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November 22 -
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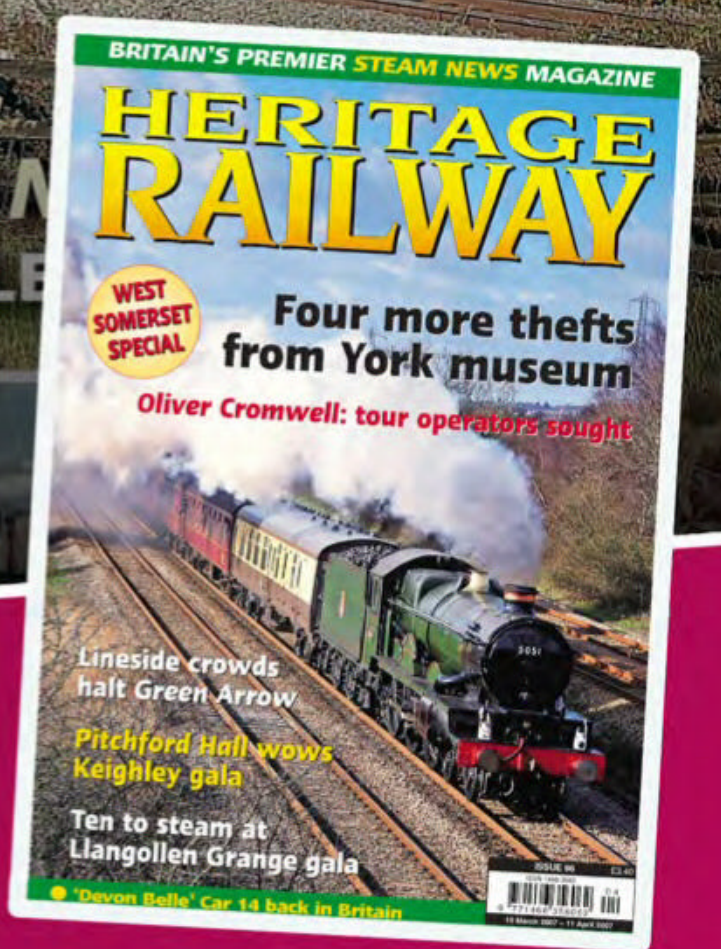
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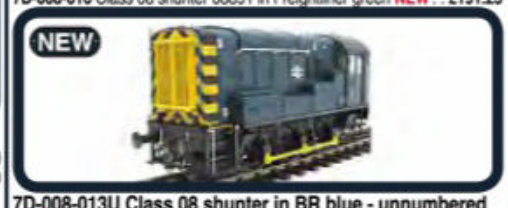
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Maunsell S15 4-6-0 No. 825 heads through the majestic North Yorkshire Moors Railway autumn scenery as it passes Darnholme with the 9.55am service from Grosmont on Sunday, October 27. Four days earlier, as reported in News, page 36, No. 825 passed its main line test run to allow it to run on the Esk Valley line to Whitby and Battersby. ANDREW BELL

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An autumn of achievement

AMIDST the avalanche of stunningly-beautiful autumnal landscape lineside scenes we have been receiving by the day, there have been regular updates on the incredible progress being made in the heritage sector.

In this issue, Gareth Evans updates us on The A1 Steam Locomotive Trust's projects to build a new P2 – the tender wheelsets have been delivered within the past few weeks – and a V4, reinforcing this group's position as the world market leader. Elsewhere in Darlington, North Bay Engineering, which earlier this year delivered Bagnall Sipat 0-4-0ST *Otter* to the Groudle Glen Railway, and is making heady progress on the construction of a full-size replica Southwold Railway engine, has just started physical work on re-creating the world's first 1ft 11½in gauge locomotive and the first steam engine to run on the Ffestiniog Railway – the long-since-scrapped *Mountaineer* of 1863, thereby plugging a major heritage gap of indeed global significance.

There's more – much, much more. While this issue was being compiled, the Llangollen Railway connected its main running into the track laid between the platforms at the new permanent Corwen terminus.

I well recall the Eighties when we often drove from our home in Warwickshire to North Wales for summer days out, and each time I took the A5 to the coast I could not help but notice how rapidly the Llangollen Railway seemed to be advancing, station by station, westwards. Carrog was then reached, however, and suddenly it seemed that it all came to a stop.

It was in 2011 that work on an extension to Corwen, giving the line a town-to-town journey, began. The completion of that extension is a towering monument to the hard graft by the line's workforce since then, from the all-important fundraising and completing the necessary paperwork to planning the engineering tasks and hard slog in the often-unforgiving upland weather. Not to mention to finicky infilling of gaps on the final approach to Corwen, for which a substantial temporary station had to be built to the east of the town.

Yes, more work needs to be done to finish the new station, but the golden fishplate event pencilled in for December 10, marks the completion of a purposeful destination at the end of one of Europe's most attractive standard gauge lines. Nearly seven decades after volunteer-led operational railway preservation began in the principality, here is another major landmark not just for this line and its local tourist economy for which benefits are guaranteed, but for the movement as a whole.

On another tack, I remain eternally grateful to those photographers who helped me launch *Heritage Railway* two decades ago, and who are still supplying first-class images to us today. I have been proud to work with them all.

Now, however, the time is right for the next generation to be brought into the limelight, and in this issue, we give our full backing to the Rail Camera Club's Young Railway Photographer of the Year, details of which can be found on News, page 20.

Thanks to the likes of the ground-breaking 21st-century steam builders and the grafters who have returned the rails to this most scenic section of the Dee Valley after a 51-year absence, the heritage railway sector indeed has a glowing and pro-active future which we will rely on these young camera kings to place on record.

Robin Jones Editor

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COVER: Visiting GWR 4-6-0 No. 6023 *Edward II* powers through the Esk Valley with the 1.30pm from Grosmont on the North Yorkshire Moors Railway on a sunny Sunday, October 27. ANDREW BELL

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Trevor Gregg looks at the history of the Wansbeck Valley Railway in rural Northumberland and recollects his journey, 53 years ago, on the 'Wansbeck Piper', the final train to travel over the route.





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Homefleet variety

The Mid-Hants Railway's (MHR) October 18-20 autumn gala provided a varied line-up from the line's resident fleet of locomotives – and also acted as something of a farewell event for a popular performer, writes Gareth Evans.





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Driving a Deltic!

Chris Newton recalls his recent driver experience course at the Nene Valley Railway on Deltic diesel locomotive No. 55019 *Royal Highland Fusilier*, which he enjoyed with his brother after seeing it advertised in *Heritage Railway*.



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At last – Corwen back on line after 51 years!

By Robin Jones

A MAJOR milestone was passed on October 17, when the Llangollen Railway's running line into its new Corwen station was physically connected.

The main line was linked through from the railhead to the points, giving a continuous length of rail all the way from Llangollen station to the stop block at Green Lane, Corwen for the first time since 1968 when the line was lifted.

The passenger service was withdrawn in 1965 as a result of the Beeching cuts but the line lay dormant for three years until Harold Wilson's Government ordered the lifting of the track in 1968.

The connection marked a watershed moment in the revival project which was first conceived in 1975, but it was not until 2011 that work on building the 2½ mile extension from Carrog past the site of the closed Bonwm Halt to Corwen began. Because the former Corwen railway station site has been in private use as an Ifor Williams Trailers showroom since 1990, and the trackbed inbetween also sub-divided, a new temporary station, Corwen East, was built on the eastern side of the town.

The first stage of the project was completed in late 2014, with special trains running on October 22 to the new station for those who had contributed to the project. Regular passenger services began five days later, with an official opening train on March 1, 2015.

Difficult to align

The permanent way team continued with the pointwork into November with the setting out of the left-hand point proving difficult to align with the connection into the curve for the Upside platform 1.

However, juggling with the geometry of the layout has finally resulted in a solution with the left-hand point being brought closer to the right-hand point on the main line than the paper design envisaged.

Screwing down of all the parts remains to be tackled, with the wet weather hampering progress. Both points will be worked by ground frames and suitable footings are needed for the frames which already exist in store.

The new station, up to now referred to as Corwen Central, will instead just be known as Corwen. Now that Corwen East no longer exists, the Central suffix has been dropped, although the CCRD initials will continue as a project title for funding. So with only one station in Corwen, a new running-in board carrying that name has been installed at the west end of platform 2.

To mark the completion of the job, a golden fishplate event is planned Tuesday, December 10 when railway president Bill Shakespeare, aged 92, aided by vice-president Gordon Heddon will join with a local councillor to swing on the big spanner to tighten up the bolts.

No date is in prospect so far for the first ballast train to run through to Corwen. Work on the line between Berwyn and Carrog is underway for the closed season of November 11 to December 6, after which the Santa and mince pie specials season runs until January 1.

For details of festive season trains visit www.llangollen-railway.co.uk





Above: A line through to Corwen for the first time in 51 years, as seen on November 2. It still required packing and aligning. GEORGE JONES

Right: The new running-in board at Corwen. GEORGE JONES

Further extension blocked

Corwen station now marks the western end of the heritage line, which is blocked by development from extending westwards to the original Corwen station or to Cynwyd and beyond. The new station in lieu of the original is dictated by the terms of the Transport & Works Order which allowed the reconstruction of the line as far as Green Lane to avoid the reinstallation of a low bridge across a difficult highway location, where originally a dip in the road was subject to flooding, on an acute bend which the council would not agree to.

To have built a bridge to modern standards for the sizes of the present-day road traffic would have required a major revision of the rail approach gradients on both sides – and doubtful availability of sufficient length of trackbed for the lead into the old platforms. Indeed, Corwen is getting what it never had – a station in the town centre. The exercise of recent years in having to walk into town from Corwen East would be repeated if the old station site was to have been used. Modern visitors benefit from access to the sizeable car park which most will likely use to access the western terminus.



Members of the 5199 Project which restored and owns GWR 2-6-2T No. 5199 had a day out with the Llangollen-based locomotive as part of their annual general meeting on October 27. A total of 53 members attended and Newton Replicas of Nottingham made a special headboard for the occasion. RICHARD PUMPHREY

Gresley's boiler back in frames

THURSDAY, November 7, saw a major landmark in the £750,000 overhaul of LNER A4 Pacific No. 60007 *Sir Nigel Gresley* with the boiler reunited with the frames.

As reported last issue, the boiler passed its out-of-frames steam test at Llangollen on October 26.

The boiler was subsequently taken to the National Railway Museum at York, where the rolling chassis has been overhauled in the workshop.

Before the boiler could be lifted back on to the chassis, the centre coupled wheelset and its associated components, along with the ashpan, had to be fitted. The left-hand piston crosshead has been delivered after being bored and the sensors for the On-Train Monitoring Recorder have been calibrated. The chassis was shunted out of the work into the yard for the lift to take place.

No. 60007 was taken out of traffic for overhaul on September 20, 2015.

In January, the Sir Nigel Gresley Locomotive Trust and the Royal Scot Locomotive and General Trust signed a 10-year agreement to operate No. 60007 on the main line, interspersed with periods of operation on heritage railways, including the North Yorkshire Moors Railway.



The boiler of *Sir Nigel Gresley* is lowered into position on the frames outside the Great Hall of the National Railway Museum on November 7. STEPHEN HILLYER/NRM



LMS 4-6-0 No. 46100 *Royal Scot* stands at Highley before setting back to Bridgnorth with the second test run on the Severn Valley Railway on November 12. JOHN TITLOW.

Royal Scot undertakes test run on the Severn Valley

By Cedric Johns

HAVING been sidelined for several months because its wheelsets were being retyred in the South Devon Railway's workshops, Locomotive Services Ltd's LMS No. 46100 *Royal Scot* is literally on the road again.

Moved by a low loader, the 4-6-0 departed Crewe for the Severn Valley Railway at Bridgnorth on Thursday, November 6. In light steam two days later, it ran several light engine test runs on November 12 and 13, with similarly clandestine loaded test runs planned for November 19-21.

It was thought unlikely that it would haul any passenger trains during its visit.

The locomotive was due to return to Crewe under its own steam as a light engine test run on November 26 via the Kidderminster main line connection.

The engine's move and subsequent running in is an identical exercise to that carried out when Locomotive Services' BR 7P 4-6-2 No. 70000 *Britannia* was taken to Bridgnorth by road while its axlesets received specialist treatment to overcome vibration problems.

As reported last month, *Britannia* and Bulleid West Country light Pacific No. 34046 *Braunton* are in traffic and on roster for Saphos Trains duties with 'Black Five' No. 45231 *The Sherwood Forester* on standby.

In the Crewe works, GWR 4-6-0 No. 5029 *Nunney Castle* and LNER A2 No. 60532 *Blue Peter* continue to receive restorative attention.

Didcot plans railcar rendezvous over Easter weekend

By Gareth Evans

A GATHERING of pioneering railcars is to take place the Great Western Society's Didcot Railway Centre base over the Easter weekend of Friday, April 10 to Monday, April 13.

Billed as the Railcar Rendezvous, it will see the extraordinary spectacle of four early railcars in action side-by-side at Didcot. The society's unique GWR steam railmotor No. 93 and surviving diesel railcar No. 22 will be joined by 1903-built pioneering petrol-electric 'autocar' No. 3170, plus Waggon und Maschinenbau diesel railbus M79964, dating from 1958.

Built for the North Eastern Railway and recently restored to its Edwardian splendour by Stephen Middleton, No. 3170 is the earliest example of an internal combustion engine being used in a passenger-carrying rail vehicle and was half-a-century ahead of its time. Now operational at the Embsay & Bolton Abbey Steam Railway, the NER 1903 Electric Autocar Trust scooped the top honour in the Heritage Railway Association 2019 Awards – the coveted Peter Manisty Award for Excellence – for the restoration of No. 3170.

Yorkshire visitors

Didcot's own steam railmotor No. 93 will play a key role in the event. This 70ft 1908 veteran has been a regular performer since it was restored to service in 2011.

Also in action will be No. 22, at the start of a year which marks the 80th birthday of this popular vehicle. It represents the GWR's early adoption of diesel traction and uses mechanicals derived from AEC's London buses. It is one of only three GWR railcars to survive into preservation, and is currently the sole operational example.

German-built M79964 was part of an order for five single-car diesel railbuses as part of the modernisation of British Railways in the 1950s, when several designs were trialled. Four out of the original five entered preservation following the closure of the branches they were bought to serve. Sister E79962 is under restoration by the Vintage Carriages Trust at Ingrow.

M79964 is used on off-peak trains on the Keighley & Worth Valley Railway. The vehicle's visit to Oxfordshire will be a rare move away from its established West Yorkshire home.

Main line Polar Express heading for another hit

MORE than 14,000 people have booked for the only main line steam version of the full theatrical re-creation Warner Brothers' classic children's tale The Polar Express – and more are selling fast.

The Vintage Trains schedule of four trains a day from Birmingham Moor Street starts on November 22 and runs on Thursdays, Fridays, Saturdays and Sundays until December 22 with seat prices starting at £29 and children under three free if they do not occupy a seat.

All travellers receive a ceramic mug, a silver bell from Santa and a tote bag, plus hot chocolate and cookies. Now in the second season at Vintage Trains, the return trips last just over an hour each with the full show performed on the train. To buy tickets log on to: thepolarexpressbirmingham.com

Work on Falling Sands Viaduct gets under way

THE Severn Valley Railway's Heritage Lottery-supported restoration of Falling Sands Viaduct in Kidderminster is set to begin in the New Year, once the programme of seasonal train services is complete.

Work is already under way preparing the site for these major works, which will see the SVR truncated to the Bridgnorth-Bewdley section for the first 12 weeks of the 2020 season, while essential works take place.

Tree clearance work has recently been carried out and preparations have been made for a temporary access road from the neighbouring Silverwoods development for contractors at the site of the former British Sugar Corporation at Foley Park.

While work takes place on stripping out track and ballast so that contractors can renew waterproofing and make necessary repairs to the structure, the SVR will seize the opportunity to relay around a mile of track between Falling Sands and Bewdley tunnel, including new pointwork that will give access to the proposed new wagon storage shed, which is earmarked for the former sugar beet sidings.

Once the work has been completed, the access road will be made permanent so it can be used to give access to a new locomotive loading facility to replace the difficult access to the one that is currently used at Kidderminster station. It will also allow useful emergency access and provide a better loading and unloading facility for permanent way materials.

Replacement of damaged brickwork and full re-pointing of the 1877-built structure will continue once the line is fully reopened, using specialist contractors hanging over the sides of the viaduct with special harnesses. Work is not expected to be completed until autumn 2020.



Museum pride of place for first production HST car

By Robin Jones

THE first production High Speed Train Class 43 power car has officially taken its place inside the National Railway Museum at York.

No. 43002 *Sir Kenneth Grange* officially entered preservation as part of the National Collection on October 21, the occasion of the NRM's annual Director's Dinner.

Previously stored at the Locomotion museum at Shildon while the necessary paperwork was completed, it was donated by Angel Trains and Great Western Railway.

At the dinner, positioned on the Great Hall turntable and illuminated, it was admired by guests, including the main speaker, TV's Great British Bake Off star Prue Leith, a former non-executive director of British Rail who was credited with reinventing the hitherto much-derided BR cheese sandwich in the Seventies.

Record holder

No. 43002 was built in the year the museum opened in 1975. Initially the fastest train in Europe and second only to the Japanese Bullet Train internationally, the class still holds the world diesel speed record of 148mph, set on November 1, 1987.

Carrying the original yellow and blue British Rail livery, which led to the train's nickname – 'the Flying Banana', No. 43002 is officially named after the train's designer, Sir Kenneth Grange, who created the iconic wedge-shaped nose cone.



Production Class 43 power car no. 43002 *Sir Kenneth Grange,* now on public display in the National Railway Museum. JASON HYNES/NRM

The streamlined design helped make it Britain's most influential modern locomotive and a huge success with the public, and No. 43002 was officially named after him in 2016. It is now on static public display alongside an exhibition about the story of BR.

The InterCity 125 quickly became the backbone of high-speed rail routes, reversing the fortunes of BR and sparking a renaissance in rail travel. Having been in service for 44 years, it remains a strong contender for the title of the most successful UK main line traction of all time.

Great Western Railway managing director Mark Hopwood said: "Our team at Laira Depot in Plymouth have done a fantastic job in preparing it for display and, as the last locomotive to leave Paddington in passenger service, its place in history is rightly deserved."

NRM assistant director and head curator Andrew McLean said: "This is one of our most significant acquisitions. This train revolutionised rail travel and helped shape British society, bringing people and communities together."

Meanwhile, five firms have been shortlisted to design the £3 million Wonderlab gallery at the NRM as part of its major redesign and its Vision 2025 regeneration masterplan.

Museum redesign

De Matos Ryan, Hayhurst & Co Opera Amsterdam, Studio C102 and Tate Harmer are bidding to create a ticketed 1466 sq m interactive exhibition for seven-to-14 year-olds featuring 'powerful and memorable experiences' focusing on engineering inside the existing ground-floor engineering workshop. The Wonderlab space, earmarked for completion in 2022, will be designed to last 10 to 15 years.

The shortlist has been published two months after the museum launched a separate contest, organised by Malcolm Reading Consultants, for a new £16.5 million Central Hall connecting the two 'halves' of the museum that are currently divided by Leeman Road, which will be diverted. As we reported last issue, the government has awarded £18.5 million to the redevelopment scheme. Speaking at the dinner, director Judith McNicol said: "It is a massive vote of confidence in our plans and it will act as a springboard for the next phase of developments."

Stay repairs agreed: *Clan Line* to run more trips in 2020

By Don Benn

BULLEID Merchant Navy Pacific No. 35028 *Clan Line* was pulled from a Belmond Pullman charter on Friday, November 8, after leaking firebox stays were discovered.

The day before, the locomotive underwent a Fitness To Run examination carried out by a DB Cargo representative, and was taken outside Stewarts Lane depot to test the safety valves.

All had gone well, and the locomotive went back into the shed for coal to be loaded into the tender. As the fire was dying down and the boiler was cooling, some of the stays started to leak badly.

As there was insufficient time to get into the firebox and repair them, the only option was to withdraw *Clan Line* from the Surrey Hills trip.

A plan of action was agreed with the society's boiler inspector and the society then pulled out all the stops to ensure that *Clan Line* is available for its next booked trip.

The stays failure was a devastating incident for the Merchant Navy Locomotive Preservation Society (MNLPS), which enjoys an almost faultless availability and performance record with the engine.

Duties for the year ahead

Meanwhile, in 2019, for reasons beyond the control of the MNLPS, *Clan Line* was not able to appear for non-Belmond work as much as the society would have liked. However, next year, apart from at least a dozen Belmond trips, negotiations are ongoing for the following non-Belmond work:

- **A trip from King's Cross into East Anglia and Norwich on Saturday, April 18.**
- **Another visit to Exeter on Saturday, June 13.**
- **Three trips out of Bristol in July (11, 19, 25), only one of which will be a 'Torbay Express.' The other two will be new itineraries.**
- **Two further trips are envisaged in the autumn and in the run-up to Christmas.**

Details of these trips will published in due course. Available to book now with UK Railtours is 'The St Valentine's Pullman' on February 15 that will cover a Chilterns and Downs circular route from London with the Belmond Pullmans.





Above: *Flying Scotsman* passes Conwy Castle en route to Holyhead. In addition to the Steam Dreams trip from King's Cross to Edinburgh on July 2-5, as reported on Main Line News page 56, the A3 will also be hauling trips for the Guildford firm to and from Salisbury on May 28, and to and from Oxford on May 31. RODNEY TOWERS

Left: LNER A3 Pacific No. 60103 *Flying Scotsman* passes through Rhyl station with the Railway Touring Company's 'North Wales Coast Express' heading for Holyhead on November 8. BRIAN SHARPE

£50k to complete *Pendennis Castle* rebuild

By Gareth Evans

WITH its new Saint 4-6-0 No. 2999 *Lady of Legend* (pictured on pages 4-5) now in traffic, the Didcot Railway Centre-based Great Western Society (GWS) has turned its thoughts to completing the restoration of repatriated 4-6-0 No. 4079 *Pendennis Castle*.

The society is devoting this year's Christmas draw to achieve that aim – and it is inviting donations to fund the outstanding £50,000. There is no date for the locomotive's completion at this stage.

In a supplement to the current GWS journal Great Western Echo, Richard Croucher, treasurer for No. 4079, wrote: "We have several jobs to do in order to ensure this lofty goal is achieved. Mechanically, the restoration is virtually complete. However, the locomotive's pipework is generally in a very poor state of repair and will benefit from a large amount of it being replaced.

"We must also ensure that a few missing components, such as the smokebox baffles, new windows and the steam heat system are re-manufactured.

"It will then need as limited a strip down as can be done to facilitate the removal of the boiler. We need to take the boiler out of the frames to carry out the hydraulic test, followed by the steam test, before finally replacing it back in the frames for the steam test in the frames.

"While the last few jobs are done on the pressure vessel, the re-profiled cab roof can be fabricated using the remains of the example removed from No. 4942 *Maindy Hall*. This has the benefit of preserving the original from *Pendennis* itself. After that, there will be a host of smaller jobs leading to the all-important reinstatement of the glorious GWR livery that its tender already carries. We also need to manufacture new main steam pipes for which we already have the blanks in our possession.

"Any help you can give will be much appreciated."

As pictured on the cover of *Heritage Railway* issue 16, *Pendennis Castle* arrived at Portbury Docks near Bristol on July 8, 2000, following a 77-day journey by sea, ending 23 years in exile in Australia after being controversially sold by former owner, the late Sir William McAlpine, to Hamersley Iron for enthusiast purposes.

➜ Donations can be sent to: Richard Croucher, Great Western Society, Didcot Railway Centre, Didcot, Oxfordshire OX11 7NJ. Please make cheques payable to: Great Western Society Limited 4079 Pendennis Castle. BACS details can be found at https://tinyurl.com/GWS4079.



Heritage lines throughout Britain honoured Britain's fallen heroes at Remembrance Day events on Sunday, November 10, with steam locomotives displaying poppies and wreaths on their headboards. For the Lynton & Barnstaple Railway's event, Kerr Stuart Joffre 0-6-0ST No. 2451 of 1915 *Axe*, which served on the Western Front, hauled a special train from Woody Bay. Luis Martelo played the Last Post at the service. Heavily rebuilt, but retaining many original parts, *Axe* returned to steam on November 11, 2008 at Woody Bay for a dedication ceremony to honour the railwaymen who lost their lives in the First World War. TONY NICHOLSON



Further progress has been made on the construction of BR Clan Pacific No. 72010 *Hengist* in recent weeks. The main frame is undergoing the first stage of installing fitted bolts prior to going on to the machining stage to have the hornguides machined. All three castings for the front bogie were ordered by the Standard Steam Locomotive Company Limited in October to be delivered at the end of February. SSLC

IN BRIEF

➜ **LANCASHIRE & Yorkshire Railway Class 27 0-6-0 No. 52322 is to revisit the Ecclesbourne Valley Railway in 2020. The 1896-built locomotive, owned by Andy Booth, has been on loan to the East Lancashire Railway.**

➜ THE replica Somerset & Dorset Joint Railway signalbox in Old Station Approach, Burnham-on-Sea could soon see commercial use. Owner Burnham and Highbridge Town Council has submitted a 'change of use' planning application to turn it into a craft shop.

➜ **THE Nene Valley Railway is to build a new 5in gauge miniature railway at Wansford, to transport visitors from the children's play area to the engineering shed for the viewing gallery.**

➜ THE new owner of Class 37 No. 37023 has relocated it to the Pontypool & Blaenavon Railway.

