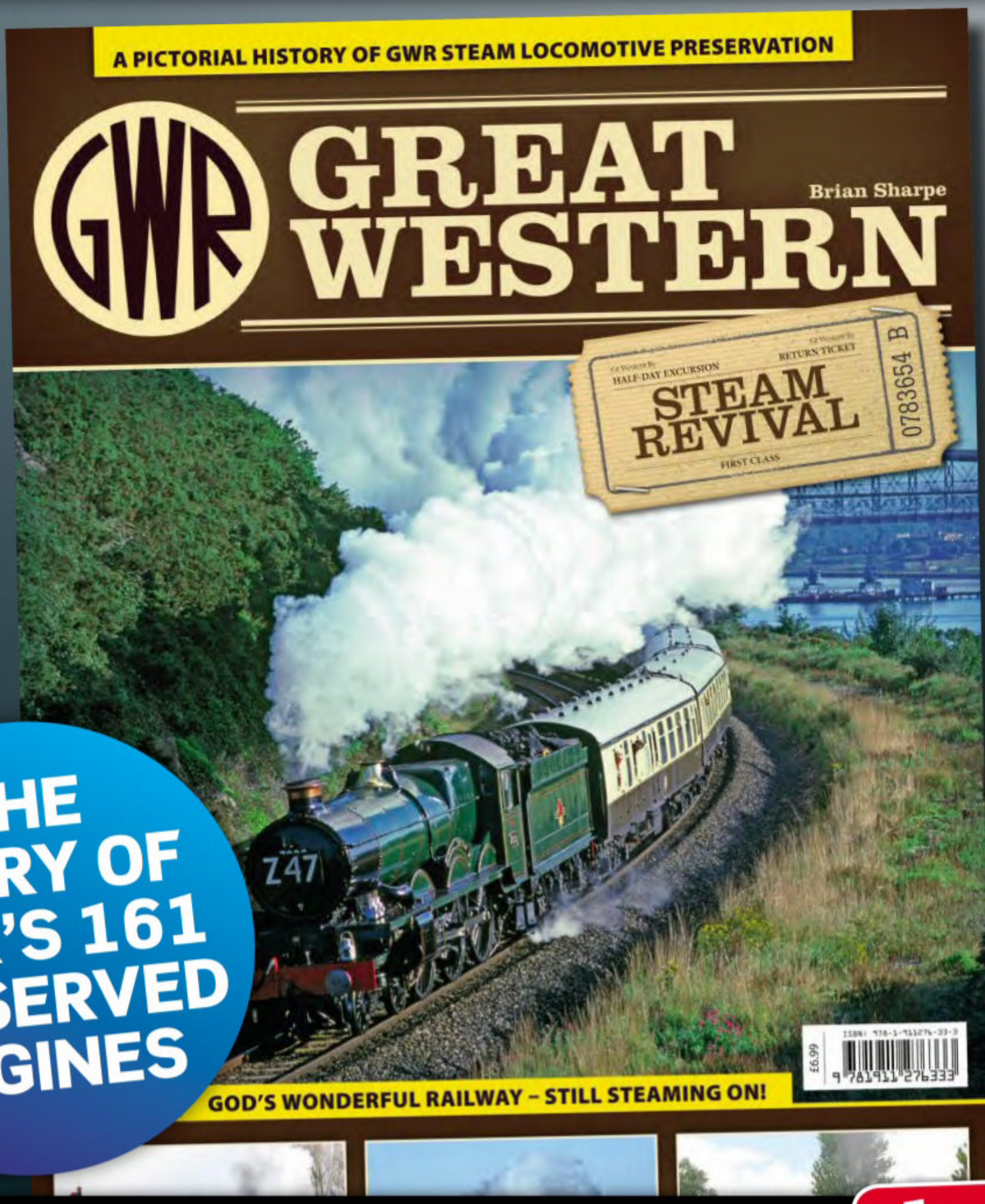

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