➜ **The oldest surviving GWR 28XX freight 2-8-0 No. 2807, will run for the last time on the Gloucestershire Warwickshire Railway on January 1 before being withdrawn for its 10-year overhaul.**

➜ NORFOLK Heritage Steam Railway Ltd's Hunslet Austerity 0-6-0ST No. 3193 is to remain on the Nene Valley Railway until the end of 2020 after its loan period was extended. Following repairs, it will be available for the new Winter Light Spectacular trains, which start on December 13.

➜ **DESPITE patchy weather, the Great Central Railway's Bonfire Night celebrations at Quorn & Woodhouse was sold out with 3200 visitors.**

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Tramway running again a month after theft of wires

By Robin Jones

THE Mayor of Greater Manchester, Andy Burnham, formally reopened the city's Heaton Park Tramway after a marathon industry-wide effort replaced overhead wires that had been stolen on September 24.

Transport for Greater Manchester (TfGM), Keolis Amey Metrolink and Pod-Trak rallied round to install replacement wiring in time for the reopening ceremony on October 26.

Heaton Park Tramway Company chairman Keith Whitmore said: "Just a matter of weeks ago our members were devastated to find that tramway wiring had been stolen and the tramway was inoperable and would have to close indefinitely.

"Within hours, Danny Vaughan, TfGM Head of Metrolink was in touch to offer help and support with the assistance of the Metrolink operator Keolis Amey. The response was so magnificent that in just a few days, all the wiring had been replaced and a tram successfully tested – a task that would have taken months to undertake ourselves.



Pictured with Manchester tram No. 173 outside Manchester Victoria station on October 20 are, left to right, Chris Unsworth, Jeremy Valentine (Heaton Park Tramway Society), Coun Shelley Lanchbury, Coun Marcus Johns (slightly behind), Raj Chandarana (Northern Rail), Coun Abid Chohan (Lord Mayor of Manchester), Keith Whitmore (chairman of Heaton Park Tramway Company), Phil Heywood (Heaton Park Tramway Society) and Queen Victoria! HPT

Gratitude

"Not only that, but offers of help from other heritage tramways and the public's response to our crowd-funding appeal was overwhelming. We are so grateful for the way in which everyone has rallied around. I am especially pleased that Andy Burnham, who is a great friend of the heritage transport movement, without any hesitation agreed to formally reopen the tramway."



After the official relaunch, Andy Burnham (right) takes the controls of No. 765, the only remaining electric tramcar from Manchester Corporation Tramways in regular operation. KEITH WHITMORE

Burnham said: "Mindless vandalism forced the Heaton Park Tramway to close – at the time there was a possibility that this important heritage attraction could be shut indefinitely. It is a testament to the popularity of the tramway and the passion of both its supporters and the volunteers that run it that so much fundraising was secured so quickly and repairs undertaken straight away."

Local schoolgirl Juno Vaughan cut the tape to declare the tramway open again in the presence of Burnham.

Six days before, another Heaton Park tram featured in celebrations to mark the 175th anniversary of Manchester Victoria station.

Manchester tram No. 173, built in 1901, was displayed outside the station, which has a modern-day Metrolink tram stop. The station opened in 1844 as a result of an agreement between the Liverpool & Manchester and the Leeds & Manchester railways to build a joint station, and it was known as the St Pancras of the north. Some of the original building still survives, which fronts Hunts Bank and backs onto platform 3.

History was made in 1916 when the Lancashire and Yorkshire Railway, the successor company to those railways, completed the first electrified line in the Manchester area with its route from Victoria to Bury and Holcombe Brook. Later, the LNWR opened its own adjacent station, which became Manchester Exchange. Platform 11 middle ran the length of the two stations and was the longest passenger platform in the world.

175th milestone

Both stations suffered heavy Second World War air raid damage from which they never properly recovered and the Exchange closed in the Beeching cuts. In the 1990s Victoria was rebuilt as part of the Arena development and Metrolink then came into the station. Five years ago a new roof was built over the train hall and the station is now showing off its Victorian heritage to good effect.

Keith, also chairman of Greater Manchester Transport Heritage, said: "We couldn't have let 175 years of Victoria pass without some celebration. With the Metrolink connection to Victoria now in place, it seemed appropriate to bring a 1901-built tram back to the station. It certainly wowed the public, who also enjoyed visiting the rail industry and railway preservation society stands on the concourse."

Bus window smashed on way to model railway show

A VINTAGE bus had a window smashed while taking visitors from the East Lancashire Railway's Rawtenstall station to a model railway exhibition.

The double-decker was on the way to the Modern Image O Gauge Group event at Alder Grange High School when a concrete brick was hurled at it near the town's Asda store around 2.15pm on Saturday, November 2. The bus trips were cancelled for the rest of the event because of the damage.

The driver said it was fortunate that someone was not seriously injured in the mindless attack.



1. **The driver of visiting A1 Peppercorn Pacific No. 60163 *Tornado* checks back at Bridgnorth after arriving from Kidderminster on November 10.** JOHN TITLOW

2. **GWR prairie No. 5541 catches the last light of the day at Tufts Junction on the Dean Forest Railway during a Steam Scenes photographic charter on November 8.** ALAN CORFIELD

3. **GWR 2-6-2T No. 4144 makes a spirited departure from Bridgnorth on October 27. No. 4144 has since returned to Didcot Railway Centre after spending much of 2019 on loan to the Severn Valley Railway. Returning in the opposite direction was GWR 0-6-0ST No. 813.** JOHN TITLOW





Cholsey & Wallingford to elect new younger board

THE entire board of directors of the Cholsey & Wallingford Railway has stood down in a bid to give younger members a chance to serve on it.

The decision was taken after two key directors resigned for personal reasons and the chairman indicated that he did not wish to continue, said a spokesman for the railway.

Because there had been no new nominees for the board at the line's annual general meeting, the board was at risk of becoming inquorate.

"The objective is to form a new enthusiastic board with a vision for the future and fresh ideas to meet the challenges of tomorrow and take the railway forward to fully benefit from upcoming developments, such as the erection of the Maidenhead canopy, the installation of a run-round loop, the provision of a maintenance gantry and the arrival of the Stoke Canon signalbox," said the spokesman.

The Brunellian canopy from Maidenhead station was dismantled as part of the Crossrial project and the electrification of the GWR main line. The Railway Heritage Trust has funded the restoration of the canopy for eventual restoration at Wallingford.

The railway is also planning to relocate the historic Bristol & Exeter Railway signalbox from Stoke Canon, which remained in use until the Exeter area resignalling scheme of 1985, to Wallingford.

In order to elect a new board, an extraordinary general meeting has been scheduled to take place on November 23.

Play to mark 50th anniversary of the closing of Inverurie Works

A DRAMA production marking the 50th anniversary of the closure of Inverurie Locomotive and Carriage Works is to be held in the town.

The Garioch Heritage Centre, which is based in the works, will host the production titled End of the Line by the Mitchell School of Drama.

Using the whole building, members of the audience will walk around various scenes, meet the works staff of the 1940s and even visit the local dance. The production involves a cast of more than 30 performers.

The loco works was built on a 25-acre site next to the Great North of Scotland Railway between 1898 and 1905 and provided half of all jobs in the town.

The performances will run at 7.30pm from Saturday, December 7 to December 9, with extra shows at 3pm and 5.30pm on the Sunday.

Tickets are available from the venue in Loco Works Road on 01467 621855.

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IN BRIEF

➜ **THE Severn Valley Railway has added two extra trains to its new Steam in Lights illuminated US-style Christmas services after they almost sold out. The extra trains depart at 4.25pm from Bridgnorth, returning at 5.40pm on the Saturdays of November 30 and December 7, with bookings at www.svr.co.uk**

➜ HEYWOOD-based Riley and Son (E) Ltd won the Business of the Year turnover £1 million to £5 million category in the Rochdale Business Awards on November 8.

➜ **THE British-built Darjeeling Himalayan Railway is planning celebrations to mark 20 years since it was declared a World Heritage Site by UNESCO in 1999.**

➜ CONSTRUCTION industry firm Mick George has donated £11,296 from its dedicated Community Fund to the Nene Valley Railway for the refurbishment of the Wansford bracket signal.

➜ **THE Gloucestershire Warwickshire Railway is to run more than 70 Santa specials, including one for children from Acorns Children's Hospice, Maggie's Cancer Care and Riding for the Disabled on Sunday, November 24, with public trains starting on November 30. More than 10,000 mince pies have been ordered to cater for demand.**

➜ THE North British Locomotive Preservation Group is to return the Glasgow-built South African Railway GMAM Garratt 4-8-2+2-8-4 No. 4135 to steam in South Africa for use in the country's Ceres Railway Project. The 1958-built locomotive has been stored at Hermanstad for several years.

Building of replica 1863 Festiniog pioneer begins

By Robin Jones

A £250,000 project to build a replica of the Festiniog Railway's pioneer 1863 George England 0-4-4TT *Mountaineer* has begun – with the first boiler components already delivered to builder North Bay Railway Engineering Services of Darlington.

The project, which was officially launched at the Warley National Model Railway Exhibition at the National Exhibition Centre near Birmingham on November 23-24, is the brainchild of York Model Engineers chairman David Wood, who is now looking for participants in the project.

David has chosen to build the boiler first to give the project launch maximum credibility, and it is now under construction at Darlington. Also arrived in recent weeks is the drilling template for the throat plate.

Mountaineer may be regarded as one of the world's most important – but missing – narrow gauge locomotives. In 1860, the Festiniog board looked into the possibility of introducing steam locomotives to increase the slate-carrying capacity of the railway. While narrow gauge steam was not new, very few locomotives had been built to such a narrow gauge.

England's for Wales!

George England & Co, of Hatcham Iron Works, New Cross, South London successfully tendered to build the locomotives for the line. *Mountaineer* was the first to be delivered to Porthmadog, on July 18, 1863, followed by *The Princess*, as it was originally named, a few days later. Not only did these locomotives enable longer trains to be run but they allowed passenger trains – a narrow gauge steam world first – to be introduced in 1865. They were the world's first successful 1ft 11½in gauge locomotives.

As built, *Mountaineer* and *The Princess* were domeless, but initial trials proved this to be a mistake, and they subsequently had domes added.

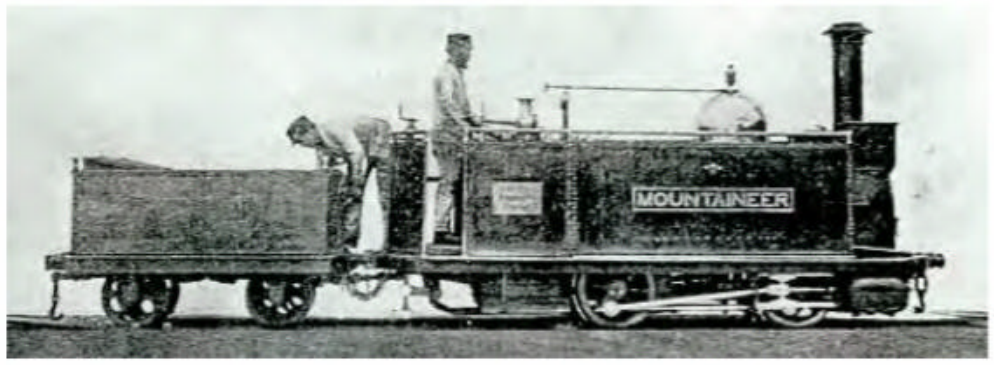
In all, six of the type were built for the line, the others being *The Prince, Little Giant, Welsh Pony* and *Palmerston*. It was the only one of the original four locomotives not to have been rebuilt with a saddle tank – and sadly, it became worn out and withdrawn in 1879 and scrapped.

Prince became a trademark workhorse on the revived Ffestiniog Railway, *Princess* survived as a static exhibit and *Welsh Pony* is being rebuilt to working order and set to steam in 2020.

However, the absence of an England 0-4-0TT in its as-built form, with square tanks, is a major void in the heritage era narrow gauge fleet, one which David is determined to fill.

David, whose three brothers are working on the NER G5 0-4-4T new-build project, has engaged North Bay Engineering because of its track record in new-build projects.

Company director David Humphreys, along with co-director Mark Ashton oversaw the construction of replica Bagnall 'Sipat' 0-4-0ST *Georgina* for his North Bay Railway in Scarborough, and then supplied a 2ft gauge version, *Otter*, to the Groudle Glen Railway. The firm also built a 2ft gauge Decauville 'Type 1' 0-4-0T *Edgar* for a private buyer, and is well advanced in its construction a 3ft gauge replica of Sharp Stewart 2-4-0T *Blyth* for the Southwold Railway Trust.



Above: A rare picture of the original *Mountaineer* of 1863. FF&WHR ARCHIVES



Right: The boiler tube and firebox for the new *Mountaineer*.

Roving ambassador

The new *Mountaineer* will, it is intended, run on the FR but it will also visit galas on other heritage lines. *Mountaineer,* the name of a local stagecoach that ran from Barmouth to Caernarfon, was applied to the line's First World War Alco 2-6-2T, whose nameplates are replicas of the originals. The bell from the 1863 *Mountaineer* also survives and has been fitted to the Alco *Mountaineer* on special occasions, and other parts from the original are believed to survive at Boston Lodge Works and may be included in the new one.

➜ **If you would like to learn more or become involved with the *Mountaineer* project, visit www.1863mountaineerloco.co.uk**

Oldest 'Black Five' passes test

THE boiler from the Watkinson Trust's LMS 'Black Five' No. 5025, the oldest surviving class member, has been recently steam tested at the Aviemore depot of the Strathspey Railway, following an extensive £350,000 overhaul funded in part by the Heritage Lottery Fund.

The locomotive's frames have been prepared to receive it and have themselves received extensive attention since the overhaul began in 2012, including new cylinder castings, tender tank and cab. Although completion had been hoped for in 2019, it now seems likely for early 2020.

Duke of Gloucester visits Bridgnorth station

SEVERN Valley Railway patron HRH the Duke of Gloucester received a very warm welcome when he visited Bridgnorth station on October 18.

As well as a short footplate ride on recently repaired BR Standard 4MT No. 75069 (pictured), he made a tour of inspection around the new GWR-style refreshment room and unveiled a plaque to mark its opening, and met many volunteers and paid staff. He presented long service awards to a group of SVR pioneers, who between them have clocked up some 450 years of active service.

He also met seven former SVR apprentices, all of whom are now working across different departments, and who received their certificates during a short ceremony. SVR





Fairburn 2-6-4T No. 42073 runs along the banks of the River Leven with an almost perfect reflection on Saturday, November 2, during the annual Peter van Campenhout photographic charter on the Lakeside & Haverthwaite Railway. ANDREW FOWLER

A4 Fife museum decision day

By Cedric Johns

THE fate of John Cameron's plans for a visitor museum housing his A4 4-6-2 No. 60009 *Union of South Africa* and K4 2-6-0 No. 61994 *The Great Marquess* was set to be decided on Wednesday, November 13, the day this issue goes to press.

A Fife Council sub-committee has passed a favourable report on his proposed Farming and Railway Visiting Centre for the main council's consideration, but unfortunately this has happened previously and failed to convince those making the final decision.

The issue involves the use of John's land which the council argues is good for agriculture use and should not be built on.

If the appeal for planning permission fails, it remains for John to decide his next move. A report of the decision will be posted at www.heritagerailway.co.uk

No. 60009 faces a busy build-up to Christmas working five trips for the Railway Touring Company.

After heading a Bristol to Chester trip on November 16, it is booked for Slough to Shrewsbury on November 23, London Victoria to Hastings on the 26th, Norwich to York on the 28th and London to York on the 30th.

December 14 will see No. 60009 share duties with A1 No. 60163 *Tornado* on 'The Christmas White Rose' from King's Cross to York and on December 21 it will take 'The Edinburgh Christmas Market' from York to the Scottish capital.

Afterwards, the A4 will be stabled at Bury for winter maintenance.

Bluebell expands its 'Golden Arrow' set as Colne Valley modifies Pullman operation with departure of two cars

By Roger Melton

THE Bluebell Railway has seized the opportunity to expand its Pullman dining train by acquiring Car 36 from the Colne Valley Railway, which appears to have modified its Pullman dining services.

Third Class Car 36 was built by BRCW in 1926 and first preserved in 1967 by Bulmers and initially used as its cinema car in the 'Cider Train'.

It was sold to Venice-Simplon Orient Express in 1986. First based at Swindon, it was then stored at VSOE's Stewarts Lane depot until 1988, when it was refurbished and swapped for former 'Brighton Belle' first-class car *Gwen*, which was better suited to VSOE's needs.

Car 36 has been privately purchased for eventual use in the Bluebell's 'Golden Arrow' service, and will be moved there from the Colne Valley Railway in the New Year after use in Santa specials. On arrival at the Bluebell, it will be stored until work can be done to modify the electrics back from 240v AC internal lighting supply to normal carriage power, plus the installation of steam heating.

South Devon delivery

Other tasks will be to source hat racks and table lamps (currently missing), as well as make new seating before it can enter service. It will bring the Bluebell's Pullman fleet to six carriages and seven if the very long term restoration of SER car *Constance* is undertaken.

The second of the Colne Valley's Pullmans, first class kitchen car No. 305 *Aquila*, built by BRCW in 1951 for 'Golden Arrow' services as part of a set built for the Festival of Britain, has been sold to a private buyer and moved to the South Devon Railway. Plans for its use have not yet been announced, but with just 17 seats it is probably too small to run by itself and might be better running with one or both of the GWR 'Super Saloons' already there.

A third vehicle in the Colne Valley dining train, Gresley BTO No. 43751 (identical to restored No. 43567 at the North Yorkshire Moors Railway), originally had 32 seats in tourist 2+2 layout. Later converted for departmental use as part of the York weed-killing spray train, it ran as such over the NYMR in the early 1980s. It was preserved by the Colne Valley in 1986 and restored as a first class bar car. With the disposal of the Pullman coaches, its future must be in doubt, though it would be the ideal accompaniment to the Gresley coaches recently transferred from the NYMR to the Ecclesbourne Valley Railway (see separate story, overleaf), providing extra accommodation and a brake vehicle.

Big wheels lifted into Tyseley's Bloomer

TWO major milestones were scheduled to be passed at Tyseley Locomotive Works after this issue closed for press.

On Friday, November 5, the single centre driving wheel of new-build LNWR 2-2-2 Bloomer No. 670 was set to be fitted to the locomotive, in readiness for its visit to the Warley National Model Railway Exhibition at the National Exhibition Centre on November 23-24.

Furthermore, the hydraulic testing of the boiler of new-build GWR 4-6-0 No. 6880 *Betton Grange* was due to take place in the days ahead.

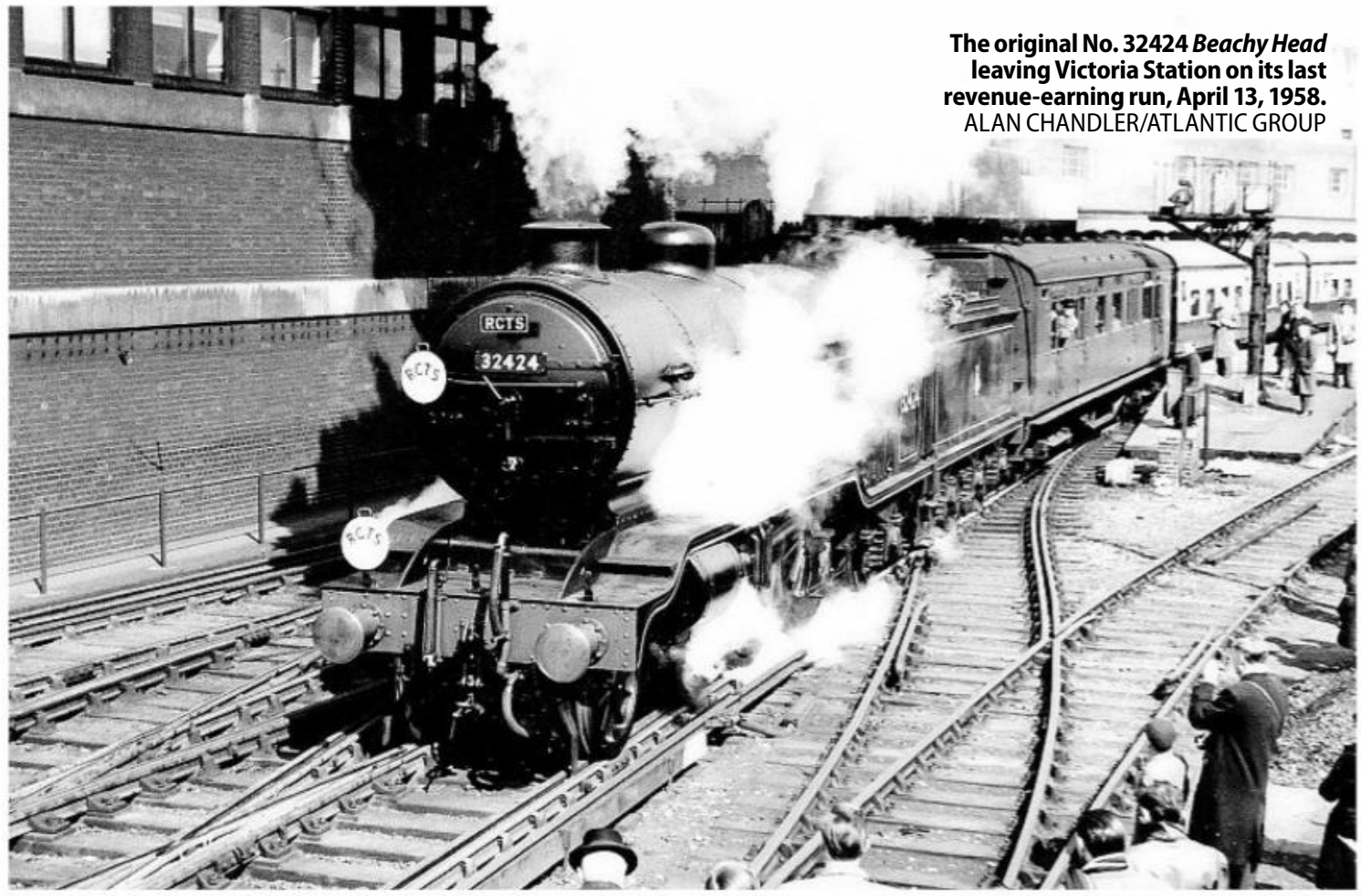
The boiler, from ex-Barry No. 7927 *Willington Hall*, was standing outside the workshop and filled with water awaiting the arrival of the boiler inspector.



The large single driving wheels of Bloomer No. 670 being painted at Tyseley. MICHAEL WHITEHOUSE

Atlantic 'could run in 2021' as boiler passes pressure test

By Robin Jones



The original No. 32424 *Beachy Head* leaving Victoria Station on its last revenue-earning run, April 13, 1958. ALAN CHANDLER/ATLANTIC GROUP

A MAJOR heritage sector landmark has been passed following the successful hydraulic test on the boiler of new-build LBSCR H2 Atlantic No. 32424 *Beachy Head*.

Witnessed by the boiler inspector at the Bluebell Railway's Sheffield Park headquarters on October 29, the test pressure was raised by use of the main works' pneumatic water accumulator pump.

Once at the test pressure, the pump was stopped. In an hour or so, the small insignificant weeps made virtually no discernible indicated difference in pressure on the test gauge, said a Bluebell Railway Atlantic Group spokesman.

Work can now continue on the boiler cladding sheets, while indoors, the tender tank has been lowered on to the chassis and is now in the process of being bolted and fixed to the chassis.

Design engineer Fred Bailey said: "A major milestone has been reached with our Atlantic project, and I must admit we are all relieved and excited by the prospect of our target of finishing the engine, being now one major step forward.

"I am sorry to say it will not be running soon, but our unofficial target of summer 2021 is possibly realistic, given no major unforeseen circumstances getting in our way."

Background

In 1911, while LBSCR Locomotive, Carriage & Wagon superintendent Douglas Earle Marsh was on sick leave, his assistant Lawson Billinton was given the green light to build six Atlantics similar to Marsh's H1 class but incorporating the Schmidt superheater.

Built at Brighton, they appeared between June 1911 and January 1912 and were a success, heading London to Brighton express trains. Sadly, no class member was preserved.

It was in October 2000 that the Bluebell Railway announced its intention to fill a major gap in the heritage sector steam fleet and construct an H2 Atlantic based on SR/BR period No. 32424 *Beachy Head,* the last survivor of the class which had been cut up at Eastleigh in May 1958 just before the Bluebell was formed.

The project was kick-started by the discovery and purchase in 1987 of one of the two GNR C1 Atlantic boilers which had used for heating in a woodworking factory at Maldon in Essex, along with the acquisition of a tender underframe from a B4, and a set of tender wheels from a C2X, both original LBSCR locomotives.

The LBSCR Atlantics were built to drawings modified from the GNR design, and so the boiler is entirely correct for the new locomotive.

The C2X tender had been based for some years at Guildford, where it served as sludge carrier until being purchased by Barry scrapyard owner Dai Woodham around 1981.

Recreation

He felt that some of the rusting locomotives in his legendary scrapyard would have a better chance of being sold if tenders were available, but this particular tender was sold by itself to Madame Tussauds for its Royalty & Empire Exhibition at Windsor Central station, where it was made to look Great Western behind a full-size dummy GWR Achilles 4-2-2 that had been built at Swindon Works around the same time. When this attraction closed, the tender was cut up and the replica locomotive was left on display at the station.

By arrangement with the National Railway Museum, many original LBSCR drawings were made available and in 2002, a site in the yard at Sheffield Park was identified for the construction of a dedicated building to house the project. Appropriately named Atlantic House was officially opened by railway historian Richard Gibbon OBE on June 11, 2006.

On that day, *Beachy Head* the second's new steel driving wheels from Nortons Cast Products in Sheffield, which had been cast the year before, and the newly-delivered blank main frames, supplied by Corus, were on display.

Financial support came initially from the Bluebell Railway Trust which provided a start-up fund to launch the scheme and has also contributed 80% of the cost of the building.

Also in 2006, the original regulator handle from the first *Beachy Head* was donated to the project.

A major milestone took place on October 1, 2007 when the completed main frames were lifted upright and braced together – thereby officially creating the new No. 32424. Since then, many parts have been cast, machined and fitted including cross members, hornguides and brake gear.

The bogie wheels and the trailing wheelset were and delivered at the beginning of 2011, while the main driving and coupled wheelsets had their crankpins fitted the South Devon Railway's Buckfastleigh works.

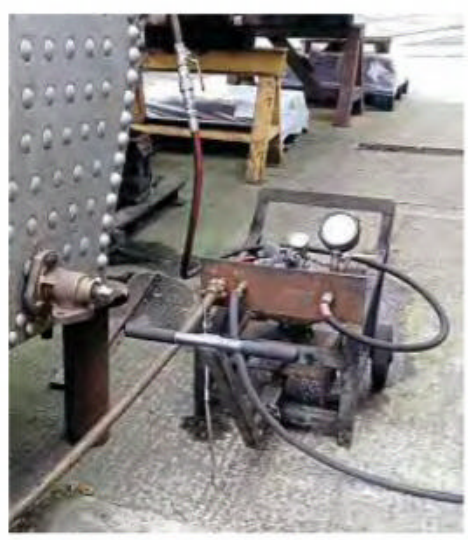
➜ If you could like to help with the project, email davidjones@southdown.myzen.co.uk



The October 29 hydraulic test under way on the new *Beachy Head's* boiler, which passed with flying colours. ATLANTIC GROUP



Above: The pressure reached 235psi for a steam working pressure of 170psi. ATLANTIC GROUP



Right: The hydraulic test rig in action. ATLANTIC GROUP



BR Standard 5MT 4-6-0 No. 73156 is seen at Kinchley Lane on the Great Central Railway hauling an engineering train consisting of the line's diesel rail crane, the Cowans & Sheldon 76 ton crane, ADRC 9No. 6709 formally of Thornaby Depot, and supporting rolling stock, during a Timeline Events photographic shoot on October 9. RICHARD WOODFORD

Gresley teak coaches move to Ecclesbourne

By Roger Melton

FOLLOWING expiry of their hire contracts, three Gresley teak coaches, all owned by Jim Kay, have left the North Yorkshire Moors Railway (NYMR) and moved to the Ecclesbourne Valley Railway (EVR) on long term hire.

GNR invalid saloon No. 3087 and LNER open third No. 43632 (converted to a first class dining car) both require extensive restoration which the NYMR does not currently have the capacity to undertake. Corridor third No. 23890 is currently undergoing conversion to a first class restaurant car.

Although the London and North Eastern Coach Association's (LNERCA) primary aim is restoration of teak stock for use on the NYMR, its broader purpose includes use on other heritage lines, where that's in the best interests of its precious heritage stock. The NYMR will still be regularly running a five-car teak train, with further vehicles on the horizon.

Meanwhile, progress is being made on other LNERCA carriages that have left the NYMR for storage at Spennymoor, County Durham. Their departure facilitates construction of the carriage stable forming part of the NYMR's Yorkshire's Magnificent Journey (YMJ) project. An added benefit is that some are now under cover for the first time in over 60 years. A contractor is working on Thompson CL No. 88339, with the steel panelling on one side removed to allow frame repairs to be carried out. NER open third No. 945 is being prepared to receive a new roof.

An LNERCA supporter has generously offered to donate £5000 towards another part-restored carriage at Spennymoor; Gresley corridor third No. 23896. This is on condition that the donation is matched by LNERCA within a year.

Once successful, significant further progress can be made on this coach, which has already received frame repairs, repanelling and recanvasing under contract at Carnforth. The next major stage will be reconstruction of the interior compartment partitions and restoration of the corridor screen left in place when it was converted to a generator and telephone exchange car as part of the Eastern Region Emergency Train. Donations to support this work should be sent to the LNERCA Treasurer c/o 12 Park Street, Pickering, YO18 7AJ.

Another Gresley teak coach, former restaurant first No. 42969, has been receiving attention at Pickering.



The Gresley teak coaches newly arrived on the Ecclesbourne Valley Railway. EVR

It's been re-panelled with a form of plastic board and then repainted in LNER Oxford blue departmental stock livery, reflecting its current role as an upholstery store. It's planned to locate it in the disconnected Beck Siding at Pickering station, together with LNER CCT No. 1308, which has also received extensive body, roof and door repairs, and is also used as a store. Priority in the station platform area must be given to a new ex Caledonian Sleeper car providing better quality volunteer accommodation at the Pickering.

Finally, a Gresley full brake (BGP) is being acquired by the NYMR as part of its YMJ project from the North Tyneside Railway. It will have a new role as an appropriately themed visitor centre at Goathland station. Tenders are being sought currently by the NYMR for its restoration and conversion.

Swanage departure debut for *Duchess of Sutherland*

LMS Stanier 4-6-2 No. 6233 *Duchess of Sutherland* is set to head its first trip hauling a main line passenger train out of Swanage on Thursday, December 5, working the Railway Touring Company's 'Bath & Bristol Christmas Express.'

After a stop at Poole, the Pacific faces the 1-in50/60 climb up Parkestone bank through Branksome to its next pick-up, Bournemouth. Heading on, the 'Express' makes further calls at Brockenhurst, Southampton and Salisbury and then makes for Bath via Westbury, Trowbridge and the Avon Valley.

To achieve this working, it is anticipated that a West Coast Class 47 will haul the empty stock, with the Duchess coupled on at the rear the afternoon of Wednesday, December 4, according to RTC's operations manager Rachel Jackson, who said that the firm was "very busy' with bookings for Christmas trains.

Rachel also confirmed that despite the fact that the tour does not begin until April 17, many enthusiasts are already reserving seats on 'Great Britain 20-20.

As reported in issue 259, RTC has its usual early start ahead of other promoters, with its first train on January 25 being the first of a series of 'Winter Cumbrian Mountain Express'.

RPSI appoints new treasurer

THE Railway Preservation Society of Ireland has appointed a new treasurer, following the resignation on pressure of work and personal commitment grounds of Sean Clancy. He will continue as a volunteer at the society's Dublin base.

Sean has been replaced by member Ian Eagleson, a chartered accountant with over 30 years of experience in the field, who recently retired from the post of director of support services with Carrickfergus Borough Council.

An RPSI spokesman said: "The society thanks Sean for his work in the post and we welcome Ian who has a long experience of financial management in both the private and public sectors.

"He has now been co-opted to the board and is looking forward to contributing to the vision of the RPSI."

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Hudswell Clarke 0-6-0ST *Sir Robert McAlpine & Sons No. 31* in action at Didcot Railway Centre on November 3. No. 31 ran chimney facing Oxford during the mornings so it would be pointing uphill for the run up the coal stage. It was then turned to face London for hauling the passenger train in the afternoons. The coal stage at Didcot is somewhat less steep a gradient than the Fawley Hill Railway, with its 1-in-13 incline being the steepest on any adhesion-worked line in the UK, hence the headboard 'The Fawley Mountaineer'. The passenger carriage was No. 3755 and the train also included milk tank No. S4409. FRANK DUMBLETON



After bringing North British Railway J36 0-6-0 *Maude* out of the Museum of Scottish Railways, the two locomotives were stabled in the yard at Bo'ness. Work has already been done to repatriate 8F No. 45170 *Sir William McAlpine* in preparation for its forthcoming overhaul. The new repair workshop should be ready by early autumn 2020 and hopefully the work to restore the 8F will have started in the new facility by this time next year. IAN LOTHIAN

Celebrating that great railway name

By Robin Jones

GLENFINNAN Viaduct on the West Highland Extension acquired worldwide fame for its appearance in four of the Warner Brothers Harry Potter films. However, in recent weeks the 21-span landmark has appeared in both London and Battersea, at celebrations to mark the 150th anniversary of the firm that built it.

Parties were held in London's Battersea Power Station on September 14 and in Manchester's Event City a week later, to mark the 150th anniversary of the founding of Sir Robert McAlpine Limited in 1869.

It was the building of the viaduct that gave the firm's founder, Robert McAlpine, his nickname 'Concrete Bob' because of his innovative use of mass concrete in the structure. At 416 yards, the viaduct is the longest concrete railway bridge in Scotland.

A model of the viaduct formed the centrepiece of the entrance to both events. The model carried a replica of the commemorative plaque created for the centenary of the viaduct, that the late Sir William McAlpine, great-grandson of Sir Robert and a director of the firm, had unveiled on July 12, 1997.

A message from the McAlpine family on a special leaflet handed out at the events read: "We are delighted that we are able to come together in this way to celebrate this remarkable milestone and the countless people who have contributed in our success over the decades.

"Longevity like ours doesn't happen by chance. Rather, it is the enduring qualities that run through our history that have led us to where we are today: our core family values, our entrepreneurial spirit and our commitment to excellence in all we do."

Sir William, patron of the Clan MacAlpine Society, who passed away on March 4 last year aged 82, has been hailed as one of the greatest figures of the preservation movement, not least of all for his rescuing of A3 Pacific *Flying Scotsman* from California in 1973, after it became marooned following the collapse of a North American tour organised by its previous owner, Alan Pegler.

In April, repatriated Turkish Stanier 8F 2-8-0 No. 45170 was named *Sir William McAlpine* in his honour by owner the Scottish Railway Preservation Society (SRPS).



The new footbridge at Birkhill with No. 419 and the two Caledonian Railway coaches having just arrived on Saturday, November 2, with the 2.14pm from Bo'ness. IAN LOTHIAN

Autumn gala at Bo'ness

No. 45170 was moved back into daylight for the society's November 1-3 autumn steam gala on the Bo'ness & Kinneil Railway.

Normally on display inside the Museum of Scottish Railways at Bo'ness pending the start of its overhaul to running order, it was placed at the end of the nearby bay platform.

Visitors could inspect the work already carried out on the 8F, which ran as No. WD544 in Turkey, in preparation for its forthcoming overhaul. The society's new repair workshop should be ready by early autumn 2020 and by this time next year, it is hoped that work to restore the 8F will have started in the new facility.

The 8F was built by the North British Locomotive Company in Glasgow and first steamed on February 28, 1942, after which it was loaned to the LMS by the Ministry of Supply. As part of the war effort, it was subsequently converted to right-hand drive and shipped to Turkey in 1943, where it became TCDD No 45170. These locomotives were called 'Churchills' in Turkey. It had its last overhaul at Sivas in May 1984, less than two years before steam operations ceased in that country.

No. 45170 was recovered from Sivas in December 2010 by the Churchill 8F Trust. After returning to the UK in 2011, it was displayed at the Locomotion museum in Shildon, before being bought by the society in

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No. 419 with the two Caledonian Railway coaches has just passed Kinneil Halt and is about to start the climb up to Birkhill on November 3, with the 3.09pm from Bo'ness. IAN LOTHIAN

2014 from John Oldcorn for £120,000. It was moved to Bo'ness in November that year.

The society is aiming to raise more than £350,000 to cover both the cost of the purchase of the 8F, named after the last SRPS president, and also its return to running order.

Nearly £190,000 has so far been raised by the appeal, rebranded as the WD 554 Sir William McAlpine Appeal. Donations are invited at www.srpssteam.com/8f-45170/8f-appeal

The overhaul of the tender is well under way in the running shed at Bo'ness, with frame repairs now the focus of attention. The wheels have also been retyred, springs refurbished and axle box work is now under way.

Also on static display outside the museum was North British Railway J36 0-6-0 No. 65243 *Maude,* which was placed outside the running shed opposite the station platform.

Gala trains were worked by home-based Neilson Reid 0-6-0T No. 1 *Lord Roberts,* Hunslet Austerity 0-6-0ST No. 19 and Caledonian Railway 0-4-4T No. 419, which also headed three runs on both Saturday and Sunday with the two preserved Caledonian railway coaches. Barclay 0-4-0ST *Prestongrange No. 6* acted as station pilot.

Nearly 700 passengers travelled over the weekend, which included a fish and chips special on the Friday evening.

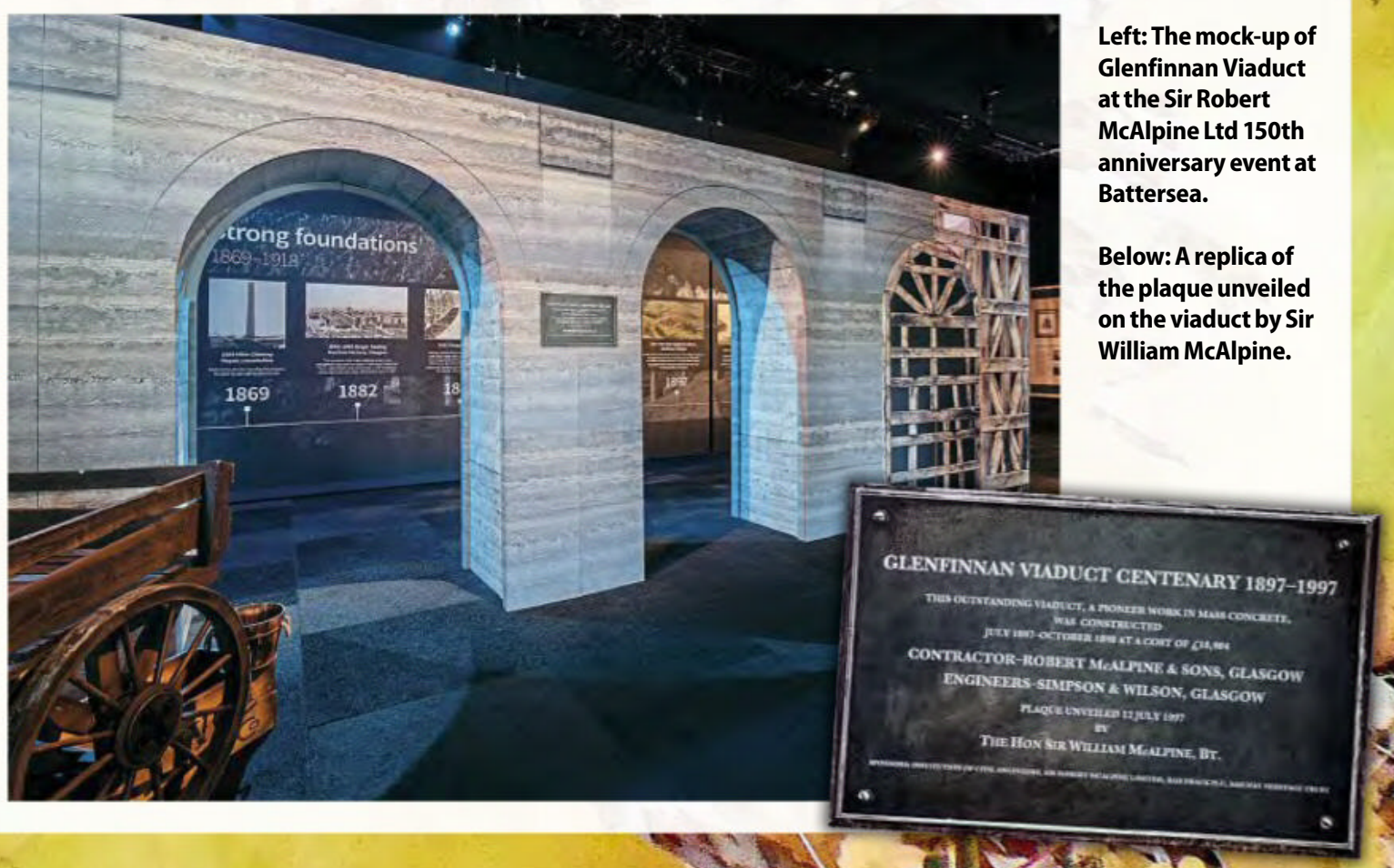
The footbridge from West Calder had finally been installed at the intermediate station at Birkhill station on October 28, after it had been repaired and repainted but as the new second platform is still a construction site, the footbridge is not yet open.

While Sir William was president of numerous heritage railway organisations, he also had his own standard gauge line which he started building in the grounds of his Fawley Hill home in Buckinghamshire in 1961. He bought the company's Hudswell Clarke 0-6-0ST No. 1026 of 1913 *Sir Robert McAlpine & Sons No. 31* for £100 to run on it.

As we reported last month, Sir William's widow Lady Judy McAlpine has agreed to allow No. 31 to spend the winter at Didcot Railway Centre so that maintenance can be carried out. In early November, it hauled a passenger carriage for the first time, as distinct from the open wagon used for rides at Fawley Hill.



Work on repairing and restoring the Turkish 8F's tender is well advanced. The water and coal areas and the bodysides have been repaired and are now waiting to be reunited with the frames. The top half of the tender is currently securely stored in Bo'ness yard. IAN LOTHIAN



Left: The mock-up of Glenfinnan Viaduct at the Sir Robert McAlpine Ltd 150th anniversary event at Battersea.

Below: A replica of the plaque unveiled on the viaduct by Sir William McAlpine.

‘Sustainable funding’ bid launched to restore Bluebell 9F

THE Bluebell Railway has launched a new ‘sustainable funding’ appeal to restore BR Standard 9F 2-10-0 No. 92240 back into service after nearly 18 years in the restoration queue.

The appeal is the brainchild of locomotive department volunteer Andy Taylor. The scheme he has drawn up is based on predicting the income coming in, rather than relying on one-off donations, and so it makes it easier to forward plan and reduce the length of time out of action between overhauls.

The scheme is to encourage regular donations of £15 a month (£18.75 with Gift Aid).

Once No. 92240 has been restored, the fund will continue to support its next overhaul. The ultimate goal is to have the restoration of many locomotives funded in this way and therefore increase availability, potentially giving the Bluebell the biggest working collection of steam locomotives in Britain.

Outshopped from Crewe Works in 1958, No. 92240 was withdrawn in September 1965 and sold to Barry scrapyard. After 13 years rusting in Dai Woodham’s yard, it was bought by a group of members of the Bluebell locomotive department, headed by the late George Nickson, Pete Reid and Peter Cox.

Its restoration took a further 13 years, re-entering traffic in 1990 as the first restored former Barry 9F to steam. Withdrawn from service in 2002 due to the poor condition of the boiler tubes, in September 2009 it was placed on static display along platform 1 at Horsted Keynes.

➜ If you would like to help restore the 9F, email trevor.swainson@bluebellrailway.co.uk or andytay@hotmail.co.uk

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Two AC electrics boost Hosking’s fleet

By Brian Sharpe



Now part of the Hosking stable: Class 86 No. 86101 *Sir William A Stanier FRS* at Glasgow Central heading the Caledonian Lowland Sleeper empty coaching stock movement from Polmadie Traction and Rolling Stock Maintenance Depot on April 25. JOHN WHITEHOUSE

ELECTRIC Traction Limited (ETL) has announced the sale of Class 86 No. 86101 *Sir William A Stanier FRS* and Class 87 No. 87002 to Jeremy Hosking’s Locomotive Services Limited (LSL) based at Crewe.

The two preserved locomotives had, until early October, been engaged on a contract with GB Railfreight to work overnight services on behalf of Serco Caledonian Sleeper.

A supplier of AC locomotive solutions in the UK, in association with the independent charity the AC Locomotive Group, ETL’s first major operation began in 2010 when its newly-refurbished Class 86/7s, Nos. 86701 and 86702, entered traffic on October 15. Two days later, the pair hauled their first revenue-earning train, a private charter from Newcastle to King’s Cross.

In 2014 ETL began a long-term locomotive hire to GB Railfreight with Nos. 86101 and 87002 provided to cover empty stock workings for the Caledonian Sleeper. In order to provide fleet flexibility a further locomotive, No. 86401, was recommissioned and it joined the pair in the service.

With the Caledonian Sleeper finally seeing the introduction of new Mk.5 stock there is no longer a requirement for ETL’s locomotives.

It was hoped that further contract work could be found for ETL’s fleet, including No. 86401. As this became increasingly unlikely, alternative options were considered but the priority was continued operation in the UK and the company did not wish to see its engines move abroad.

Future

In announcing the sale, ETL thanked GBRf for its support over the last 11 years, during which time ETL has supported the Royal Mail contract, numerous charter operations and most recently the Caledonian Sleeper.

The sale allows both locomotives to remain on the main line in Britain as part of LSL’s heritage rail operations. In turn, ETL will now refocus its resources away from main line operations on to its fleet of electric locomotives preserved at Barrow Hill roundhouse.

A decision on No. 86401, which was also used on Caledonian Sleeper work, will be made in due course.

Bought by the AC Locomotive Group in 2005, the restoration of No. 86101 began the following year, and on March 15, 2007, it became the first preserved AC electric locomotive to operate on the main line. It has since operated on railtours and in regular passenger service.

In April 2005, No 87002 was named *The AC Locomotive Group* at Wembley depot and headed the last official Virgin West Coast diagrammed Class 87-hauled train together with No. 87010 on June that year. No. 87002 hauled the final Virgin diagrammed Class 87-hauled train on December 22, 2006.

West Somerset chairman offers Castle for sale

WEST Somerset Railway Plc chairman Jon Jones-Pratt is offering to sell his under-restoration WR 4-6-0 No. 7027 *Thornbury Castle*.

Following his purchase of the late Dennis Howells’ WR pannier tank No. 9466, currently on loan to the Gloucestershire Warwickshire Railway (picture, page 96), Jon has decided to prioritise his work on bringing No. 7027 back up to scratch.

He recently offered No. 7027 to the West Somerset Railway Association, which declined to buy it because of its current focus on overhauling other locomotives.

Jon said that he has not formally placed No. 7027 on the market, or set a price for it, but would be prepared to listen to approaches and offers for it.

Outshopped from Swindon in August 1949, *Thornbury Castle* was first allocated to Plymouth Laira, but moved to Old Oak Common in 1951 and headed several named expresses out of Paddington, including ‘The Bristolian’ and ‘The Royal Duchy’ along with the Channel Island boat trains to Weymouth and holiday expresses to Devon and Cornwall. Withdrawn from Reading in December 1963, it arrived at the Woodham Brothers’ scrapyard in Barry in May 1964.

Recent history

It was the 23rd out of 213 locomotives to be bought from Barry for preservation purposes when it left in August 1972. Bought by Birmingham Railway Museum as a source of spare parts for Tyseley’s other Castles – some parts of it are currently in use on No. 5043 *Earl of Mount Edgcumbe* – it was later acquired by the Waterman Railway Heritage Trust and stored outside the Crewe Heritage Centre, before being moved to Peak Rail in 2016.

In July 2016, Jon, owner of GWR 4-6-0 No. 4936 *Kinlet Hall* and the then revived Crosville Motor Services, bought No. 7027 and moved it to the Crosville depot in Weston-super-Mare where restoration began, with the aim of returning it to the main line.

In February 2018, the WSR was contracted to restore No. 7027 at Williton Works, where it was to become a core project of a planned apprentice academy, as well as creating a new flagship locomotive for the line.

He said, however, that his main focus of attention now has to be the WSR and bringing the track up to scratch so that it can accept large engines again, and he wanted to do “the right thing” for No. 7027 and see that its restoration does not drag on for much longer than first anticipated. Also, he wanted to spend more time with his family and also concentrate on his expanding JJP Holdings South West Ltd empire.



LNWR Webb 0-6-2T Coal Tank No. 1054 makes its final bows before overhaul. BLS

Coal Tank withdrawn – but will be back by 2022

LNWR Webb 0-6-2T Coal Tank No. 1054 has been taken out of service two years early.

No. 1054 dropped its fires for the last time under its current boiler ticket at a ceremony at Ingrow West station on the Keighley & Worth Valley Railway on Sunday, November 3.

The locomotive, owned by the National Trust and in the care of the Bahamas Locomotive Society, was decommissioned that day in order for work to commence on its next boiler overhaul.

It suffered two unexpected tube failures earlier this year and while it would have been possible to carry out a basic retube so it could have run for another two years with a boiler ticket extension, it was decided to make a start on a full overhaul so that it will be ready for 2022, the 100th anniversary of the amalgamation of the LNWR and Lancashire & Yorkshire Railway.

The work will be done in-house at Ingrow West.



Guests at the final run of No. 1054 under its current boiler ticket on November 3, were, left to right: Keith Whitmore, chairman of the Bahamas Locomotive Society; Coun Peter Corkindale, mayor of Keighley; Coun Billy Sheerin, mayor of Rochdale; Richard Pennington, head of collections at the National Trust, Penrhyn Castle; and Mrs Lynn Sheerin, mayoress of Rochdale. BLS



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YOUNG RAILWAY PHOTOGRAPHER OF THE YEAR

ARE YOU THE YOUNG RAILWAY PHOTOGRAPHER OF THE YEAR?

By Robin Jones

HERE at *Heritage Railway* we have a proud 20-year tradition of highlighting work from the UK's finest lineside photographers. Now we are seeking to highlight the best from the next generation.

The prestigious Rail Camera Club (RCC) is organising a new photographic competition to give an opportunity for budding and established railway photographers aged 25 and under to showcase their work.

The competition, launched in November, is supported by Network Rail, the National Railway Museum, Jessops Europe Limited, *Heritage Railway* publisher Mortons Media Ltd, TimeLine Events, the Bahamas Locomotive Society, Bauer Media and Silver Link Publishing.

Entries are invited to illustrate 'The Railway Seen' using images with a railway connection that have been taken since January 1, 2019.

Pictures should illustrate the diversity of the current railway scene in the UK and the variety of subject matter available such as steam, electric and diesel traction, contemporary railway vehicles, architecture, people, landscapes, design features and abstract image.

Some images might also show how the new blends with the old. However, every picture must have some connection with 'Britain's railways today'.

Entries will not be accepted if they have been taken from an unsafe railway location or a location where the photographer has clearly been trespassing on railway property.

Entries will be accepted from any photographer who was aged 25 and under on October 31, 2020.

There are two age categories: 1 – photographers aged 18 and under; 2 – photographers aged 19-25.

Successful entrants will be required to provide proof of eligibility at some stage in the competition. Entries from young women and young people from under-represented communities are encouraged. There is no entry fee.

Entrants are required to submit a diverse portfolio of six images based on the theme. They should be submitted online using the website www.youngrailphotographeroftheyear.co.uk as RGB JPEGs, a maximum file size of 10MB and with a minimum of 3000 pixels along the longest edge. Details of each image (name, entry category, picture title, image file number and contact details) must be provided on the entry form when images are sent.

Images can be taken on any piece of image-taking equipment including cameras and phones. Each entrant will be required to provide details of the equipment used and any relevant technical information.

➜ To enter the competition, visit our website www.youngrailphotographeroftheyear.co.uk Entries must be received by November 1, 2020. The winners will be announced as soon as possible after January 1, 2021.

PRIZES

■ **Category 1:** A Level 1 or 2 Photography Course provided by the Jessops Academy depending on the winner's experience. Winners, if aged under 16, must be accompanied by an adult; a year's subscription to one or more magazines published by the sponsors; a tram driving experience at the Heaton Park Tramway plus a 'Behind the Scenes' visit to Rail Story, Ingrow, on the Keighley & Worth Valley Railway (KWVR); a voucher towards a photographic event organised by TimeLine Events (aged 16 and over); complimentary Day Rover tickets for two to travel on the KWVR; a behind the scenes photographic opportunity at the National Railway Museum, York plus a selection of NRM merchandise; a bundle of books provided by Silver Link Publishing and an opportunity to contribute to the RCC print folios.

■ **Category Two:** A Nikon P900 bridge camera provided by Jessops Europe Limited; a year's magazine subscription; a railway-related prize offered by the East Lancashire Railway; a 'behind the scenes' visit to Rail Story; a TimeLine Events voucher; complimentary Day Rover tickets for two to travel on the KWVR; the same NRM package as outlined above, a bundle of Silver Link Publishing books and the opportunity to contribute to the RCC folios.

There will be a single winner chosen from all the entries received. Network Rail will be providing an opportunity for the winner and a guest to ascend to the top of the Forth Railway Bridge and to take pictures from this unique vantage point.



Right: Standing on the top of the 361ft high Forth bridge and looking through the girders to the train deck as a Scotrail Class 158 speeds towards North Queensferry.



LMS 'Black Fives' Nos. 44871 and 45407 in the Yorkshire Dales, working hard towards a blustery Blea Moor on the Settle and Carlisle route with West Coast Railways' 'The Citadel' from Manchester Victoria and Bolton to Carlisle on November 9. The picture was taken by 19-year-old Liam Barnes. LIAM BARNES

Bluebell Railway

Events 2020

Branch Line 3rd – 5th April

Toy and Rail Fair 2nd May and 25th July

VE-Day 8th May

STEM Weekend 23rd -24th May

Southern Classic Cars 14th June

Road Meets Rail 13th – 14th June

Model Railway 27th – 28th June

60th Birthday Celebrations 7th – 9th August

See Behind the Steam 12th – 13th September

Giants of Steam 25th – 27th September

Vintage Bus Running Day 4th October

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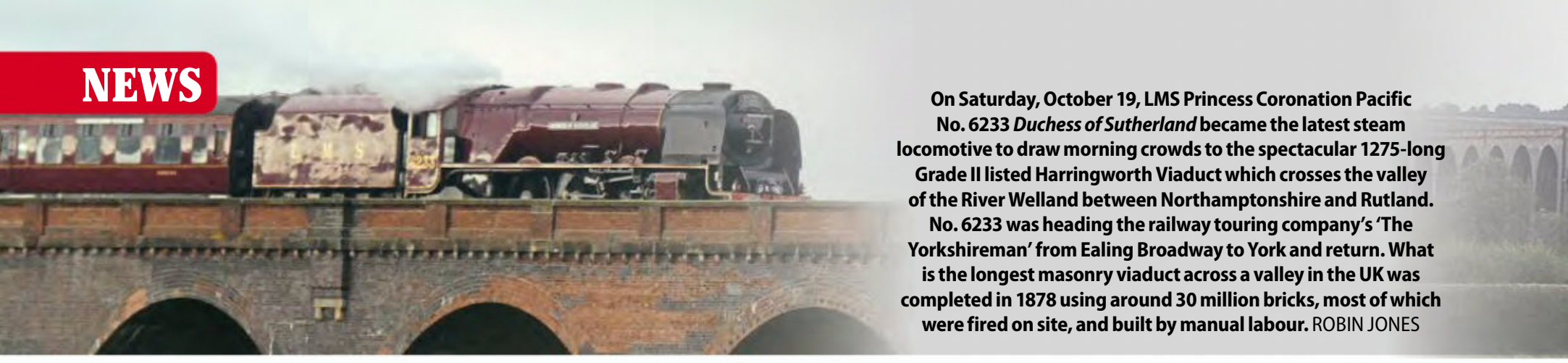
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On Saturday, October 19, LMS Princess Coronation Pacific No. 6233 *Duchess of Sutherland* became the latest steam locomotive to draw morning crowds to the spectacular 1275-long Grade II listed Harringworth Viaduct which crosses the valley of the River Welland between Northamptonshire and Rutland. No. 6233 was heading the railway touring company's 'The Yorkshireman' from Ealing Broadway to York and return. What is the longest masonry viaduct across a valley in the UK was completed in 1878 using around 30 million bricks, most of which were fired on site, and built by manual labour. ROBIN JONES

Nationwide appeal for East Kent line after arson attack

By Robin Jones

HERITAGE lines and their supporters have rallied round to help the East Kent Railway (EKR) after buildings and £15,000 of vital equipment were lost in an arson attack at its Shepherdswell station.

Following the fire which completely destroyed a tool shed and the line's ranger hut around 10.30pm on Wednesday, October 30, the Heritage Railway Association (HRA) launched a public appeal for cash aid and replacement tools and equipment.

Four fire engines were sent to tackle the blaze.

It was suspected that the arsonists may have gained access to the site through the woodland which houses original restored Second World War trenches, along with a variety of other attractions.



Fire crews tackling the arson attack at Shepherdswell on the East Kent Railway last on October 30. EKR

Loss

The railway lost most of its day-to-day tooling, including power drills, sanders, welder, chainsaw, transformers, a permanent way keying hammer and spanner, jacks, grease guns, track grease, rail saw and drill. Fortunately, no rolling stock was damaged.

One the first responses came from the North Yorkshire Railway, which made a £2000 donation within 48 hours of the attack. Also, an appeal on the EKR's Facebook site raised around £3000 within days.

EKR general manager Matthew Plew said: "When we arrived during the night I could sense things weren't how I left them. Things had moved and a gate was forced open.

"This is a huge financial burden to bear. We are a charity reinvesting all the money into the running of the railway – this loss is just horrific for us.

"We used our ranger station as an artefacts restoration, storage and education facility along with a secure store within for tooling. To have hundreds and hundreds of hours of work go to waste is absolutely gutting.

"Artefacts from Canadian Second World War troops who were based here have totally gone. Bottles, penknives and tools which they left behind were excellent items to have. They are irreplaceable."

Dover MP Charlie Elphicke said: "I have seen first-hand the amazing work of their incredible volunteers. Every effort must be made to find the perpetrators and throw the book at them."

A Kent Police spokesman said: "The cause of the fire is not currently known and anyone who believes they witnessed suspicious activity is asked to call 01843 222289 quoting 30-1712.

"Alternatively contact Crimestoppers anonymously by calling 0800 555111 or complete the online form at www.crimestoppers-uk.org"

Appeal

The HRA is now coordinating cash donations on behalf of the EKR via its Barclays account. Donations are invited via bank transfer online to HRA Barclays Bank account No.: 40690066, sort code: 20-02-62. Please reference donations to 'EKR Appeal' and receipts will be issued for all received.

Any substantial excess raised over the stricken line's immediate needs will be put into the HRA's new 'hardship fund' – a ring-fenced fund to provide immediate assistance to crisis-hit members. Furthermore, if anyone is able to offer replacement equipment, materials and tools, they are invited to email Matthew at gm@eastkentrailway.co.uk

Restoration of 'world's oldest' four-wheel goods van commences

THE Isle of Man Railway's first goods van No. G.1 has been handed over by the Manx Government to the IoM Steam Railway Supporters' Association which, over the next two years, plans to disassemble, record and then restore the vehicle back to original condition in full running order, before returning it to the line.

Built in 1873 by the Metropolitan Carriage & Wagon Company, it is considered to be the oldest surviving four-wheeled goods van in the world and therefore of significant international railway heritage value.

The association has previously restored two other historic vehicles for the railway, a three-plank open wagon and a two-plank ballast wagon, and is appealing to the wider railway heritage community to support its latest project with a grant or donation to the charity.

Full information can be found at www.iomsrsa.org



Goods van No. G.1 being unloaded at the premises of a specialist joinery contractor on the Isle of Man where much of the work will be undertaken. IOMSRSA



Carriage window safety measures must be tightened – RAIB report concludes

By Robin Jones

HERITAGE railways and charter operators are among organisations which have been told to improve their management of risks associated with passengers leaning out of carriage windows.

The recommendation by the Rail Accident Investigation Branch (RAIB) follows the death of 28-year-old passenger Bethan Roper who was leaning out of the window of a 75mph Great Western Railway service from London Paddington to Exeter St David's when her head struck a lineside tree branch which had not been pruned back correctly at Twerton near Bath.

The charity worker from Penarth, who had been on her way back from a Christmas shopping trip in Bath, was pronounced dead after the train arrived at Bristol Temple Meads station.

Tree inspection

The conclusion of the RAIB report into the incident at 10.04pm on Saturday, December 1, last year, said that Miss Roper was found to have been nearly twice over the drink-drive limit and that Network Rail had not undertaken a tree inspection on the stretch of track where the accident happened since 2009.

It also found that window warning signs were too small and not strongly-worded enough.

The report concluded: "On the type of coach making up the train, opening windows are provided to allow passengers to reach through and operate the external door handles when the train is in a station. This is the only means by which passengers can open the train doors. However, other than warning signs, there is nothing to prevent passengers from opening and leaning out of such windows when trains are away from stations and moving. The accident occurred because the passenger did this when branches from a lineside tree were in close proximity to the train.

"A possible underlying factor was that Great Western Railway's risk assessment process had not historically identified the risk of passengers or staff being injured as a result of putting their heads out of windows on moving trains. Consequently, Great Western Railway had not provided adequate mitigation measures to protect against the risk."

One recommendation is addressed to operators of main line passenger trains, including charter operators, and seeks to minimise the likelihood of passengers leaning out of droplight windows when a train is away from stations.

A second recommendation is addressed to operators of heritage railways and seeks to improve their management of the risks associated with passengers leaning out of vehicles.

The report said: "The RAIB is satisfied that one of the group of friends opened the window and at least one other friend leaned out of the window before the passenger who was injured did so.

"Witness evidence indicates that the passenger had her head out of the window for a few seconds before falling back into the vestibule, having sustained a serious head injury."

Warning sign

The report said that a sign warning passengers not to put their head out of the window could have been clearer. It found that the word 'caution' suggests that leaning out of the train window is something that may be done safely if a degree of care or precautions are taken.

A further recommendation was addressed to the Rail Safety and Standards Board, seeking to ensure that its advice on emergency and safety signs reflects the level of risk associated with the hazard being mitigated.

Also, the report listed two learning points, firstly regarding the importance of regular tree inspections and the value of train operators having well-briefed procedures for dealing with medical emergencies on board.

Bid to revive closed Alford heritage line

LOCAL community volunteers have launched a bid to revive Aberdeenshire's Alford Valley Railway, which has not run since 2017.

When it opened in 1980, it was billed as Scotland's first 2ft gauge passenger-carrying railway.

Taking the name of the Great North of Scotland Railway branch from Kintore, which opened in 1959 and closed to passengers as early as 1949 and to goods on December 31, 1965, the two-mile line was built from salvaged equipment from the New Pitsligo peat moss railway.

The current station building is on the site of the original granite structure which was demolished after BR closed the branch, but the platform is the original.

A small railway museum is housed in the railway station building. To the west of the station, the granite carriage shed of the original railway is now used by its narrow gauge successor. Nearby are the Grampian Transport Museum and Alford Heritage Museum.

Feasibility study

The heritage line was officially closed in April last year due to concerns about the state of the track. At the start of the year, with the assistance of Aberdeenshire Council, the Marr Area Partnership and Donside Community Council, local volunteers met to see if the railway could form the basis of a community project.

They have now formed a steering group for the purpose, and are preparing to undertake a feasibility study to produce a blueprint for its revival and future success.

On October 27, a community drop-in session was held at the heritage museum, to assess the level of local public support for the revival, and a survey has also been set up at tinyurl.com/AlfordSurvey

The Alford Valley Railway Community Project's Alison Kennedy said: "A lot of people in the village have really been missing the train and saying that they'd like to see the railway back up and running."

Laying new track towards Louth

THE Lincolnshire Wolds Railway (LWR) has been preparing to lay track as part of its five-mile southern push towards Louth.

Track materials and equipment have been purchased and delivered for the first phase, a ¾-mile extension to Pear Tree Lane, over part of the former main line from Grimsby to London via Boston and Peterborough.

The new delivery area built at Pear Tree Lane has enabled lorries to reverse in off the public highway to unload, some managing to reverse all the way up to the end of the line where work is being carried out.

"After over a year of groundworks and preparations such as drainage, culverts, surveying and levelling, all of which although essential, do not really show as physical progress, it is a great boost to be laying track and ballasting that shows the results of everyone's hard work," said LWR permanent way spokesman Cliff Leonard.

Rail has been sorted into matched pairs for length, height and head wear, ready to be towed into position and inserted into the new line. More sleepers have been moved from the storage areas and placed on the new trackbed. Another 300 tonnes of base stone and ballast arrived recently, which was spread and laser levelled ready for the next batch of sleepers and rails to be laid on.

A site for a new terminus station has been set aside near Fairfield industrial estate in Louth.

A key element of the project is the requirement for a run-round loop at North Thoresby. It will involve lengthening the existing platform by approximately 200 yards southwards to allow space in the future for a five-coach train plus the locomotive.

Because an 11,000 volt electricity cable runs underground on the site parallel to the line, the platform extension will need to be of a wooden cantilever construction.



Members of the Lincolnshire Wolds Railway permanent way gang busy transporting ballast for the new extension. LWR



With five roads full of preserved wagons, NG15 No. 17 runs through on the main line, and NG4 No. 16 shunts in the background at Hoekfontein – proof of Sandstone's commitment to the future. JOHN TITLOW

Red tape closure threat lifted from Sandstone Railway

By John Titlow

THE threat of closure has been lifted from South Africa's globally-acclaimed Sandstone Railway.

As reported in issue 256, only weeks after holding the International Sandstone Festival, the 2ft gauge railway's operators sounded a shock warning about its future because of the country's regulations which treated the narrow gauge line as if it was a main line railway.

Due to uncertainty regarding the safety certificate expiring on December 20, and subsequent malicious unfounded rumours regarding the future of the well-known collection and the 16 mile line's finances, Sandstone has received many enquiries from railway owners around the world asking to buy some of the locomotives and stock.

However, in recent weeks, the Rail Safety Regulator of South Africa (RSR) is now looking favourably towards renewing Sandstone's permit to run trains into 2020 without the need for further inspections or additional documentation.

Sandstone appointed its own qualified engineering consultants. Their results were submitted to the head of infrastructure at the RSR, which had been regularly informed of developments and RSR finally announced it was happy and the situation was resolved.

Furthermore, it was deemed unnecessary to demolish any bridges or culverts.

Such actions indicate that Sandstone is considered to be a safe operation. The RSR is a relatively new government organisation, founded in 2002 that operates independently and is designed to monitor railway safety activities, but has been beset with problems regarding alleged corruption.

It appears that the RSR had been treating Sandstone as part of the 3ft 6in main line, despite it being 2ft. However, it seems that the approach is no longer the case.

While there is a specification for standard gauge railways, there is no separate specification or understanding of narrow gauge, heritage railways or smaller operators with self-contained networks.

This factor has been the cause of the problem and led to the misunderstanding within the RSR which believes that a railway is automatically part of a great integrated network.

Proportionality

Sandstone had been expected to comply with these specifications. At its lowest point, the RSR instructed the Sandstone Heritage Trust to demolish parts of the infrastructure and to comply with a host of specifications that were entirely inappropriate for the size of the railway, speed, type of locomotives and its rolling stock. Under the circumstances Sandstone had no choice but to advise its customers, especially overseas visitors, that it was having these difficulties and might have to cease operations.

Michael Myers, a director of Sandstone Estates where the line runs in the shadow of the Maluti Mountains, nearly 10 miles from the town of Ficksburg in Eastern Free State province, intervened.

He eventually found an understanding official who realised that the railway was being misunderstood and should not be penalised or threatened the way it was. The official also recognised Sandstone had an excellent safety record with a well implemented safety regime and was able to convince others.

The result of these discussions was that the RSR has authorised Sandstone to continue to operate on its existing permit and apply for the renewal of an operating permit for next year.

Sandstone has taken the view that the problems were the result of a lack of understanding of the difference between a heritage railway and a conventional high-speed network. The situation was not helped by over-enthusiastic external consultants wanting to interfere by offering their services at great expense to Sandstone.

It is now hoped that the biannual festival will take place in 2021.



RSH 19D 4-8-2 No. 2767 19D 2767 at its new home of Sandstone following cosmetic restoration – the protective cover is being built. SANDSTONE

In the absence of specific regulation, it seems essential to establish a separate heritage rail specification for low speed, independent operators such as the Sandstone Heritage Trust.

There is a desperate need in South Africa for a viable trade body similar to the Heritage Railway Association in the UK.

RSH 4-8-2 19D class secured

Meanwhile, behind the scenes work has continued preserving the country's railway heritage, particularly regarding the saving of South African Railways 19D No. 2767, a 4-8-2 built by Robert Stephenson & Hawthorns which was under threat of being scrapped.

As mentioned in issue 225, there was an attempt by the North British Locomotive Group in 2017 to bring the locomotive back to the UK for display in Darlington's Head of Steam Museum, but no space was available. Now the locomotive has a safe home at Sandstone after being donated by previous owner Saapi from its pulp mill in Umkomaas, KwaZulu, Natal, south of Durban.

It arrived at Sandstone in October in a very run-down state, and since then it has been cosmetically restored and displayed next to a building where a permanent cover has been built, protecting it from the elements.

A heavy-duty road transporter has also been acquired to attempt recovery of some fairly inaccessible locomotives.

Incidentally, there are over 230 locomotives in various states of decay or preservation scattered at many locations throughout South Africa, many of which are under threat.

In a separate development, Sandstone supremo Wilfred Mole was a guest at the National Railway Museum's annual director's dinner in York on October 21.

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A beautiful **NEW** Limited Edition print
and our 2020 'Footplate' calendar
from paintings by

Philip D. Hawkins FGRA



'Lysander At Dawlish'

A 'Castle' class 4-6-0 No.5079 'Lysander', a Newton Abbot engine, heads an up express through the spray along Dawlish sea front during the late 1950s. Built at Swindon in 1939 No.5079 was originally named 'Lydford Castle' and renamed in 1940 after the Westland Lysander 'special mission'aircraft. 5079 was built at Swindon in 1939 and withdrawn from British Railways service in 1960, one of the earlier Castle withdrawals.

This is a limited edition fine art print consisting of 500 numbered prints and 50 artist's proofs, each signed and numbered by the artist.
Limited Edition, £85 inc p&p. Artist's Proofs £105 inc p&p.
Print size 25in x 17.5in, image size 23in x 15in.



'Night Scot At New Street'

The unique 'Royal Scot' 4-6-0 No.46170 'British Legion' waits patiently in platform 6 at Birmingham New Street station with the unofficially titled 'Night Scot' sleeper train to Glasgow during 1962. This Crewe North (5A) engine had been serviced at Aston engine sheds before collecting the empty stock from Vauxhall carriage sidings. The Aston crew would work the train as far as Crewe.

A Limited Edition of 500 numbered prints and 50 artist's proofs, each signed and numbered by the artist. Price £85 inc p&p. Artist's Proofs £105 inc p&p.



'The White Rose'

The shape of things to come as the prototype 'Deltic' overtakes A4 Pacific No.60003 'Andrew K. McCosh' heading 'The White Rose' express for Leeds and Bradford climbing past Belle Isle towards Copenhagen Tunnel shortly after leaving Kings Cross on a bright Spring morning in 1959.

A Limited Edition of 500 prints and 50 Artist's Proofs each signed and numbered by the artist. In addition each print is signed by Peter Townend, shedmaster at 34A, and Richard Hardy. Price £85 inc p&p. Artist's Proofs **SOLD OUT.**

2020 'Footplate' Calendar



'Making Up Time'



'Saltaire Winter'

Another beautiful collection from the original paintings by Philip D. Hawkins FGRA. Titles included are:- 'Saltaire Winter', 'Making Up Time', 'Clear Road Through Retford', 'The Inter City', 'Bordesley Morning' and 'Euston Next Stop'.

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Half a century of the Battlefield Line

By Gareth Evans

THE Battlefield Line celebrated its 50th anniversary in style on October 18-20 with a gala weekend offering an exciting line-up of Western Region steam traction.

Gloucestershire Warwickshire Railway-based WR Manor class 4-6-0 No. 7820 *Dinmore Manor* joined South Devon Railway (SDR)-based GWR prairie 2-6-2T No. 5542, which has been on hire to the Leicestershire line this season.

Of further interest was No. 6989 *Wightwick Hall*, which as previously reported, hauled its first train in preservation at the Buckinghamshire Railway Centre on March 2. The March 1948-built 4-6-0 was making its operational debut at another heritage line after becoming the150th Barry locomotive to steam again on December 11, 2018.

Describing it as a "cracking event," Adrian Lock, director of the Battlefield Line Trust, said: "I would say it's the best steam gala we've held since I joined in 2005.

"We've had many positive comments. The only issue was the late announcement of the timetable as we were finishing track work at Market Bosworth and tasks were being completed on the Hall, so it was rather touch and go as to whether it would attend.

"We put our recently laid siding at Market Bosworth into operation over the gala weekend. It will form a loop in due course. That allowed a shuttle to be run to Shackerstone with the DMU and No 5542."

Explaining the Western Region locomotive line-up, Adrian said: "I'm a Western man. We made enquiries with several owners of Midland locomotives, one of which came very close to fruition. Unfortunately, none were available in the end.

"We're lucky to have friends at *Dinmore Manor's* owning group – the gala being the locomotive's second visit to our railway. In addition to the SDR, we're also good friends with the Hall group at the Buckinghamshire Railway Centre. We've been in dialogue with the group for some time and are extremely pleased it's here."

In the goods shed at Market Bosworth, a large Gauge One layout was in operation courtesy of the Gauge One Model Railway Association. Two locally-based traction engines attended – the owners also having an interest in railways. A demonstration freight train ran on the Saturday only.

The weekend was brought to a close on the Sunday evening with a triple-header.

Adorning the locomotives were three special headboards, which will be carried until the end of the season.

Asked how the gala had performed, Adrian enthused: "Excellent from a takings point of view. We are grateful to everyone who attended and also helped to make the event happen."

Adrian revealed the Hall is due to stay at Shackerstone until January. "We're going to use it on our Santa trains. We need two locomotives for our Christmas trains as we run two services – our classic and premium standard deluxe products.

"No. 5542 is to return to the SDR in January – and we're hoping to be able to hire another locomotive for our 2020 season."

Post-Christmas gala

An end of season bash is planned for January 4/5, which it is hoped will help fund the railway's new reverse osmosis plant for locomotive watering. The system has been purchased but needs installing.

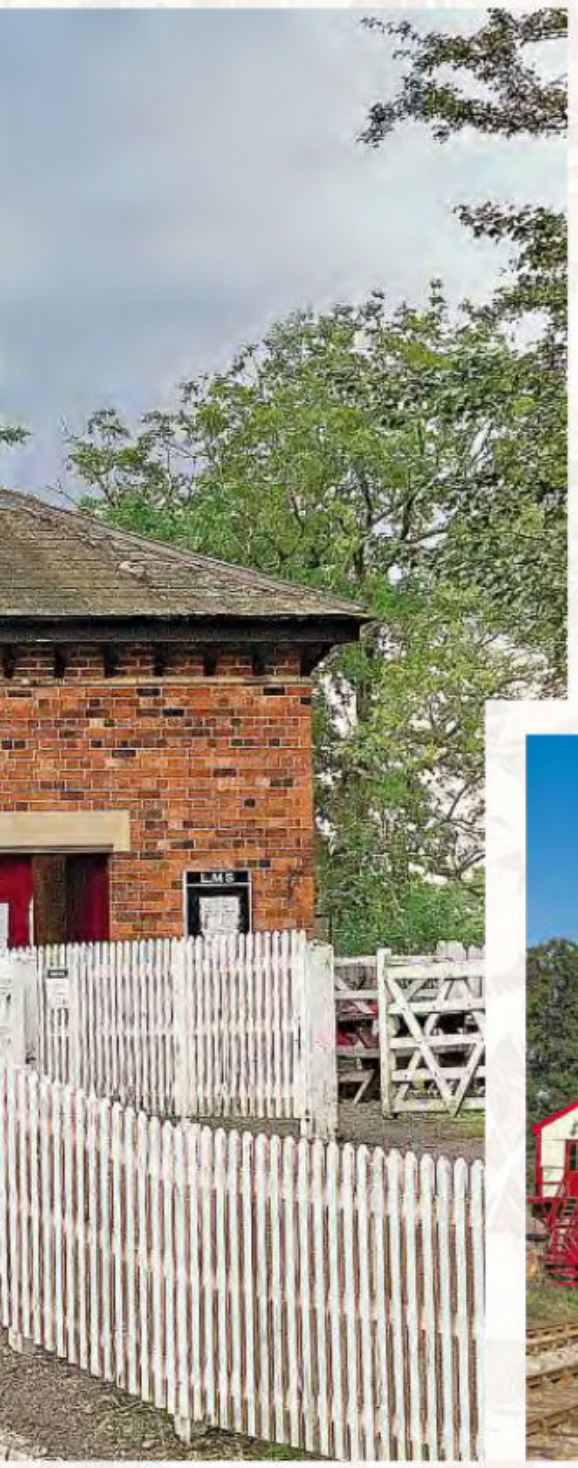
In addition to Nos. 6989 and 5542, the line-up is set to include GWR 2-6-2T No. 5526 for one weekend only as it will be on route back to the SDR.

Peckett 0-6-ST *Sir Gomer* is also expected to be in steam – the boiler certificate on the Mountain Ash Colliery veteran being due to expire on January 21. Plans for its overhaul are currently being formulated.

"We thought we'd finish our 50th anniversary season firmly on a high," said Adrian. "The event will again include a shuttle service between Shackerstone and Market Bosworth. Fingers crossed for the weather!"

Western engines in Midland territory: No. 7820 *Dinmore Manor* and No. 6989 *Wightwick Hall* arrive at Shenton, the Battlefield Line's southern terminus on October 19. ALAN WEAVER





Above: WR Manor class 4-6-0 No. 7820 *Dinmore Manor* departs Market Bosworth at the Battlefield Line on October 20, complete with both a 'Cambrian Coast Express' and Battlefield Line 50th headboard. ROBERT FALCONER

Right: South Devon Railway-based GWR prairie 2-6-2T No. 5542 worked shuttles with the DMU between Shackerstone and Market Bosworth, where it is seen on October 19. ALAN WEAVER

Below: No. 6989 *Wightwick Hall* works a demonstration freight train duty at Market Bosworth on October 19. The 4-6-0 is booked to remain on the Battlefield Line until January. ALAN WEAVER







The three visiting locomotives to the Battlefield Line's 50th Anniversary Gala approach Market Bosworth with the final service of the weekend from Shackerstone to Shenton on October 20. Leading is South Devon-based No. 5542, followed by Gloucestershire Warwickshire-based No. 7820 *Dinmore Manor* and No. 6989 *Wightwick Hall* from the Buckinghamshire Railway Centre. DAVID DEW



A turn-of-the-century view of the front of Bodmin General. BWR



The front of Bodmin General before the replica canopy was installed. BWR

Bodmin General station back under cover 50 years on

By Jimmy James

WHEN British Railways ceased passenger services on the lines out of Bodmin General on January 30, 1967, and it became a freight-only operation, this meant that the removal of unwanted structures, presumably with a view to reduce maintenance costs, was carried out under the banner of rationalisation.

The signalbox, goods shed and locomotive shed were all swept away, along with the station building's trademark front canopy – after all, there were not going to be any more passengers to provide shelter for.

Thirty years ago, when the Bodmin & Wenford Railway (BWR) was created, the long process of reinstatement of these lost facilities began. The locomotive shed and signalbox were obvious essentials, whereas the front canopy was a 'nice to have' objective but not essential.

Roll forward to the present day where, as one of Cornwall's premier tourist attractions, the heritage railway is handling more passengers than ever. However, a paradox arises here: the line is generally at its busiest when it is raining, but then the biggest queues form up outside the booking hall, when the need for shelter is at its greatest.

The main obstacle to the reinstatement of the front canopy was that nobody knew what it really looked like or how it was built.

Few photographs have been found that could shed any light on the matter. Railway officials knew there were lattice brackets because the original mountings could be seen, including the remains of the wall bolts, gas-axed off when it was dismantled. It was also known that it was a combination of a raised glazed centrepiece, surrounded by what looked like corrugated iron.

Research

A decade ago, BWR member Nick Wood attended Warley Model Railway show, where the North London Modelling Group (NLMG) was exhibiting its model of Bodmin General. Nick explained that he was compiling a storyboard about Bodmin General to be displayed in the exhibition coach and was looking for more information. NLMG representatives then mentioned that they had a lot of photographs taken around the end of full scale operation and that they would happily send Nick a CD.

These excellent photographs remain on display. However, the real gem in this CD of material was the inclusion of scanned copies of two tracings of the front canopy structure, taken from the original drawings in Paddington. Fully dimensioned, with all the sizes of the individual members recorded, for BWR officials this really was like striking gold – and for the first time it became possible to contemplate reinstating the canopy.

However, although the officials could see how the original structure had been made and how it had been fixed to the wall (and lasting for about 80 years), they could not just pop it up in the same way as their Great Western forebears had done. They would need to be able to demonstrate that the installation was structurally well designed, sound and robust… so bring on Rob Thomson, the structural engineer!

Rob was more than comfortable about confirming the structural integrity of the canopy steelwork – but he was less excited about saying the same about 130 year-old masonry, and especially the relatively soft slate that the station building is made of.

It was then time to bring in structural strengthening specialists. What had appeared as a potential problem to them was about delivering a practical solution. Target Structural Solutions designed a way of stitching stainless steel reinforcement into the fabric of the walls, sufficient to take the design loads – and more. When it came to carrying out pull tests on the resin anchors, to fix the new canopy brackets to the wall, they were more than confident in their work to offer to increase the test loads by 100% – and more!

To give greater rigidity to the complete structure, strengthening rods were installed to restrain the top edge of the brackets back into the roof structure. "You'd be able to hang the Titanic off this lot by the time it's finished!" was a reassuring comment made by one of the installers.

Local fabricators were sourced to make the new canopy brackets and steel ties. MGC of Wadebridge worked very closely with the railway in the fabrication of the steelwork, frequently revisiting the site to make sure all was well with the brackets, before galvanising and powder coating the complete framework.

When it came to the installation, it was discovered that 1880s masonry and 21st-century CAD don't always see eye to eye.

Modern methods

The front elevation of the building, while appearing to all intents true and square, has a slight kink in plan, meaning that the outer, or front, edge dimension between one pair of brackets was slightly bigger than that against the wall. This delayed completion of the installation by a fortnight while a new set of ties were prepared and returned to site.

Project director Nick Wood said: "During all this time my overarching worry was that I'd come in one day and find the brackets pulled off the wall by their own weight – even though as an engineer I knew the design was fine. It was just healthy paranoia on my part. When MGC were back on site to complete



Offering up the steel brackets to the front of the station building. BWR

Right: Holidaymakers driven off local beaches by the rain will no longer have to queue outside Bodmin General to buy a ticket. On November 2, floodwater appeared between the station's tracks during a storm. With gusts up to 80mph and large volumes of rain, there was considerable disruption throughout Cornwall, including the blockage of the main line between St Erth and Penzance by a fallen tree. However, the Bodmin & Wenford Railway still managed to run its diesel-only service using Class 26 No. 26007 and Class 37 No. 37142. The picture is taken from the cab window of the Class 26. BWR



their work, I mentioned my worry to their foreman who casually told me that I had no cause for concern because out of the five fixing bolts available for each bracket, they'd only tightened up one nut on each!"

With the steelwork complete, the front of the station was transformed. Tanalised timbers were fixed to the perimeter ready for the valancing to be installed.

Originally the intention had been to use self-coloured plastic "timber" for this work, in order to reduce future maintenance but by good fortune, BWR member and active supporter Paul Bryant suggested we use Tricoya board. Paul's firm carry out a lot of work for the National Trust (NT) and he explained that the NT was specifying this material for all of its signboards because, once properly painted, it has a very long design life requiring very little maintenance.

Paul undertook the process of having the sheets cut to length, profiled, scribed and drilled using laser cutting techniques. He formed corner pieces at their workshop, to make it easier to get the all important corner mitres lined up. When it came to fixing them on site, Paul managed to get it all done within hours.

With the valancing in place, the finished overall sizes of the canopy could be taken (and checked, and double checked and checked again), before being shared with the roof covering specialist we had identified. Through a work client of his, Nick had been introduced to Twinfix, a glazed roofing solution that uses high strength polycarbonate sheet with all the appearance of textured (dimpled) glass and is even available as 'Georgian Wired'.



The gateway to the Bodmin & Wenford Railway's Bodmin General station re-created to its original form. BWR

Completion

Twinfix manufactures a bespoke system of aluminium framed interlocking panels of the polycarbonate sheeting that are made to fit most roofscapes, and the firm fully engaged with the railway in what became one of its 'pet projects'. Supplied with a powder coated finish to match the steelwork, the system fits together like an adult Meccano kit and was installed within two days.

All that remained was the installation of some Georgian style rainwater guttering and the job was finished – apart, that is, from realising that some suitable bollards were needed to stop drivers turning high sided vehicles on the forecourt, in the way that they previously had and into a space that was no longer available to them.

The project was carried out by the Bodmin & Wenford Railway Trust, with support from the Bodmin Railway Preservation Society and was triggered by a generous donation that took care of the lion's share of the costs. The project was delivered for under £25,000.

So after 30 years, visitors no longer have to queue in the rain, the front of the station now looks like it always did – and the booking hall floor doesn't get wet through any more.



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It is 1930 all over again! The latest landmark occasion for the present-day Welsh Highland Railway came on Sunday, November 3, when original Welsh Highland Railway flagship Hunslet 2-6-2T *Russell* met up with newly-restored First World War Baldwin 10-12-D 4-6-0T No. 608, a sister to long-scrapped No. 590 which ran on the line from 1923 until it closed in 1937. The pair took part in the first of a series of photographic charters that week and are seen at Beddgelert station. *Russell* is based on the adjacent Welsh Highland Heritage Railway at Gelert's Farm, while No. 608 is privately-owned by Graham Fairhurst and will be based on the Ffestiniog & Welsh Highland Railways for the foreseeable future. CHRIS PARRY/Ff&WHR

East Lancashire autumn gala "best since 2014"



Gresley A4 Pacific No. 60009 *Union of South Africa* catches the last of the light as it heads away from Burrs on October 19. ROBERT FALCONER



By Robin Jones and Gareth Evans

BIG-NAME visiting locomotives helped make the East Lancashire Railway's autumn steam gala the most successful in five years.

More than 3000 people attended the October 18-20 event, in which John Cameron's LNER A4 Pacific No. 60009 *Union of South Africa* and SR Schools 4-4-0 No. 926 *Repton* from the North Yorkshire Moors Railway topped the bill.

No. 60009 could have been making one of its last gala appearances because of plans by its owner to place it on static display at his proposed farming and railway visitor centre in Fife, along with his other locomotive, K4 2-6-0 No. 61994 *The Great Marquess*. However, Fife Council rejected the plans last autumn, and in March this year, a 12-month extension on the A4's boiler certificate was granted.

In action from the home fleet were SR Bulleid West Country light Pacific No. 34092 *City of Wells*, LMS 'Black Five' No. 44871, Lancashire & Yorkshire Railway 0-6-0 No. 52322 and BR Standard 4MT 2-6-4Ts Nos. 80080 and 80097.

An experiment for this year's event was a steam gala saloon. For an extra £5, visitors could enjoy the gala from the comfort of the line's vintage GWR 1920s Observation Saloon No. W150266. It proved to be a popular added extra and this venture may be expanded at future events.





Above: LMS 'Black Five' 4-6-0 No. 44871 departs Rawtenstall with the 2.30pm Rawtenstall-Heywood train on October 19. Of note is the station's heritage canopy on the right, which was installed days later. FRED KERR

Left: SR Schools 4-4-0 No. 926 *Repton* makes a dramatic sight as it powers past Burrs Country Park with the 9.30am Bury to Rawtenstall service on October 19. KALLUM BUCKLEY

BR Standard 4MT 2-6-4T No. 80080 leads SR Schools 4-4-0 No. 926 *Repton* on the climb of Burrs bank with the first train of the day on October 20 – the sun glinting down the side of the train. KEVIN WHITEHURST



Above: Double-headed delight: BR Standard 4MT 2-6-4Ts Nos. 80080 and 80097 are seen at Irwell Vale on October 19 with the 10.50am Heywood-Rawtenstall train. FRED KERR



Right: Lancashire & Yorkshire Railway Class 27 0-6-0 No. 52322 leads Hunslet 0-6-0 No. 2890 at Townsend Fold while working the 1.50pm Heywood-Rawtenstall service on October 19. FRED KERR



Capital idea: In a scene by John Austin that will reverberate with every London trainspotter of the late 1950s/early 1960s, Gresley A3 Pacific No. 60103 *Flying Scotsman* leaves King's Cross with a Down ECML express. John, who is president of the Guild of Railway Artists, included in the work an N2 0-6-2T on a Moorgate-bound train at York Road station on the far left, another N2 beside the departing express, and A4 No. 60022 *Mallard* waiting for its next turn, while within the shadows of the terminus an A1 Pacific prepares for the green light to follow the A3 into the smoke-laden darkness of Gasworks Tunnel. The painting was voted the winner in a poll of visitors to the guild's recent Railart exhibition at Kidderminster Railway Museum.

Railway art show 'a success and very memorable' says delighted organiser

By Geoff Courtney

THE Guild of Railway Artists' anniversary annual Railart exhibition at Kidderminster Railway Museum has been hailed "a success and very memorable" after 2000 visitors flocked through the doors and more than half the works of art on display were sold.

The six-week exhibition, which closed on September 29, comprised 61 paintings, 32 of which sold, including 12 on the first day, as visitors soaked up the visual treat provided by some of the world's most talented railway artists.

In the afterglow of deserved plaudits, a delighted Anna Bastin, the guild's exhibition officer, said: "I would say that Railart 2019 was not only successful, but also very memorable for artists and visitors. The standard of the exhibits was deemed particularly high, and the newly-installed exhibition lighting for this, the guild's ruby anniversary year, presented the works superbly, and undoubtedly enhanced the visitors' experience.

"It was great to hear visitors' appreciation of, and compliments about, the paintings, and how they enjoyed the whole exhibition."

A feature of Railart is a public poll among visitors for picture of the year, of which Anna said: "Many contributed enthusiastically, but there was quite a number who admitted the task was just too difficult, that they couldn't choose, and had several they wanted to nominate."

The winning painting, by guild president John Austin, was of No. 60103 *Flying Scotsman* departing from King's Cross with a Down East Coast Main Line express, second came 'A room with a view' by Rob Rowland depicting a young boy looking at a steam train out of his scullery window, and third 'A moment of quiet reflection' by Christine Pulham which featured LMS 8F No. 48196 on Burton shed in the latter days of steam.

Of his painting, Rob said: "The idea had been in my head for a very long time. I think the motive behind it was partly seeded from my memories of being brought up in a Victorian terraced house with the back yard, scullery, and outside loo, combined with the dream of many young boys at that time of growing up to become an engine driver."

The guild was founded in 1979, and its membership of both full and part-time artists includes a strong overseas contingent from four continents.



Day-dreaming: A young boy looks longingly out of his scullery as an LMS Princess Coronation Pacific passes by at the head of an express, although mum may not be so pleased as it's washing day. The painting, by Rob Rowland, came second in a public vote at the Guild of Railway Artists' Railart exhibition. Rob titled the work 'A room with a view, when I grow up I want to be an...'



The end is near: LMS Class 8F No. 48196 on Burton shed (16F) in the latter days of steam in a painting by Christine Pulham that came third in a poll of visitors to the Guild of Railway Artists' recent Railart exhibition.

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KESR chairman speaks of pride and the challenges ahead

By Geoff Courtney

THE chairman of one of the country's leading heritage railways has spoken of the challenging environment the railway faces, in an end-of-season message to members.

Writing in the latest Kent & East Sussex Railway online newsletter, Simon Marsh says: "We have much to be proud of – let's celebrate and develop. The environment out there is challenging and will become more so. We haven't got a right to exist, we must earn it and never stop doing so."

He praised the work of the railway's finance committee led by Geoff Crouch, saying: "We always were a going concern, and we are even more so now. We must not take our eyes off the ball." There was praise too for the way the railway solved practical problems and for the safety culture. "At our best we are very good at practical problem solving and we are getting even better at it, for example in the development of our safety culture."

Transitional year ahead

Simon, a retired civil servant who has been chairman for nearly a year, said that if that approach became the norm, the railway would succeed and thrive. "In the meantime we need to keep plugging away, go the extra mile even more than we do at the moment, and continue to recruit new blood."

He said 2020 would be a transitional year which would provide a firm basis for further change in 2021 and subsequently. "Developing the forward strategy to guide this is now beginning to get under way in earnest, and the pace will pick up again in the coming months.".

Business review

Writing in the same newsletter, director Matt Hyner said that the new leadership team had spent a busy year undertaking a complete review and analysis of the business that had resulted in it being understood in ways that it never had been before.

Describing it as "a very fluid process," Matt told members: "Day-to-day life on the railway goes on, and coupled with the business review, the leadership team has also been helping out by filling turns through the busy summer season to keep the railway running."

Commercial manager André Freeman issues a rallying call in the newsletter for help with the forthcoming Santa specials. "Over the last few years we have continuously broken records for this busy season, and this year we are on track to do that again. This is the most demanding event of the year on our volunteers and staff, so it's all hands to the pumps!"

Of the return to service earlier in the year of the Pullman cars, André said: "The set looks splendid, and we cannot thank our hard-working staff and volunteers enough for the effort they put into these carriages."



Ready for the off: Kent & East Sussex Railway No. 25 *Northiam* and driver Mark Williams wait for the green flag at Tenterden with the 10.40am to Bodiam on October 26. The 0-6-0ST was built by Hunslet Engine Co (works No. 3797) for the Army in 1953 and after service at the Longmoor and Bicester military railways, was withdrawn in 1977 and moved to the KESR. In a message to members, the chairman of the railway has spoken of the challenging environment such heritage railways face. ANDRÉ FREEMAN



Severn Valley Railway-based Crewe, 1934-built Stanier mogul No. 13268 was rewheeled in Bridgnorth Works on October 29, as the latest stage of an overhaul which began in 2014, the wheels being removed two years ago. As we closed for press, the right-hand coupling rods and the right-hand combination lever had been refitted. It is half a century since the Stanier Mogul Fund was formed to buy the 1934-built locomotive from Barry scrapyard as the last survivor of the class, and it moved under its own steam for the first time in the heritage era on November 12, 1990, running since then with the BR number 42968. On November 22, 1997, No. 42968 and GWR 43XX 2-6-0 No. 7325 were the first steam locomotives in preservation to work a train over the 1-in-38 Lickey Incline. JOHN OATES

LSWR T3 boiler overhaul progresses at Flour Mill

By Roger Melton

FOLLOWING an extensive strip down and investigation of the Swanage Railway's LSWR T3 express passenger 4-4-0 No. 563 at the Flour Mill workshop at Bream in the Forest of Dean, the engine was found to be in a surprisingly good mechanically overhauled condition, as undertaken by Eastleigh Works in 1947.

Although as expected, the firebox was life expired, the boiler barrel was found to be in excellent shape with little corrosion inside or out. The outer firebox, however, was found to be in need of considerable work.

The old steel three-quarter sides have been cut off and new steel fitted up and tack welded in position, with one side already being generously sponsored. All the copper for the new inner copper firebox is now in hand, around £30,000 worth.

On the downside, several items have come up that were not expected and will incur additional costs. The major adverse discovery has been cracking in the outer backhead, though it is thought that it will be repairable by grinding out the crack and getting a coded welder in to fill it in.

In addition, the firebox has some fairly complex staying arrangements with large girder stays, all of which it had been hoped to reuse. However, they are now all deemed scrap, including the fixings which hold it all in place. This is a major cost and one that now must be added to the project.

By the time the boiler is complete, it is expected that major works will have been undertaken on it. It will have a brand-new inner copper firebox with a new foundation ring, all new side stays, girder stays, longitudinal stays and crown stays, new three-quarter steel sides on the outer firebox, a repaired backhead and a rebushed throatplate. In addition, it will have a new front tube plate, new tubes and a new smokebox.

This level of major surgery on the boiler is expected to take around half of the entire budget, but means that No. 563 should have a robust, solid boiler which can be expected to give between 25-30 years of useful life.

Work is also proceeding on the chassis. The wheelsets have been shot-blasted, non-destructive tested and are now painted in undercoat, while the frames have also been shot-blasted, painted and running boards repaired around the buffer beam. The splashers and cab have been repaired and slightly modified to allow easier extraction of the boiler in future.

As originally designed, the whole assembly of cab, splashers and parts of the running board needed to be removed to extract the boiler. Thanks to the insertion of two hinged plates, the boiler can now be removed without the need to take absolutely everything off!

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Tree-lopping GCR linesiders could face prosecution

THE Great Central Railway is to report lineside photographers who prune trees to improve their views of passing trains to the police.

Writing in the line's weekly bulletin, managing director Michael Gough said: "We are becoming increasingly concerned by the number of complaints from residents adjoining or close to the railway regarding a small but persistent group of photographers, armed with comprehensive tree cutting tools that have been cutting down saplings and tree branches in the search for better photographs (and in some cases trespassing on the railway).

"The local councils are very strict with us on matters surrounding local residents and it is important that we maintain our excellent and hard-built relationship with the local community. Not only are these individuals putting that at risk but also, in many cases, they are committing offences which could render them liable to prosecution.

"We are also very conscious of our responsibilities in terms of protecting nature and the environment and adherence to the Wildlife and Countryside Act 1981.

"I have asked local residents that have engaged with me on this to take photos of future problems so that we can attempt to identify the culprits and report them to the police. Could I ask everyone to be extra vigilant and report any sightings to the duty traffic manager."



Back in action after six years, and now part of the Whitby roster: S15 4-6-0 No. 825 is seen passing Water Ark on the climb to Goathland on September 18. LUKE TAYLOR

S15 passes main line trial

By Roger Melton

NORTH Yorkshire Moors Railway-based Maunsell S15 4-6-0 No. 825 undertook a Network Rail trial on the Esk Valley line on October 23, running at speeds of up to 45mph with its test train.

It passed with flying colours and is once more available for regular use on NYMR services to Whitby and occasional forays to Battersby Junction.

It was a regular visitor to Whitby until its boiler certificate expired in 2013, since when it has been undergoing a full 10-year overhaul.

The NYMR timetable calls for two Whitby locomotives for each day that Whitby services operate, so the addition of No. 825 to the roster will give more flexibility and cover in scheduling.

No. 825 becomes the fifth Whitby-capable locomotive in the home-based NYMR fleet, joining B1 No. 1264, 'Black Five' No. 5428 *Eric Treacy*, Schools No. 926 *Repton* and BR Standard 4MT 2-6-0 No. 76079, with K1 No. 62005 occasionally available and BR Standard 4MT 4-6-0 No. 75029 due to join after overhaul.

Other Whitby engines

BR Standard 4 2-6-4T No. 80135 was formerly registered but the expensive TPWS and other mainline fittings were transferred to other locomotives.

While it has been withdrawn for overhaul, it has had its GSMR fittings reinstated as a prelude to re-registration when it returns to service. There had been an expectation this might not be the case because of its low water capacity compared to tender engines and the lack of watering facilities at Whitby. Classmate No. 80136 has not been so equipped and is confined to NYMR metals.

Beyond these examples, the only other locomotive that may possibly be registered to run to Whitby is 'Black Five' No. 44806, currently stored awaiting overhaul.

Bulleid West Country light Pacific No. 34101 *Hartland*, which is having a new firebox fitted at Grosmont, had been considered as a possibility but is now thought unlikely to be equipped and registered, while others that have run to Whitby in the past, Lambton 0-6-2T No. 29 and NELPG's J27 No. 65894, did so in pre-TPWS requirement days and are considered to be too underpowered to be worth registering nowadays.

Other possible contenders, such as newly-restored BR Standard 9F No. 92134 and under overhaul WD 2-10-0 No. 3672 *Dame Vera Lynn* are banned from Network Rail due to their unflanged centre driving wheels.

IN BRIEF

➜ THE General Steam Navigation Locomotive Restoration Society, which is rebuilding Bulleid Merchant Navy Pacific No. 35011 *General Steam Navigation* at the Swindon & Cricklade Railway has linked up with the New Medway Steam Packet Co (Medway Queen Preservation Society) which rebuilt a ship that operated under GSNC management, to provide mutual support in publicity campaigns and merchandising and marketing initiatives.

➜ CLASS 20 D8059 from the Midland Railway-Butterley is having an extended stay at the Mid-Hants Railway as a replacement for Class 50 No. 50027 *Lion*, which is undergoing repairs.

➜ GLOUCESTERSHIRE Warwickshire Railway-based Class 26 D5343 will be visiting the Somerset & Dorset Railway at Midsomer Norton station next year. The first of its class to run on the line, it will feature in the March 7-8 diesel gala.

➜ GREAT Central Railway chief locomotive inspector and driver John Houlston , whose career included working a senior airline training pilot with Virgin Atlantic, has joined the line's board of directors.

➜ NEW Forest District Council has given the go ahead to plans to convert the stationmaster's house in New Milton into a heritage centre. The town council has signed a 12-year lease for the building.

➜ THE Holden F5 Steam Locomotive Trust has asked Railway Wheelset And Brake to cast all eight tyres and four axles for its LNER 2-4-2T F5 No.789. The crank axle may be made elsewhere because of its complexity. The order leaves the boiler as the last major component to be ordered.

LNER Sentinel steaming again after 22-year absence

THE Middleton Railway's unique LNER Y1 Sentinel 0-4-0VB No. 68153 moved under its own steam on Sunday, October 20 for the first time since 1997.

Its overhaul has been a long process, involving the manufacture of a new outer boiler, replacement cylinders, and a new blastpipe and blower.

Thanks to a donation from a member, it is being restored as BR No. 68153 with early BR emblem.

The locomotive had previously been moved under compressed air and been steamed for test purposes, but this was the first time in 22 years it had moved under its own steam power – a major step towards intended full service by the start of the 2020 season.



Sentinel No. 68153 makes its first move since overhaul in Moor Road yard on October 20. MR

It is hoped to have No. 68153 and NER Y7 0-4-0T No. 1310 working together on the heritage line in Leeds during 2020.



***Goliath* being lined out in the Cranmore workshop.** ESR



The mighty *Goliath* ready to roll again. STEVE MASTERS

One out, two in as Cranmore returns Dartmouth's *Goliath* to steam

By Robin Jones

THE Dartmouth Steam Railway's GWR 2-8-0T No. 5239 *Goliath* has returned to steam two years after being taken to the East Somerset Railway for a heavy general overhaul.

It successfully moved under its own power on November 1 and following the completion of several minor jobs in the Cranmore workshops (and provided it passed its insurance inspection) it was ready to take its place in the East Somerset Santa Special roster.

As we closed for press, *Goliath* was being fully lined out with hand-painted signwriting on the tanks.

Early next year will see resident GWR 0-6-2T No. 5637 coming out of service for overhaul, and its place will be taken by another Dartmouth locomotive, GWR prairie No. 4555, on a two-year loan deal.

Prairie loan

No. 4555 headed the last BR freight train on the Ashburton branch in 1962. It was bought straight out of BR service by the line's revivalists in 1965 and four years later hauled the official opening train on the Dart Valley Railway with none other than Dr Beeching aboard.

When the railway bought the Paignton to Dartmouth line straight out of BR service on December 30, 1972, No. 4555 was one of the locomotives moved over from Buckfastleigh for use on the second railway.

It is planned to hold a gala at Cranmore on March 21/22 and subject to the Dartmouth Steam Railway having sufficient motive power to cover the first few weeks of the season without *Goliath*, it is hoped it will take part. Other locomotives due to be running that weekend include residents LMS 2MT 2-6-0 No. 46447 and Barclay 0-4-0ST No. 1719 of 1920 *Lady Nan*.

Meanwhile, talks are being concluded with Dartmouth about Cranmore taking on the restoration of ex-Barry scrapyard GWR large prairie No. 4110 which has yet to operate in the heritage era.

In May 2015, the locomotive was sold by the Southall-based GWR Preservation Group to the West Somerset Railway plc. However, faced with having to raise money to pay for emergency track renewals, in January, the 2-6-2T was sold to Dartmouth.

Large prairie next?

Under the restoration deal being concluded, No. 4110 will arrive at Cranmore in January and will enter the workshop straight away. Once it is returned to steam, it will run on the East Somerset Railway for the next three years.

East Somerset Railway workshop manager Steve Masters said: "This is a further extension to the very good working relationship built up between the two railways."

Buy a Lottery ticket – see behind the scenes at the Severn Valley Railway

THE Severn Valley Railway is offering National Lottery players the rare chance to take a glimpse behind the scenes at its Kidderminster Carriage and Wagon Department.

The tour will take place on Thursday, November 28, and all that is needed to take part is a National Lottery ticket or scratch card. However, places are strictly limited and must be booked in advance by telephoning 01562 757940. More details can be found at www.svrtrust.org.uk

The tour will feature some of the rolling stock that is currently under restoration, and will provide an opportunity to watch heritage skills in action. Volunteers and apprentices will be on hand to talk about their work and the tour will end over tea and biscuits in the carriage and wagon office.

The railway is one of hundreds of participating National Lottery-funded visitor attractions taking part in the 'Thanks To You' week running from November 23 until December 1.

The SVR has benefitted from substantial grants from the National Lottery Heritage Fund in recent years, including the ongoing project to restore the 142-year-old Falling Sands viaduct in Kidderminster (£925,000 award) and the restoration of its flagship GWR 4-6-0 No. 4930 *Hagley Hall* (£95,000 award). It's planned this engine will return to steam next year. In addition, the line received £500,000, which matched, pound for pound, money donated by supporters and the resulting £1 million kick-started an investment fund to help secure the railway's future.

Nick Ralls, the SVR's outgoing general manager said: "Keeping the SVR in such good shape has been helped hugely by the grant funding that's been made possible by National Lottery players."



This is the rediscovered culvert built near Cork by Isambard Kingdom Brunel in the 1850s, and reported in Headline News last issue. It was found during a recent investigation of ground conditions as part of preparations to build a slip road on the Dunkettle motorway interchange project. It was constructed as part of the 5ft 3in gauge Cork & Youghal Railway for which Brunel was engineer. ROAD CONSTRUCTION TEAM

Fairbourne pair go to 'home' for gala

THE Fairbourne Railway has announced that its 2020 steam gala is to feature the return of two of popular former 15in gauge locomotives – *Siân* and *Katie*.

Now based at the Kirklees Light Railway, the Guest Engineering-built 2-4-2s will be in action at their former home in Fairbourne on May 23-25.



Resplendent in a livery of red with padded bench seating and more headroom, the new third-class Ravenglass & Eskdale carriage offers increased comfort for passengers. RER



Raring to go: Hunslet 0-4-0ST *Lilla* back in service after a fast-track 12-month overhaul. CHRIS PARRY/FF&WHR

Back inside a year after overhaul!

By Robin Jones

THE Ffestiniog & Welsh Highland Railways were checking the record books after completing the overhaul of Hunslet 0-4-0ST No. 554 of 1891 *Lilla* within a year.

Supplied new to the Cilgwyn Slate Company Quarry at Nantlle, *Lilla* was later sold to the Penrhyn Railway where it last steamed in 1955. It was bought by the late Bernard Latham for preservation in 1963. Restored in his back garden, it was first displayed at the Winter Garden Railway in Hertfordshire in 1972, then at the Kew Bridge Steam Museum in 1987 and then on the Bala Lake Railway in 1991.

It moved to the Ffestiniog Railway (FR) in 1993 and four years later was bought by a consortium of members.

Taken out of service in late 2018 for a 10-year overhaul, no time was lost in stripping the locomotive as the Lilla Group volunteers weighed in on winter weekends. *Lilla* was dismantled and the boiler lifted out in December last year. During January, the very well-fitted tubes were knocked out at great effort.

Rapid progress

By spring the boiler was cleaned out, inspected and variously tested. The only work needed was retubing. The hydraulic test took place in June and reassembly immediately followed.

The engine was 90% complete by the end of July, thanks to the continued efforts of the volunteers. Pressure on space at Boston Lodge Works and the demands of the high summer service saw a break in progress until mid-September when work resumed.

In addition to the boiler work, a pair of new injectors have been machined up to the original drawings to replace the rather worn ones currently fitted – one of which is believed to be an original fitment. This task involved making drawings, patterns and having special reamers made. This major piece of machining work was carried out by highly-skilled staff machinist Andrew Bird and sponsored by a Lilla Group member.

Lilla was returned to traffic on November 4, after passing its steam test. Its first scheduled turn on the roster will be a photographic charter at the head of a rake of newly-overhauled skip wagons.

Ff&WHR general manager and *Lilla* Group chairman Paul Lewin said: "The operation of smaller locos on the FR is made possible by the efforts of their supporting groups.

"While *Lilla* is not required for passenger services, it really adds to the rich tapestry of the FR and gives opportunities for so many people to enjoy a close-up experience with a loco. The loco is regularly used for footplate rides and is taken to events away from the railway for PR purposes."

Lilla is expected to appear on a limited number of 'Skip Shunt' driver experience courses in 2020. Details will appear on www.festrail.co.uk

Ratty carriages

Meanwhile, Boston Lodge has delivered the second of three new carriages for the Ravenglass & Eskdale Railway (La'al Ratty).

Completed earlier this year, the inaugural vehicle was a first class carriage in the style of a FR observation car. In October, a third class coach was delivered, and another third class coach is to be built.

La'al Ratty general manager (visitor experience) Stuart Ross said: "We're delighted to welcome the first of the new standard class closed carriages to the railway. We'll be gradually replacing stock at a rate of one or two carriages per year as part of the long-term investment in the customer experience."

Dennis Howells' Hawksworth coach bought by Severn Valley group

By Gareth Evans

THE Severn Valley Railway's fleet of GWR-type carriages has been boosted by the arrival of Hawksworth Brake Third No. 2242 from the Buckinghamshire Railway Centre.

Purchased by the Great Western (SVR) Association from the estate of the late Dennis Howells, the vehicle was delivered to Kidderminster on October 29. While the majority of the restoration has been completed by a small team at Quainton Road, the GW(SVR)A estimates there is four to six months of work to finish it.

The carriage was accepted onto the railway on the basis that another liability disappeared from the SVR Holdings company inventory. In this case the GW(SVR)A chose to remove Collett Full Third No. 1087 from the company's liabilities. The future of that particular asset will be the subject of further debate. The SVR remains clear that there is no exception to its established practice of 'one in – one out.' It has been recognised for some time that there is a limit to the sustainable fleet on the railway.

SVR engineering services manager Neil Taylor, told *Heritage Railway*: "Carriage No. 2242 will be a real asset to the railway and move us effectively towards the strategy of the two complete GWR sets. The SVR and the GW(SVR)A will work closely to ensure that the final product will be both authentic and functionally excellent."

According to the Vintage Carriages Trust database, the coach was built in 1950 by Metropolitan Cammell to diagram D133 as lot 1744. First numbered 2242, it later carried numbers W2242 and DW150391. Entering departmental service as staff accommodation on a ballast cleaning train circa 1970, it moved to Quainton Road for preservation by the 9466 Group in January 1983.



Hawksworth Brake Third No. 2242 arrived at Kidderminster on October 29. The carriage carries carmine and cream on one side and chocolate and cream on the other. KENNY FELSTEAD

The GW(SVR)A is dedicated to the preservation and restoration of items of historic rolling stock, particularly carriages, from the Great Western Railway. Based at Bewdley, the group's aim is to create two operational sets of appropriate Great Western passenger rolling stock to re-create the authentic atmosphere of the 1930s and 40s on the Severn Valley line.



Red-liveried LMS Ivatt 2MT 2-6-2T No. 41241 crosses Mytholmes viaduct on the Keighley & Worth Valley Railway during the line's Wizard Weekend on October 27. BRIAN SHARPE

Army reservists help rebuild Leiston Works Railway

MILITARY might and muscle helped lay more track of Leiston Works Railway (LWR).

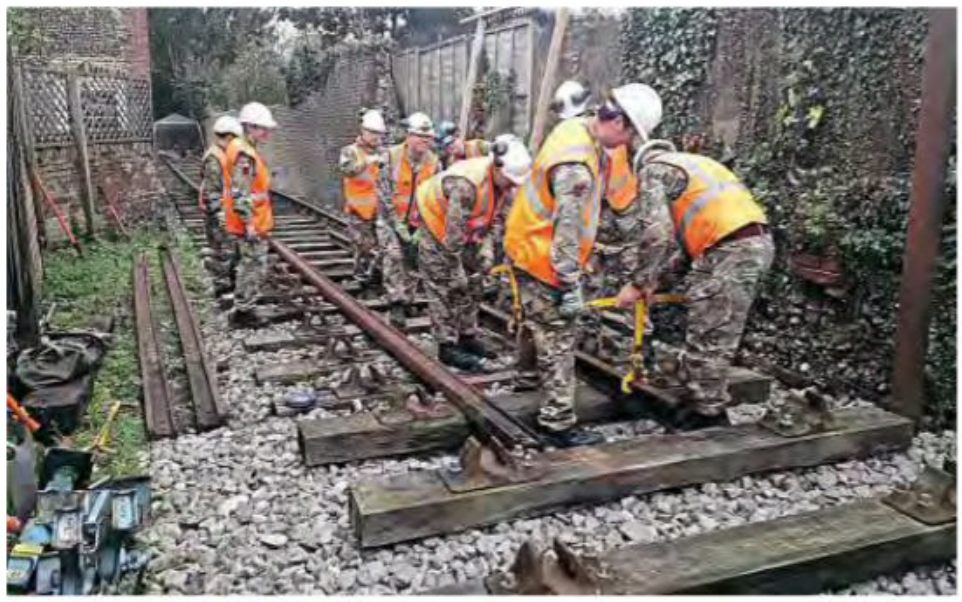
Over the weekend of October 28/29, the Suffolk standard gauge heritage line was visited by Unit 507 Specialist Team Royal Engineers (STRE), an Army reserve unit that specialises in the repair and construction of railway infrastructure. A sub unit of 65 Wks Gp, 170 Engr Gp, 8 Engineering Brigade of the Royal Engineers is based in Chetwynd Barracks, Nottingham, but its members come from across the UK.

For their last working weekend of the year they decided to tackle a very unique project. The LWR provided them with some unusual opportunities for training, as being located in an urban area, on a hill and a curve with very limited access meant that they had to use manual handling skills to move sleepers and rails.

On the Saturday, the unit laid 120ft of track, a job which would have taken the line's volunteers five or six weekends to lay. During the Sunday, unit 507 checked and adjusted the levels of the track and laid additional ballast as required.

Earlier in the year, the first item of rolling stock operated over the works line was the track trolley *William Abbott*, which the revivalists had named in honour of one of the Aldeburgh branch line permanent way staff who, during the First World War, served in the East Surrey Regiment and was killed in France in 1917. The sappers from unit 507 used the trolley to move rail sections up and down the line and to move ballast into place.

A railway spokesman said: "We were therefore very pleased that unit 507 requested to use the *William Abbott* trolley in their laying of the track at the weekend. Using the trolley in the reconstruction of the Works line is a good way of remembering William and the 20,000 other railway workers who never returned home."



Sappers laying track on the Leiston Works Railway. LWR

During the weekend, the line was visited by the last signalman at Leiston, LWR member Brian Ginger, who inspected the track laying progress. Brian saw the dismantling of the line over 50 years ago and he never thought he would see it operate again.



The short-lived and now hidden King William Street station in the 1890s.

View King William Street interior at Tube exhibition

KING William Street, a station on the first deep-level electric Tube railway which opened in 1890, became redundant in 1900 when the platforms were found to be pointing the wrong way for a proposed new development.

This was the result of the City and South London Railway deciding to extend further north of London Bridge. A new northward tunnel was built in 1900, bypassing King William Street which was then left abandoned.

Today, this disused station is not open to the public. Images of King William Street station are very rare, but the few that exist are now on display at the new Hidden London: the Exhibition at London Transport Museum at Covent Garden. Visitors can view a drawing of the interior of the station in 1890 and a diagram showing how unfinished stations were converted to air raid shelters.

The exhibition, which runs until January next year, is the first time such a large number of archive photographs, objects, artworks, diagrams and heritage posters relating to disused Underground stations have been displayed together.



The Churnet Valley running line undermined by the sudden flooding and suspended in mid-air on October 26. CVR



Two waterways side by side! The flash flooding on October 26 submerged the railway in places. DAVE GIBSON/CVR



Triple S160s together: Nos. 2252 *Omaha*, which is joining the Dartmouth Steam Railway fleet, 5197 and 6046 on display at Cheddleton on October 26 after flash flooding at 8.30am led to the historic Super Saturday being cancelled. FRED KERR

Flood damage closes Churnet Valley and wrecks 'triple S160s' event

By Robin Jones

FLASH flooding has left the Churnet Valley Railway (CVR) working round the clock to restore its link in order to resume services in time for the Santa season.

Following freak levels of rainfall, a breach of the Caldon Canal close to bridge 39, south of Consall station, caused flooding to around 100ft of the track at 8.30am on Saturday, October 26, washing out ballast and leaving rails suspended in mid-air.

The flooding meant the cancellation of the line's planned Super Power Saturday event, the first heritage era gathering of three operational USATC S160 2-8-0s, home-based Nos. 5197 and 6046 and visiting No. 2253 *Omaha*. It would have been the first triple-heading of the class since the 1940s, and was the first of several events intended to help raise the £1 million needed to complete the new extension to Leek, as featured in Headline News last month.

CVR operations director Greg Wilson, along with the line's key personnel and volunteers, had been on-site from the early hours on the day of the event firing up the trio. The flooding prevented the S160s from reaching Kingsley & Froghall station, where the coaching stock had been taken earlier in the morning.

The locomotives returned to Cheddleton and, after a short discussion, moved to the platform where they were stabled for visitors to view and photograph. Later that day, the River Churnet broke through at Kingsley & Froghall, flooding the station to platform level.

Met Office figures at 4pm from the rain gauge at Thorncliffe, eight miles from Consall, reported that 61.4mm of rain had fallen in the previous 30 hours. The average monthly rainfall for Staffordshire is 82mm.

The Permanent Way Institute, whose members assisted with laying the first 659ft of the extension, attended during the day to help assess the damage. It was then decided to cancel its regular schedule until Saturday, November 30 to allow repairs to be undertaken in time for the start of the annual Santa and Steam season.

Greg said that the mitigation carried out by the CVR following a similar incident in 2000 helped reduce the damage this time and avoided a more extensive loss of track. He said the proposed repairs will not only reinstate the railway but they will also strengthen and improve the drainage. He added: "Our priority was with people's safety and assessing what damage had been caused.

"Early assessment indicates repairs will take approximately a week. This of course, is great news following what's happened, as we can confirm there will be no disruption to our Santa and Steam event."

Agreement has since been reached with owner Pete Best for *Omaha* to stay on the CVR until after the end of the festive season, before it moves to its new home on the Dartmouth Steam Railway. *Omaha* will head the post-Christmas Winter Warmers from Kingsley & Froghall to Ipstones.

➜ The North Staffordshire Railway Company (1978) Ltd immediately launched an appeal to cover the repairs. Donations are invited at www.churnetvalleyrailway.co.uk/donations

Rugby club sells land for Bala Lake Railway extension into town centre

WHILE the England and Wales rugby teams have been generating international headlines, the town club in Bala has become the toast of the local heritage sector.

Bala Rugby Club, who play in the Welsh Rugby Union Division Four North, have just sold a stretch of land alongside their Maes Gwyniad ground to the Bala Lake Railway, so it can extend into the town centre for the first time under its Red Dragon Project scheme.

Bala Lake Railway Trust chairman Julian Birley said: "We are absolutely delighted with this acquisition as it is another great step forward in extending the railway. Bala Rugby Club have been fantastic with their help and support and it is great to see the community benefit."

Club chairman Tony Parry said: "We were very happy to support and help the Bala Lake Railway as it will be of benefit to the whole town. It is great to have two local organisations working so well together."

A planning application for the extension is likely to be submitted in January.

When open, railway passengers will have a grandstand view of any games taking place at the club at the time they pass.

Help Corris society complete new-build Falcon locomotive

THE Corris Railway Society has launched a nationwide appeal to raise £44,000 towards the completion of its replica Falcon 0-4-2ST No. 10.

The money is needed to complete work on the chassis, valve gear and motion at Alan Keef Ltd's works in Ross-on-Wye. If this can be achieved before September 2020, it will be possible to see the wheels and motion moving by means of compressed air at the open day at Keef's workshops near Ross-on-Wye that month.

The new-build is a modern replacement for the original line's No. 3, one of two locomotives sold after it shut to the Talyllyn Railway in 1951, where it became named *Sir Haydn*.

The society's Andy Cooper said: "Progress has been going well and if we can raise the £44,000 sum, we not only will have the loco complete as to frames, wheels and motion, but we will also be getting closer to the point where we can unite this phase of the work with the boiler, which we have already had constructed by Israel Newton.

"Our first target is to raise £8000 by the end of January to complete the outside motion. The slidebars and mounting brackets for this element are complete, and the next stage is the machining of the crosshead castings, gudgeon pins machining to suit, and a set of bronze slippers machining to suit. Finally, all components will need assembly on to the cylinders and motion brackets, which are already in place. After that, work will turn to the inside motion. Many parts for this have been made already but even so, completion will cost a further £22,000."

Donations towards the project can be made online at www.corris.co.uk or by cheques payable to Corris Railway sent to Peter Guest, 38 Underwood Close, Callow Hill, Redditch B97 5YS. Anyone able to pay £20 or more a month for 30 months will receive a limited edition print of No.10 by Jonathan Clay.

'Pug' stolen in raid on house

BURGLARS who stole a 5in gauge live steam Lancashire & Yorkshire Railway 'Pug' 0-4-0ST from the garage of a private home in Avon Dassett, Warwickshire, on October 9, are being sought by police.

Enthusiast Martin Kipling had owned the engine for just 39 days since buying it off eBay for a 'bargain' £1861. The thieves also stole a chainsaw and a generator.

He said that the police told him that someone had already tried selling the locomotive at a shop in Alcester, 30 miles away.

Martin has now offered a £200 reward for information leading to the Pug's safe return.

Major facelift for Keighley station

KEIGHLEY station is to receive a £4 million refurbishment by Network Rail.

The Grade II listed station, where main line passengers change trains for the Keighley Worth Valley Railway (KWVR), will undergo work to upgrade the main building, footbridge and entrance to make them brighter, while protecting their heritage.

Network Rail is currently working on designs for the improvements and work is expected to start in April 2021 and be completed in March 2022.

Keighley MP John Grogan said: "Opened in March 1847, it is fitting that for its 175th birthday, Keighley station is going to get a major facelift.

"After a long campaign, Network Rail is to be congratulated, together with its industry partners, in coming forward with a scheme which will provide a great first impression of the town for rail passengers."

Graham Mitchell, Keighley Station adopter & chairman of the Friends of Airedale Line, and a former chairman of the KWVR, who appeared in the 1970 movie version of The Railway Children as Mr Mitchell the guard, said: "Keighley station is not only an important commuter hub, it is the gateway to Brontë Country and the current state of the building is not a good advertisement for the town or the district.

"The 1.7 million people who use Keighley station each year have waited a long time for renovation and refurbishment, so this announcement is certainly to be welcomed."

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Tributes paid to Talyllyn Railway stalwart volunteer Richard Hope

THE Talyllyn Railway has been in mourning for its long-time secretary, president and vice-president, Richard Hope OBE, who has died at the age of 85.

Richard joined the Talyllyn Railway Preservation Society in 1955 and volunteered on outdoor work until ill-health prevented him from continuing several years ago.

He served on the council of the preservation society from 1960 to 2002, acting as the company and society secretary from 1966 to 1996. Between 1996 and 2011, he was a director of the railway company and also held the office of president of the preservation society from 2006 to 2014.

A chartered engineer, he worked for BR on the Southend electrification in the Fifties. He also edited the Railway Gazette for many years. He passed away on October 14, leaving two children, Colin and Caroline. His wife Audrey died in 2016.

Society council chairman Ian Drummond said: "The railway has lost another great servant. He and his wife Audrey put in a huge amount of time and effort in support of the line over the years and his contribution to the success of the railway cannot be measured.



Richard Hope (left) in his role of president of the Talyllyn Railway Preservation Society, being presented with the Queen's Award for Voluntary Service by the then Lord Lieutenant of Gwynedd, Huw Morgan Daniel, on July 26, 2013. DAVID MITCHELL/TR

"Richard was always approachable, kind and thoughtful. His advice was often sought after his retirement from official roles and he gave of himself to the railway selflessly. He will be missed by many."



Enthusiasts eyeing 2020 return as Australian flagship Pacific passes another restoration hurdle

By Geoff Courtney



Locomotive or spaceship? In a photograph that could have been taken at Cape Canaveral rather than in a locomotive works in Sydney, the distinctive nose of former New South Wales Government Railways' streamlined No. 3801 provides the backcloth after the Pacific's boiler was certified for operation. Among the smiling restoration team are project director John Snider (left) and project manager Craig Mackey (right). THNSW

JUST three months after the prolonged restoration of Australian Pacific No. 3801 took a leap forward with the successful hydrostatic testing of its restored boiler, officials at the heart of the project have announced that another major hurdle has been overcome in their bid to return it to the main line next year.

The Class C38, a standard-bearer for southern hemisphere enthusiasts, was taken off railtour duty at the end of 2007 for an overhaul that was expected to be completed in 2011. That proved to be a wildly optimistic hope, and now, eight years later, the state-owned loco is still incomplete.

However, on October 21, Transport Heritage New South Wales, which is overseeing the work, posted a social media update headed: "It's official" which, despite its brevity, would have delighted preservationists, not only down under, but in many other steam-loving parts of the world, not least in the UK.

Certified

The post said that, after several weeks of extensive testing, the Pacific's boiler had been officially certified for operation and could now be pressurised to its original 245psi.

The boiler was restored by K&H Ainsworth of Goulburn, NSW, and was transferred to the works at Chullora, near Sydney, where the restoration of No. 3801 is taking place, after the successful hydrostatic testing in July.

It had originally been expected that No. 3801 would return to the main line with a new £600,000 boiler built by DB Meiningen of Germany, the company that built the boiler for No. 60163 *Tornado* and is to build the boiler for P2 class 2-8-2 No. 2007 *Prince of Wales*, but that boiler was rejected by Australian officials after its delivery as being 'not fit for purpose'.

As a result it was decided to instead restore the boiler that was fitted to No. 3801 when it was withdrawn from service in 2007, and this decision was one of the main reasons why the overhaul of the 77-year-old locomotive has still not been completed 12 years after it started. No. 3801, known down under as Australia's *Flying Scotsman*, due to its high public profile, was the first of five streamlined Class C38 express Pacifics built for NSW Government Railways by Clyde Engineering of Sydney, entering traffic in January 1943. Another 25, all non-streamlined, were built by the railway itself.

Heritage icon

In 1956 it became the first in its class to record 1,000,000 miles, and was withdrawn in December 1962,becoming one of four in the class saved for preservation, the other three all being non-streamlined. It is now protected as a 'heritage icon.'

Following the successful test on October 21, THNSW declined to forecast when the Pacific would return to service, although enthusiasts are keeping their fingers crossed that it will be next year. As one supporter of Australia's preservation movement told *Heritage Railway*: "It is understandable officials aren't saying anything specific as there are doubtless a few more hurdles to overcome, but passing the latest test is a major achievement after all the woes of the boiler saga. Hopes of a return next year don't seem over optimistic."



The Wolverton Works memorial unveiled by David Hilliard, Joan French and her son David French. PHIL MARSH

First World War memorial unveiled at Wolverton Works after a decade of effort

By Phil Marsh

ON September 17, the 181st anniversary of the London & Birmingham Railway opening its engineering headquarters at Wolverton, a memorial was unveiled commemorating the 213 works' men who died in the First World War.

Dave Hilliard, who recently retired after 47 years in the works, spent 10 years accomplishing the erection of a fitting memorial. His team raised funds while researching details of the Wolverton staff who died in the war.

Funds were raised with tours of the works, talks and sales of a special Wolverton Works and Royal Train 175th anniversary book. The Royal Train has been based at the site since 1842.

Previous works operator Knorr-Bremse and current operator Gemini Rail have supported the fundraising, together with the Railway Heritage Trust and Wolverton and Greenleys Council.

Trust executive director Andy Savage said: "We have been delighted

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Replica locomotive could be built for Cashelnagor station

Words and photographs by Hugh Dougherty

JOSEPHINE and Gavin Kelly, owners and restorers of the 1903-built Cashelnagor station on the former Letterkenny & Burtonport Extension Railway (L&BER), are considering commissioning a replica of one of the line's 4-6-0Ts to stand on a relaid section of 3ft-gauge track at the remote station's platform.

The Kellys bought the then, near-derelict, remote station in 2017, restored it, and opened it as a successful holiday let in 2018. Since then it has attracted many railway enthusiasts and tourists, keen to experience what it was like to live in the former stationmaster's house, the highest of the L&BER, and situated in remote and wild bogland, under the shadow of Mount Errigal, Donegal's highest mountain.

"We have been keen, from the start of the project, for the restored station, which we have rebuilt as faithfully as possible to the original specification, while including modern comforts, to reflect the railway heritage of the location," said Josephine.

Railway timetables and posters are on display in the station, and we have obtained a length of track from County Donegal Railway Restoration Limited, to relay at the site.

"We already display Lough Swilly Railway artefacts, including notices and a length of original rail, unearthed during trackbed clearance work. We have now obtained a set of drawings for one of the Barclay 4-6-0T locomotives, built for the opening of the line, and we would love to build a replica, as we're keen to underline the role the station played between 1903 and 1947, when the line finally closed."

The push for the locomotive comes as work to turn the entire L&BER route from Letterkenny to Burtonport into a greenway for walkers, cyclists horse riders continues, with the section just north of Cashelnagor to Falcarragh station, and on to Creeslough, already cleared and open, using the original bridges and civil engineering to make the greenway accessible.

"We are looking forward to the trackbed being cleared from here to the next station at Gweedore," said Josephine. "It would be great for people using the path to see the locomotive as they pass us, while we're certain that its presence would heighten the appeal of staying in our restored station for railway enthusiasts in particular."

No Londonderry & Lough Swilly Railway locomotives survived the closure of the system in 1953, including none of the four 4-6-0Ts that were built for the Burtonport Extension, and neither did the line's iconic Hudswell Clarke narrow gauge 'giants', two 4-8-0 tender locomotives, Nos. 11 and 13, and 4-8-4Ts Nos. 5 and 6, of 1905 and 1912 respectively.

"That's why it would be great to recreate a Lough Swilly locomotive as a static replica. We've been greatly impressed by the restored former County Donegal Railways 2-6-4T No. 4 *Meenglas*, which is now on display outside the Foyle Valley Railway Museum in Derry, and, who knows, the Cashelnagor site could be developed into a small heritage centre, celebrating the story of the railway in one of the remotest parts of County Donegal," enthused Josephine, who is related to former stationmasters at Cashelnagor.



Letterkenny & Burtonport Extension Railway 4-6-0T No. 3, captured by a local and unknown photographer, at Gweedore, the next station down the line, is on display within Cashelnagor station building. Inset: A Londonderry & Lough Swilly Railway notice at Cashelnagor.



Josephine Kelly outside Cashelnagor station, now a holiday let, which could become a railway heritage centre, complete with replica locomotive.





Above: An original length of rail, dating from 1903, on display within the station.

Left: Cashelnagor, looking towards Errigal in the Burtonport direction. The locomotive would be placed here.

to support the erection of this memorial. More than 23,000 railwaymen lost their lives during the war, and it is vital that we do not overlook this massive sacrifice, or the contribution the railways made to the eventual outcome."

The memorial was unveiled by 93-year-old Joan French, accompanied by her son David and David Hilliard. Six generations of the French family have been employed continuously since the 1840s in Wolverton Works. It is located across the road from the location of the main works entrance on the site of the LNWR-built school, whose pupils would have gone on to employment there and marched past it in uniform on the way to war, some never to return.

Launch of new fundraising drive to reach Cricklade

THE Swindon & Cricklade Railway has relaunched a bid to raise £100,000 to fund the next phase of its northern push to the second town in its name.

This first phase will refurbish the trackbed and embankments near the current railhead, restore the South Meadow Lane farm crossing and lay 600 yards of track.

The second phase will start with the reinstatement of the North Meadow farm crossing and the Farfield Lane bridge, which was demolished during the 1960s, and could cost up to £1 million.

The third phase will focus on the construction of a new stop at Farfield Lane.

Finally, repairs to the River Key bridge and the building of a station at Cricklade will mark the completion of the project.

Railway volunteer Allan Bott commented: "We've relaunched the fundraising because our first attempt was less structured and this time we wanted to make it more obvious where people's money will be going.

"We're encouraging people to donate regularly and hope Swindon businesses come on board to help finally make our vision a reality.

"Hopefully, we will get there in the next five years or so."

Business sponsors will have their names on a special board and generous donators can have their name on a sign at either Blunsdon or the new Cricklade stations.

➜ If you would like to donate, visit www.swindon-cricklade-railway.org/future-projects or email scr@gmx.co.uk

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Cliff funicular railway now on at-risk register

By Robin Jones

FOLKESTONE'S closed Leas Lift has been added to Historic England's list of sites at risk of being lost.

The Grade II* listed funicular railway in Kent was built in 1885 to carry passengers between the seafront and the promenade. It is one of only three remaining water-balanced lifts in the UK.

In June 2009, Folkestone and Hythe District Council's lease ran out and it was decided that the lift was too expensive to run. However, following public protests in April 2010, it was announced that the lift was to be restored.

Consulting engineer Crofton Design was appointed as the lead consultant to provide structural engineering design, and won the Restoration award at the Institution of Civil Engineers Engineering Excellence Awards in June 2011 for its work on the lift. The renovation involved replacing the mechanical and electrical wiring and ensuring that all necessary safety standards in the two cars, the control systems and stations, were met. There was also a focus on restoring the associated power pumps that control the lift at the top and bottom stations.

The wheel bearings on the lift cars were all found to be damaged by corrosion, so the wheels were re-machined to provide the correct running profile.

Restoration

The operation of the Folkestone lift was then taken over by the Folkestone Leas Lift Community Interest Company, which then operated the lift as a non-profit-making organisation and opened it as a living museum.

In January 2017, the lift again closed temporarily, following a Health & Safety Executive inspection that determined that a secondary fail-safe braking system had to be installed before the lift could be reopened. £80,000 was raised to conduct the preliminary reinstatement works required to restore the lift to action, including a full engineering survey. A new company, the Folkestone Leas Lift Company, was established with funding from the Radnor Estate and the Roger De Haan Charitable Trust. Its aim is to raise funds to help repair the lift, and to implement a sustainable long-term plan for its operation, with the target date of 2023 for its reopening.



The 134-year-old Leas Lift in Folkestone. CHARLOTTE CROFTON/CREATIVE COMMONS

The Grade II special interest listed goods shed in North Road in Darlington, which dates from 1833 and was part of the Stockton & Darlington Railway, has also appeared on the 2019 list.

During BR days, it was used as the motor vehicle maintenance department. In more recent times, it has become home to the Darlington Railway Preservation Society and houses its collection and workshop.

Next door to the Head of Steam museum, what is said to be the oldest surviving railway building still in railway use in the world, it has now been earmarked for restoration as part of a multi-million pound project to transform the railway's 26-mile route into a major tourist attraction ahead of its bicentenary in 2025.

Endangered

Also added to the Heritage At Risk Register is the Wickham Bishops viaduct near Maldon, Essex. The oldest surviving timber trestle railway bridge in England, it comprises two adjoining viaducts and was part of the Braintree to Maldon branch between 1848 and 1966. In spite of extensive repairs in the 1990s, many timbers are suffering from rot and decay caused by lack of maintenance and heavy tree growth.

Carols at Bitton

THE Avon Valley Railway is holding a Carols and Steam evening in aid of two charities on Saturday, December 7.

Starting at 6.45pm, the profits will be shared between Action for Children and The Railway Children. The cost – adults £7, children under 16 £3.50 and under fives free – includes the train fare, tea or coffee and mince pies. Christmas music will be provided by Bristol East & Kingswood Brass Band.

Pre-booking is essential. Call Clive or Jane Sutton on 0117 9323978.



Tom Rolt now back in traffic

FOLLOWING an extensive programme of refurbishment and a general overhaul, the Talyllyn Railway's Barclay 0-4-2T No. 7, named after the Talyllyn Railway Preservation Society pioneer and the heritage sector's founding father, the late Tom Rolt, has now been returned to service.

On initial inspection, the boiler was found to have evidence of corrosion around the front section and so it was sent away to a specialist boiler engineering company, D&M Goddard of Chippenham, Wiltshire. There, the thin and corroded plates were replaced, together with a new tube plate, replacement smoke tubes, the dome was replaced and re-rivetted and a new butt strap was fitted to strengthen the join between the two main boiler sections.

This work took over three months from December to March 2019, during which time essential overhauling to the frame and running gear was taking place back in the railway's own engineering works. This work included new pistons and rings on both sides.

The horn guide plates were machined back to a perfectly level finish and then additional plating was added to restore them to their original thickness. Other work on the coupling and connecting rods and bearings was also completed and all the brake rigging was overhauled.



Newly-overhauled *Tom Rolt,* with passed fireman Andrew Bailey, who said: "No. 7 is now running quietly and smoothly and looks fantastic. In particular, the reworked regulator lever is a joy to use." GLENN CANNON/TRPS

In September, former Talyllyn general manager Chris Price, now general manager of the North Yorkshire Moors Railway, paid a return visit to Tywyn and took the opportunity of driving the newly overhauled locomotive. He commented that No. 7 was "in the best condition now that it had ever been".

The railway's workshops will now be progressing the overhaul of Fletcher Jennings 0-42ST No.1 *Talyllyn*, which has been dismantled and the boiler has been taken to the Mid-Hants Railway's Ropley Works. There, two Talyllyn volunteers already working as boilersmiths will be undertaking the work on that of No. 1, which is expected to be back in service next autumn.

Tornado Rail Journeys in 2020



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60163 TORNADO
New Steam for the Main Line



Martin Birchall



Crowded out: The North Yorkshire Moors Railway station at Grosmont was a hive of activity on September 28 as crowds enjoyed the heritage line's steam gala. Waiting in the background at an adjacent platform is LNER pair K1 2-6-0 No. 62005 and A4 Pacific No. 60009 *Union of South Africa* with the 2.58pm 'Elizabethan' to Pickering. BARBARA PRINCE



Union of steam and ale: LNER A4 No. 60009 *Union of South Africa* waits at Levisham station with the 1.09pm Pickering-Grosmont train on September 27 during the North Yorkshire Moors Railway annual steam gala. The event featured beer festivals at Levisham and Goathland stations, and a visitor is outside the former's general room sampling the double delight of real ale and a Gresley Pacific. BARBARA PRINCE

Packed trains and crowded platforms – a heritage railway shows its worth

By Geoff Courtney

CROWDED trains, crowded platforms, crowded carparks, and crowds of lineside spectators and photographers, were a dominant feature of the North Yorkshire Moors Railway (NYMR) annual steam gala at the end of September, a splendid event which *Heritage Railway* covered in depth last issue.

Among the sea of humanity, youngsters were overawed and their parents transfixed, and in the background the tills were ringing in the busy booking halls and refreshment rooms, as well as nearby cafes, pubs and hotels.

As I visited the stations of Grosmont, Goathland, Newton Dale Halt, Levisham and Pickering, and enjoyed the real ales at Goathland and Levisham that were an integral and welcome part of the weekend, I wished that also witnessing the happy and busy scenes were MP Amber Rudd and local authority Councillor Sally-Ann Hart.

Ms Rudd is MP for Hastings & Rye on the south coast and Ms Hart was until recently the cabinet member for tourism and culture on the nearby Rother District Council, and last year each expressed strong doubts about the privately-funded proposal to link the Rother Valley Railway (RVR) with the Kent & East Sussex Railway (KESR) which would create a 14 mile heritage line with direct access to the national network.

Ms Rudd, who will not be standing in the December 12 general election, angered supporters of the scheme by carrying out a constituency survey in which she said local farmers who did not wish to sell part of their land to enable the two-mile link to be built had been served compulsory purchase orders, a claim disputed by supporters. She also said residents had voiced concerns that the farmers had been subjected to a great deal of strain from the pressure, influence and wealth set against them. She did not respond to our requests for her latest opinion on the project.

In an article in a Conservative daily blog website under a heading 'Restoring steam trains is a threat to the Rother Valley,' Coun Hart was even more outspoken about the proposal. She wrote that a level crossing over the A21 that would be part of the project would have a negative impact on the economic growth of Rother district and Hastings, and also said the crossing was a "nonsense" and a tragedy for Hastings and Rother towns and villages and their visitor attractions.



Railway enthusiast: Anna Spencer, marketing manager of the White Swan Inn at Pickering, is ready to greet GWR 4-6-0 No. 6023 *King Edward II* as it approaches the town's station on October 28 with the 10am from Whitby. Anna says Pickering is "very lucky" to have the North Yorkshire Moors Railway on its doorstep, a view expressed by many in the town and local area. TORIA CLARKE

Eyebrows raised

She also raised eyebrows among the project's supporters when, as the then local tourism chief, she said the project was not a major tourism attraction that would materially benefit the district, but was "merely a hobby project for a group of privately-funded railway enthusiasts".

Although no longer Rother District Council's tourism chief, Ms Hart is still a councillor, and on October 21 she reaffirmed her objection to the proposed linking of the two railways. "My concerns remain centred around the A21 level crossing, for both safety and economic reasons," she told *Heritage Railway*.

She said a local economic impact study commissioned by the RVR concluded that linking the two railways presented a rare opportunity for the KESR to realise the vision of founding members and secure the basis for a more viable future. "It does not conclude that the scheme would have a positive economic impact for the wider area," she said.

The view of many in the North Yorkshire town of Pickering, the southern terminus of the NYMR, could not be in more contrast to that of Coun Hart, and is typified by Anna Spencer, marketing manager of the town's White Swan Inn.

"The railway is without doubt the main pull for visitors to Pickering, and we are very lucky to have it on our doorstep," she said.

"It contributes not only to the economy in terms of tourism and spending on local services, but also to the local community by providing jobs, and volunteer and apprenticeship opportunities. For the tourism industry, we find people visit us predominantly for a trip on the steam train, and combine it with visits to other attractions and market towns in Ryedale.

"It offers a brilliant timetable of events through the year, including steam galas and themed weekends, such as the recent 1940s wartime weekend which drew thousands of people to the station and was incredibly popular with visitors from all over the UK and beyond."

Anna's words were echoed by Craig Nattress, tourism and development officer for Ryedale District Council. "We are delighted to have the North Yorkshire Moors Railway in our district. It is a great tourism asset and a fantastic promotional tool for the area.

"It attracts film and TV production companies whose programmes reach millions of viewers, giving us publicity which is very valuable to our tourist trade. Initiatives like the Santa Specials and the Northern Lights Express have helped to make the railway a year-round attraction, which is good for the railway but also for tourism-related businesses in the wider area, and for local jobs."

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Portadown station heritage goes to the wall

By Hugh Dougherty



Going to the wall – the heritage of Portadown station. PORTADOWN AND ARMAGH RAILWAY SOCIETY

THE heritage of Portadown station has literally gone to the wall, thanks to Armagh City, Banbridge and Craigavon Borough Council and Northern Ireland's Department for Communities.

Passengers using the new park-and-ride facility pass along a wall carrying newly-installed mural panels, showing the life and times of the town's original station from its opening in 1863 by the Ulster Railway, to its closure and replacement by Northern Ireland Railways with the current station, in 1970.

Panels use the characteristic Mill's brickwork of the classic Great Northern of Ireland Railway station, as a background for a timeline and period pictures of trains at Portadown, including a GNR(I) S class 4-4-0 in blue livery.

Portadown was an important station on the Dublin-Belfast main line, and a junction for trains to Armagh, Dungannon, Omagh and Derry.

Today it serves Belfast and Dublin trains only, but a campaign to reopen the line to Armagh is being actively pursued by the Portadown and Armagh Railway Society, which wants to see regular service trains on the 11 mile line which was closed in 1957, as well as steam specials running to Ireland's Cathedral City, to boost existing tourism.

The council says that it's important to recall the original station and its importance as a junction on the Irish railway system with the murals. Mayor Mealla Campbell said: "As a council we are committed to appreciating our built heritage and for people to learn about it and appreciate it. The recently installed, interpretative panels celebrate the station's 175-year-old history and bring its rich heritage to life, ensuring that this core part of the town's past is not forgotten."

Last Peckett to be run again on Gwili

THE last locomotive to be built by Peckett & Sons of Bristol has been donated to the Gwili Railway.

The only 0-6-0 diesel to be built by the firm, No. 5014, a 200hp diesel mechanical shunter, was outshopped in August 1959 and supplied to the Central Electricity Generating Board for use at Aberthaw Power Station.

It was cosmetically restored at the East Somerset Railway in 2006 but remained on static display at Aberthaw in the Vale of Glamorgan until now.

RWEN Power has given the locomotive to the line, which is set to carry out an engineering assessment to ascertain what needs to be done to get it running again.



Welsh railway landmark: Peckett 0-6-0DM No. 5014 arrives at the Gwili Railway's Bromwydd Arms base. GWILI

Pioneer diesel project now has a Mk.3 sleeper

By Robin Jones

THE project to replicate Britain's first main line diesel has been donated a Mk.3 sleeper car to use as volunteer accommodation at its new Wirksworth base.

Porterbrook Leasing has donated SLEP No. 10597 to the Ivatt Diesel Re-creation Society which, as reported in issue 259, has signed a contract with Ecclesbourne Valley Railway operator WyvernRail plc for the use of a workshop with 155 sq m of floorspace to carry out work on components under cover.

The society is building a copy of Class D16/1 No. 10000, which was built by the LMS at nearby Derby Works in 1947 in association with English Electric and the Vulcan Foundry. Both No. 10000 and its twin sister No. 10001 were scrapped in January 1968 despite their huge historical significance.



One of Porterbrook's sleeping cars has been donated to the Ivatt Diesel Re-creation Society. JON HORROCKS

Porterbrook's support for the society reflects the historical links that the Derby-based company has with the pair.

Porterbrook's head office stands very close to the spot in Derby where 10000 first rolled out of the LMS erecting shop in 1947. In recognition of this link, Porterbrook's Derby offices are named 'Ivatt House'.

There will be a small event at Ivatt House to celebrate the handover of No 10597 in early December, where the IDRS will present Porterbrook with a replica No. 10000 worksplate.

The longer-term plan for No. 10597 is that it will become the society's support coach.

A society spokesman said: "This will make it much easier for volunteers who don't live close to the workshop to join us for working days."

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BUILDING ON A SUCCESSFUL YEAR

Gareth Evans talks to A1 Steam Locomotive Trust trustee Mark Allatt about the latest developments at the operator of popular A1 No. 60163 *Tornado*, its current new-build £5 million P2 2-8-2 No. 2007 *Prince of Wales* and the next project – the LNER V4.

The A1 Steam Locomotive Trust (A1SLT), the registered charity behind famous new-build 100mph steam locomotive No. 60163 *Tornado* and what is set to be Britain's most powerful steam locomotive, Gresley class P2 'Mikado' No. 2007 *Prince of Wales,* has continued to progress its projects on a number of fronts – and is now looking forward to the coming year.

Asked whether 2019 has been a good year for the organisation, Mark Allatt, A1SLT trustee, replied: "Yes – we're so much bigger than we were even four years ago. If you think about how we've rapidly transitioned from 1990 when we started through until 2008, we were building a locomotive – it was very much a singular focus.

"After that, we had a locomotive to operate, which was all new to us. We had to convert a support coach and we had around £1 million in debts from the construction phase to repay.

"Towards the end of 2013, we went public with the project to build the P2 – so we are now building a locomotive, we are operating a locomotive and we are also running our own railtours.

"That's a massive difference in scale of operation."

Tours

Earlier this year, the A1SLT took its tour bookings function in-house. Commenting on the performance of the operation, Mark said: "The majority of the trains we hauled during our early years of operation had other people as the promoters.

"We provided the locomotive for their tours. We always ran a couple of our own trains each year. We then decided to increase the number



of those – and of course we needed a booking agent. Because we were only doing a couple of tours, we used different booking agents in the past, including UK Railtours.

"The number of our own trips grew to the point financially where it made sense to bring the booking office function in-house. It's going well for us – and bringing the bookings in-house has saved us a reasonable amount of money.

"With anything like that, if you're doing a small number, it doesn't make sense to have your own staff as there are too many peaks and troughs. Once you get over a certain amount, it becomes more cost-effective to do it yourself rather than use an external supplier – and those peaks and troughs become flatter.

"In addition, we continue to work with a number of different promoters, including Pathfinder Railtours, Belmont British Bullman and Steam Dreams – and from next year we'll start working with RTC. That's all set to continue in 2020."

Mark added: "In parallel to that, we've started running a series of repeat itineraries – the two main ones being 'The Aberdonian' Edinburgh-Aberdeen excursions; and 'The North Briton', which comprises different trains that travel over the Settle and Carlisle route. Again, both have been good successes."

'The Aberdonian', which started this year, was made possible thanks to the installation of the turntable at Ferryhill. It has involved tapping into the booming Edinburgh tourist market.

"As a railtour promoter, you can only tap into an existing tourist market if your trains are on sale sufficiently far in advance – and they're not sporadic," explained Mark.

"We're getting there with this – we need to be selling our trains a long time in advance, enabling people who are planning their trip to actually then plan to travel with us.

"If you expect to sell a train that's due to run on the day people arrive or a few days after they arrive, it's just not going to happen when it's a railtour.

"The same applies if you're going to tap into guided tours or into becoming part of a package that someone else is selling."

As reported in *HR* last issue, some of *Tornado's* 2020 tour dates have already been released – see panel.

> "It doesn't matter whether you give £1 or £1000, the feeling you get back is the same. Therefore, if someone buys a pencil and pays an entry fee, they feel they've done their bit. Whereas actually, if they come in and only 10% of those sign up as covenantors, that's raised vastly more money. I would have to sell a pencil to every single person in the UK to pay for this."

Next year's brochure has just been published.

Carriage fleet

Earlier in the year, during one of the P2 roadshows, Mark spoke of the trust's desire to operate its own train, comprising a fleet of Mk.3 carriages.

Asked whether this is still planned, he replied: "The situation has changed in quite a few ways this year. Our long-term ambition is still to have our own train.

"If you look at the history of charter trains over the last 100 years, it's a business that runs on the margin. It uses rolling stock which is utilised elsewhere on the network during the working week and when it's put to use on a charter, it's outside the time it would normally be used, when it would otherwise be sat doing nothing. The use of it is a marginal cost – and the revenue generated is addition to that being generated from its core purpose.

"Attempts were made to improve the quality of charter stock in the 1930s when the LNER introduced its tourist sets, but again that became a challenge, as the stock was not being used for most of the time, so the return on investment on it became challenging. If you look at how charters work today, that stock isn't in use day-in, day-out – unless someone charters an HST or other contemporary rolling stock for example.

"Most of the time, and certainly for steam, it involves dedicated charter stock and therefore charter stock has to repay its capital investment – i.e. purchase and periodic overhauls, as well as its maintenance will be based upon the income it generates just by working charters. Therefore, having your own charter rake, on the one hand, potentially has the benefits of better control of your own product, so you're able to define better what the customer experience is. On the downside, those costs have to be spread over a defined number of trains and there is a minimum number for it to be worthwhile.

"With that as the background, and having examined more closely Mk.3s, we've found the maintenance costs are higher than anticipated. The rules have changed too – the removal of Mk.1s from the network is no longer imminent. It now looks like Mk.1s can remain on the network for the foreseeable future – providing the issues, such as retention toilets and so on, have been dealt with.

"When we look at the return on investment and therefore the usage that would be needed for a charter stock to cover those costs, we really need to have two locomotives operating to make it worthwhile. Otherwise, we're in danger as an organisation of losing our core purpose. We are an organisation that builds new steam locomotives of former LNER designs and operates them on the main line. We're not a rolling stock owner that happens to build new steam locomotives.



A1 Pacific No. 60163 *Tornado* is seen on the East Coast Main Line at Retford on June 15 with the 'Yorkshire Pullman', an A1 Steam Locomotive Trust tour that ran from London King's Cross-Scarborough and return. ALAN WEAVER



Progress on the P2's tender tank in October 2019. DAVID ELLIOTT/A1SLT



No. 2007 *Prince of Wales'* tender frames at I D Howitt in Crofton in October 2019 CREDIT: A1SLT



Component acquisition in advance of the start of construction on the V4, the trust's next new-build project, continues on an opportunistic basis. A set of cab side window frames has been made for use on No. 3403 by Colin Vickridge, a long-standing supporter and volunteer with the Trust. A1SLT

"The problem with having a train and then a critical number of trains we'd have to run, we would be in danger of changing the focus of the organisation. We need to have two locomotives operating before it becomes sensible for us to have a train.

"The second dynamic that has changed is that we've now got access to a greater selection of rolling stock than we've ever had.

"We do have an aspiration to have our own train, but not quite yet. We've been in discussions with relevant parties, including financiers, but the urgency we thought is no longer there."

Developments at Darlington

Another A1SLT project concerns the development of larger premises for it to base its entire operation in Darlington.

"Although the facility we moved into in Darlington in 1997 is absolutely fantastic and it's been perfect for building locomotives, we have outgrown it," explained Mark.

"We've already expanded into the tower in the building, where we've now got our administration and design offices. We've also had to install containers outside as we've run out of storage space. We can only do one major activity at once in the works. We can either build or overhaul – we can't do both. That issue arose when the P2's frames were inside and we had to slide them to one side while we overhauled *Tornado*. It's also not main line connected and the site would cost a huge sum to change that.

"Owing to the nature of the building we're in, being a carriage shed that dates back to the 1850s, it's unsuitable for raising steam in. We ideally need a facility that's main line connected so our locomotives can return home on a frequent basis without the need to involve a low loader too.

"It's a base where we can build, overhaul, maintain and operate from – one where we have our administration, railtour and design capability as well. That's what we're working towards with Darlington Borough Council and the Tees Valley Combined Authority as part of the overall mix with Darlington's heritage quarter. It includes many other organisations within the quarter, not just us.

"It's all part of the run-up to the Stockton & Darlington Railway 200th anniversary in 2025 and ensuring that it has a legacy left behind, which is a focus on the heritage quarter within Darlington."

Asked how the project is progressing, Mark replied: "Much of the funding is in place. The outline plans are currently being worked on. For the heritage quarter to work in terms of which group is where, we need to move first – we're the ones that unlock the whole site. To do that, we need the facility to move into."



The newly delivered tender wheels are seen inside Darlington Locomotive Works on November 1 in the shadow of the locomotive they will accompany in due course. A1SLT

Tornado

In addition to hauling a host of a main line excursions, the trust's flagship has had a busy year operating on heritage lines – including the Nene Valley, Wensleydale and Severn Valley railways.

In June 2019, the A1SLT announced that it had placed a £1 million order with DB Meiningen for two new diagram 118a boilers for P2 No. 2007 *Prince of Wales* and a 'spare' boiler for use on both No. 2007 and No. 60163 *Tornado*. This order will enable the trust to rotate the three identical boilers over its two locomotives, with two operational boilers and one 'spare' undergoing overhaul at any one time. DB Meiningen delivered *Tornado's* original boiler in July 2006.

It is expected this will reduce the time out of traffic for each locomotive by around four months, increase the potential revenue earned during each operational cycle and reduce the cost of overhauls. By ordering both boilers at once, the trust says it has saved a six-figure sum.



The first new boiler – to be fitted to *Tornado* during its next overhaul – is due to be delivered in September 2020, with the second – to be fitted to *Prince of Wales* – scheduled to be delivered in July 2021.
The funding of *Tornado's* contribution to the 'spare' boiler will come partly from extending its 'I♥60163' fundraising campaign, which involves 100 supporters donating £601.63 in up to six payments – beyond the 100-supporter target.

Since launching the 'I♥60163' appeal, the A1SLT says it has welcomed nearly 50% of the 100 people that were originally required. Any additional funds raised beyond the initial £60,163 will go towards funding *Tornado's* share of the 'spare' boiler.

P2 wheelsets

The latest milestone in the construction of P2 No. 2007 *Prince of Wales* was reached on November 1, when the tender wheelsets were delivered to Darlington from South Devon Railway Engineering. The wheelsets will now have cartridge roller bearings fitted, before being sent for balancing.

On the tender, the axlebox and other tender castings have been produced by William Cook Cast Products. The frames are being assembled by I D Howitt at Crofton. Good progress is being made with machining the tender horn blocks and the first pair have been trial fitted to the frames.

The tender tank is under construction by North View Engineering Solutions (NVES), in Darlington. Having been trial fitted to the frames, the base plate has been returned to NVES, which has made rapid progress in erecting the coal slope and baffles, which prevent the water surging in the tender.

The completed tender tank is due to be delivered to Darlington Locomotive Works before Christmas, which will enable the sides and back to be primed and filled. The frames are expected to follow early in the New Year.

On the locomotive itself, the conceptual design of the cylinder drain cock operating gear has been completed. The next steps include producing manufacturing drawings and the ordering of materials.

The cylinder block is running later than planned as resources were engaged in returning *Tornado* to action. It's fully funded but the design work is yet to be completed.

The design of the pipework is well advanced and installation is under way – including the air brake and reservoir pipework through the length of the engine frames. A detailed list of copper pipework and fittings leading will be prepared next, before obtaining quotations.

As for the electricals, significant progress has been made on the design and manufacture of locomotive's electrical system. A belt-driven tender alternator is nearing completion and a new turbine wheel for the steam turbo alternator has been manufactured.

An LED luminary is being developed to fit in the early LNER-style oil head lamp casing. Unlike *Tornado*, who's prototype had electric marker lights, the new headlamps have to include white marker lights and red tail lamps in the same assembly.

Providing a sense of scale is that the P2 requires in excess of 1000ft of pipework and approximately three miles of electrical cable. By contrast, the original LNER P2s had no electrical system at all. The nameplates and chime whistle have been delivered and await fitting when the time comes.

Over the next 12 months, the Darlington team aims to complete the pony truck; make substantial progress on the tender

Above: The A1SLT has had a 25-year affiliation with the RAF – so it was fitting that No. 60163 *Tornado* carried a wreath on Remembrance Sunday. The Pacific is seen working the last Severn Valley Railway train of the day into Highley on November 10.
JOHN TITLOW

P2 boiler factoids

- Diagram 118A *Tornado* boiler with detailed modifications to improve overhaul life.
- It will be interchangeable with *Tornado's* boiler.
- *Tornado's* boiler is 17in shorter than the P2 boiler – No. 2007's smokebox will be extended within the cladding.
- 250psi of No. 60163's boiler will be retained to improve economy and increase maximum power.

"The problem with having a train and then a critical number of trains we'd have to run, we would be in danger of chasing the market for it and changing the focus of the organisation. We need to have two locomotives operating before it becomes sensible for us to have a train."

tank and frames; finish the detailed design of the electrical system; manufacture and take delivery of most of the coupling and connecting rods; complete the cylinder block design with construction nearing completion; and start the manufacture of the valve gear.

It's easy to fail to appreciate the enormity and scale of the P2 project. As Mark explained: "We've got our own design capability because, with the P2, it's not just a case of taking the drawings out of the National Railway Museum and building it. There's a lot more work – even if it's simply the conversion of something from a casting to a fabrication.

"Often we are also changing what a part is being used for, such as a frame stretcher also being used to mount an air pump. The new component needs to be designed, put into 3D CAD (computer aided design) and put through finite element analysis. It then needs to have a set of manufacturing drawings produced, procured, checked, certified and then machined and fitted. The process through which a component goes from being something that was identified on an original P2 drawing to something that goes onto No. 2007 is long and drawn out.

"One of the things we've found we've been short on is design capacity. We've effectively got a mini Doncaster drawing office. Not only are we building the P2, we're ironing out the known issues and doing the development work Sir Nigel Gresley would have done had he not got 'distracted' at the end of the 1930s designing and building the A4s, the streamlined trains, the V2s, K4s and V4s, had the war not intervened and had he not died unexpectedly in office. We now not only have our director of engineering David Elliott doing design work, but also Daniela Filová and Alan Parkin supporting him in our drawing office.

"We're also making sure it can operate on the main line. A number of issues were identified with the originals – including crank axle failures, alleged ride issues and the rapid wear of the cams and follows within the Leintz rotary cam poppet valve gear. We've worked our way through and solved them. The originals had no electrical systems on them and they were vacuum-braked – ours will be dual-braked. Together, these all represent significant design changes."

Asked about a rough idea when the P2 might be finished, Mark replied: "Completion is driven by several things – the availability of funds; design capacity – there's a lot more design time needed than we anticipated; and there's also supplier availability. With the early parts of the project – and we found this with *Tornado* too – we used suppliers that did other things as well. There are multiple suppliers who can provide steel plate to get a set of frames rolled – and there are many firms that can profile that plate. As you start to work your way down in the project, you find that you're moving to highly specialist prototyping types of businesses – and then you move to firms that generate their incomes almost entirely from the heritage railway industry. Sometimes they're the only significant supplier. These businesses tend to have a backlog of work, as they're niche and require very specialist skills.

"It is just about theoretically possible that given a blank chequebook we could deliver the project by the end of 2021. However, I think that with all the other factors I've mentioned, it's more realistic to aim for 2022. To do that though, we still need to see a significant increase in the amount of money coming into the project."

Mark added: "If you want to see the most powerful steam locomotive to ever operate in the UK by the end of 2022, don't expect it to happen unless people put their hand in their pocket.

"We want to finish the P2 debt-free, before rapidly moving on to work on the V4. We've got several fundraising clubs we need to fill and we need more covenantors. We need just 20 people on board to donate £1000 to complete The Motion Club.

"My current main focus is The Tender Club, which was launched in April 2019 to fund the construction of the tender, with a target of raising £450,000, including Gift Aid, from 175 supporters each donating £1500 in up to eight payments of £125. The Tender Club has already attracted around 50 members who have generously donated around £90,000. In the wider project, we have been raising £400,000-£500,000 per annum, but we need to up that to £700,000.

"The other area that's increasingly important for all heritage railway charities is legacies. People remembering us in their will can make a massive difference to capital investment. We run a legacy scheme, which gives people complete confidence that when they leave money to us, it goes on what they want it to."

To put it all into perspective, in excess of £2.1 million has been spent on the P2 to date, while £2.7 million has been raised and £3.4 million has been pledged of the required £5 million.

The new V4

The order for new Gresley class V4 No. 3403 was placed with the trust's Darlington Locomotive Works on October 28 – the 80th anniversary of the original order No. 355 for two class V4s placed on the LNER's Doncaster Works in October 1939.

Significant progress has also been made



The A1 Steam Locomotive Trust says its series of repeat itineraries – one of which is 'The North Briton', comprising different trains that travel over the Settle and Carlisle route – has been a success. No. 60163 *Tornado* is seen emerging from Shotlock Tunnel with 'The North Briton' charter, which it worked from Doncaster to Newcastle, via Carlisle, on July 24, 2019. BARRY MARTIN

in the pre-launch phase of the project. The scanning of 366 original Gresley class V4 drawings from microfiche into the trust's CAD system is underway. These drawings were recently acquired from Malcolm Barlow, a Doncaster scrap dealer who launched the now defunct Gresley V4 Society in 1994 to build a new example of the class.

Component acquisition in advance of the start of construction continues on an opportunistic basis. The trust has taken delivery of a set of cab side window frames made for use on No. 3403 by Colin Vickridge, a long-standing supporter and volunteer with the A1SLT. Colin also provided the cab side window frames for *Tornado* and *Prince of Wales*. A speedometer from ex-LMS Jubilee No. 45657 *Tyrwhitt* (withdrawn in 1964) has also been acquired for eventual use on No. 3403.

Other progress to date now includes:

- Trustee agreement to fundraising strategy and proposed project timeline.
- Sign-off of the high-level specification for No. 3403 – although they numbered just two, the class V4s were successful in traffic with no known design and development problems.
- Purchase of a complete set of fully-certified tyres for the new Gresley class V4's pony, Cartazzi and 5ft 8in driving wheels from David Buck, the owner of B1 No. 61306 *Mayflower*, along with a chimney, two BR class 08 shunter speedometer drive generators and two air pumps of Finnish origin for use on No. 2007. The tyres were originally manufactured in South Africa in the late 1990s for Malcolm Barlow and the other components salvaged from Doncaster Works on its closure.
- Delivery of 12 tender spring hooks from a closed die forging to an original LNER drawing. This was part of a much larger order placed by Network Rail with Unilathe of Stoke-on-Trent for replacement components for its LNER 4200-gallon tender-based snowploughs which has been piggybacked on by A1SLT for its new Gresley class V4 and the project building new B17 *Spirit of Sandringham*, therefore considerably reducing the unit costs.
- Collaboration with The Gresley Society Trust – which funded the smokebox for No. 2007 *Prince of Wales* as part of the fulfilment of legacy request – to manufacture the shared 5ft 8in driving wheel pattern for the new Gresley V4 and the Gresley Society's Great Northern Railway Gresley class N2 No. 1744. The N2 is currently undergoing overhaul and requires two replacement driving wheels. The production of the pattern will be project managed by A1SLT and funded by the Gresley Society, with its first use being for No. 1744.
- The creation of a new subsidiary, The V4 Steam Locomotive Company Limited, of The A1 Steam Locomotive Trust to carry out the building of new Gresley class V4 No. 3403 as part of the preparations for the formal launch of the project

Although there is no specific fundraising appeal open for No. 3403 yet, any donations made towards it will be ring-fenced for the project. The formal launch of the V4 Project is set to take place in Spring 2020 when The Founder's Club will be established to raise the first £350,000. This will be used to acquire



The P2 boiler under construction at Meiningen in October 2019. The flanged firebox throat plate can be seen here. DB MEININGEN/A1SLT



The middle coupling rod forgings for No. 2007 *Prince of Wales* awaiting machining in October 2019. RICHARD PEASONS/A1SLT

all of the components needed to assemble the engine's frames so that when the P2 is completed, everything will be in place to rapidly assemble the frames. This will then be followed by the launch of the 'V4 for the price of a pint of beer a week' covenant scheme and other specific clubs familiar to those who have supported the building of *Tornado* and *Prince of Wales*. In this way, the V4 Project can capitalise on the momentum built up to complete the new class P2 with sufficient funding to keep staff and contractors busy. It is hoped that the new locomotive will take five to seven years to build, depending on the rate at which the funds are raised.

Mark said: "Our new V4 is an ideal locomotive for regional main line tours, repeat main line itineraries and the longer, main line connected heritage railways. There will be very little redesign work needed, as there were no known problems with the Gresley class V4s."

Talks & tours

"We've been running a series of roadshows for the last five years," said Mark. "We initially started doing them along the route of the original East Coast Main Line from King's Cross to Aberdeen, as well as some off route.

"We're currently formulating our 2020 plans. An increasing number of them will be held in Darlington now that there is so much to see. On Saturday, November 2, we had about 40 people there for the presentation. The best advert for supporting the P2 project is the locomotive itself.

"The ones that have been the most successful for us have been London, Peterborough and Darlington, as well as a couple of the Scottish ones. Next year we will also experiment with holding them at the destination of some of our railtours. On 'The Aberdonian' for example, we could provide the opportunity for people to learn about the P2 when they reach Aberdeen. Each presentation covers the background to the project, progress to date, future plans and details of how to get involved."

The next presentation is to be held on December 7 at the Pendulum Hotel (Manchester Conference Centre), Manchester from 11am to 1pm.

In addition, public open days are held at Darlington Locomotive Works on the first and third Saturdays of every month from 11am to 4pm. There is no charge for visiting the works on public open days.

"Charging visitors would bring in a negligible sum and the most important thing is signing people up as covenantors," explained Mark.

"If you charge someone to come in to the works, the psychology of charitable giving is really interesting. It doesn't matter whether someone donates £1 or £1000, the feeling they get back from their donation is the same. Therefore, if someone buys a pencil or pays an entry fee, they feel they've done their bit. Whereas actually, if they come in and only 5% of those sign up as covenantors, that's raised vastly more money. We would have to sell a pencil to every single person in the UK to pay for the P2.

"The way we raise funds through covenants – 'a P2 for the price of a pint of beer a week (just £2.50)' – maybe only 1 in 100 people we talk to will do it, but it will raise much more than by shaking a tin and gives predictable monthly income, which enables us to plan our programme of construction. That is fundamentally why the P2 project – and the A1 before it – work.

"Interestingly, as a charity, the best time to ask someone to donate is when they've just given you money.

"If you're charging £5 per person to come in and look at our P2 under construction in the works, think about how you'd have to have a million visitors. Over 10 years, that's still 100,000 visitors per annum – or around 300 visitors every single day. We'll never achieve that. It's a distraction. The focus is to get people engaged – and our open days are a crucial vehicle for that."

If you'd like to find out more about the A1SLT and get involved, visit a1steam.com, email enquiries@a1steam.com or call 01325 460163 for more information. HR

Tornado railtours 2020

- **Saturday, April 4:** 'The Fen and Fells' – Cambridge to Carlisle & return.
- **Saturday, May 2:** 'The Cumbrian Explorer' – Darlington to Carlisle & return.
- **Saturday, May 9:** 'The Jorvik Express' – Liverpool to York & return.
- **Saturday, June 6:** 'The Pennine Explorer' – Leicester to Carlisle & return.
- **Saturday, July 18:** 'The Caledonian' – Birmingham to Glasgow & return.
- **Thursday, July 23:** 'The Aberdonian' – Edinburgh to Aberdeen & return.
- **Thursday, July 30:** 'The Aberdonian' – Edinburgh to Aberdeen & return.
- **Thursday, August 13:** 'The Aberdonian' – Edinburgh to Aberdeen & return.
- **Thursday, August 20:** 'The Aberdonian' – Edinburgh to Aberdeen & return.
- **Thursday, September 3:** 'The Aberdonian' – Edinburgh to Aberdeen & return.
- **Thursday, September 10:** 'The Aberdonian' – Edinburgh to Aberdeen & return.
- **Saturday, September 12:** 'The Queen of Scots' – York to Edinburgh and Stirling & return.
- **Saturday, September 19:** 'The Ticket to Ride' – Darlington to Liverpool & return.





HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

Hauling West Coast Railways' 'The Jacobite' on October 21, LMS 'Black Five' No. 45407 *The Lancashire Fusilier* is seen at Borrowdale, near Beasdale station. In the words of the photographer: "This location is rarely photographed as the sun is normally on the wrong side for the light. On this occasion however, there was no sun and the autumn colours and the Rois-Bheinn mountain range backdrop illustrate the remoteness of the location. After a 25-minute hike across the moorland and up a hill, a good view was afforded." DAVE COLLIER

Pathfinder to run DRS Class 20 farewell tour

By Brian Sharpe

PATHFINDER Tours has announced details of an excursion to mark the retirement of some members of Britain's oldest diesel class still in main line service.

The 1000hp English Electric Type 1 Bo-Bos were introduced in 1957 and had a long life, mainly employed in their later days running in pairs on coal traffic. Direct Rail Services (DRS) was launched in 1995 and obtained 15 surplus Class 20s which were used on various freight flows including nuclear flask traffic.

In recent years the only regular employment for the remaining DRS Class 20s has been the annual Rail Head Treatment Trains during the leaf fall season. The Class 20s are now only handling the trains in the East and South Yorkshire and South Humberside area and the contract will come to an end in December.

Itinerary

The 'DRS Class 20 Farewell' will run on January 18, 2020, starting from Bristol Temple Meads behind a pair of Class 57s and heading for York. At York a pair of DRS Class 20s will take over and run via Knaresborough and Harrogate to Leeds for a two-hour break.

Continuing through Huddersfield, the train will turn south at Springwood Junction on to the Penistone line. At Penistone the train briefly runs on a short surviving section of the Woodhead route but then heads for Sheffield via Barnsley.

The Class 20s continue south up the Midland main line to Derby and then via Uttoxeter and Stoke-on-Trent to Crewe, where they will hand over to a Class 68 for the return to Bristol.

Flying Scotsman for Scotland again

By Brian Sharpe

STEAM Dreams' railtour programme for the summer of 2020 will once again see the National Railway Museum's LNER A3 Pacific No. 60103 *Flying Scotsman* travelling north of the border.

The 'Flying Scotsman to Edinburgh' will depart from London on Thursday, July 2, diesel-hauled as far as York, where *Flying Scotsman* will take over for the run on to Edinburgh. It is hoped that the Pacific will also work a 'Fife Circular' tour over the Forth Bridge the following day.

The return journey will be on Sunday, July 5, with the A3 working the train south from Edinburgh over Beattock summit to Carlisle then on over the Settle and Carlisle line to either Preston or Crewe, from where a diesel will take the train to London.

Steam Dreams plans to double Windsor steam!

By Cedric Johns

BOOSTED by the performance of this summer's new venture of running regular steam trains to Windsor from London Waterloo on Tuesdays, Steam Dreams has laid plans to double the service next year.

David Buck, who masterminded the entry into this new market for tour operators, is keen to run a second three-train day with steam to Windsor, on another day of the week. Yet to be confirmed, the additional services are subject to agreement with Steam Dreams' train operator, West Coast Railways, and Network Rail.

This year's Tuesday operations carried just under 10,000 passengers. The additional day could well see numbers double, especially as moves have been made to increase the service's appeal to overseas visitors exploring London in high season.

The Surrey Hills evening diner train is included in the additional day's activities.

Other destinations

Steam Dreams has plans for several other 'specials', details of which are yet to be revealed. Before then, the tour operator will be running 10 Christmas trains between November 17 and December 20.

Destinations include York, Salisbury, Sherborne, Lincoln, Windsor, Winchester, Stratford and Bath. Motive power for all the Christmas trains is booked for B1 4-6-0 No. 61306 *Mayflower*.

Following the 'White Cliffs' luncheon train on December 20, the Steam Dreams' operations take a break until next year.

March 12 marks the first train of the new season from Clapham to Bath, via Redhill Dorking and Reading. Gresley A4 Pacific No. 60009 *Union of South Africa* might well work this train. A 'Mother's Day Special' is running from Victoria and Slough to Winchester, on Sunday, March 22.

The B1 will be heading to Cornwall during September 14-17, to mark the 400th anniversary of the founding Pilgrim Fathers sailing from Plymouth on board the Mayflower in September 1620.



Left: Carrying a headboard in tribute to Nigel Dobbing, LMS Princess Coronation Pacific No. 6233 *Duchess of Sutherland* accelerates away from Melton Mowbray with the Railway Touring Company's 'Yorkshireman' from Ealing Broadway to York on October 19.
BRIAN SHARPE

Below: Locomotive Services Ltd's Class 47 D1924 *Crewe Diesel Depot* approaches Ruskington on the Great Northern/Great Eastern joint line with UK Railtours 'Fenland Explorer' from King's Cross to Ely and Lincoln on October 16.
BRIAN SHARPE





LMS 'Black Five' 4-6-0s Nos. 44871 and 45407 *The Lancashire Fusilier* pass through the derelict remains of Rotherham Masborough station with the Railway Touring Company's 'The South Yorkshireman' on November 3. The station closed completely on October 3, 1988. BRIAN SHARPE



Steam returned to the Darwen line after a long absence on November 3. 'Black Five' Nos. 44871 and 45407 *The Lancashire Fusilier* are seen pulling away from a pathing stop at Darwen in glinting sun alongside the impressive India Mill chimney, for the slog up to Sough tunnel. DAVE COLLIER

'The South Yorkshireman' diverted

By Brian Sharpe

THE 'Tin Bath' has been a regular fixture in the Railway Touring Company's railtour programme in recent years, usually running in early November on an itinerary taking in the Hope Valley, Barnsley and the Copy Pit route.

Having originally advertised the tour for November 3 this year, with a Carnforth LMS Jubilee 4-6-0 as motive power, the tour was amended to the 'The South Yorkshireman' which would unusually take in the Sheffield – Barnsley – Healey Mills line.

However, shortly before the revised tour was due to run, Network Rail informed the operators that there was a 'prohibition' on the Barnsley line at Wincobank Junction where it diverges from the Rotherham line north of Sheffield.

Fortunately, Network Rail was able to provide an alternative path at short notice. Headed by two of Ian Riley's LMS 'Black Five' 4-6-0s instead of a single Jubilee and with the load increased accordingly, the tour set out from Blackburn on a clockwise, instead of the usual anticlockwise, route.

The train first headed south through Sough Tunnel to Bolton, then via Manchester Victoria and Miles Platting bank to take the Calder Valley route to Wakefield Kirkgate. From here the train turned south to head for Sheffield via Moorthorpe, before returning to Manchester via the Hope Valley.

With easy timings and no shortage of power up front, the train easily kept time over what was still a demanding route in places.

UK Railtours steam openers

By Cedric Johns

UK Railtours will open its 2020 main line steam programme with a classic 'yesterdays' train featuring Merchant Navy Pacific No. 35028 *Clan Line* at the head of the Belmond Pullman set.

Departing London Victoria on February 15, the all-dining 'St Valentine's Pullman' sets off through the Chiltern Hills, Thames Valley and the North Downs.

Whereas St Valentine's Day used to be a date when numerous trains were scheduled to wine and dine romantics, it appears that this trip is the only one catering for a traditional market.

A second train, the 'Cotswold Lion' which is destined for Worcester, provides a taste of steam for passengers choosing to alight at Evesham for a road transfer to Toddington and the Gloucestershire Warwickshire Railway.

A day rover ticket for the heritage line to Broadway and Cheltenham Racecourse is included in the 'Lion's' fare. This train originates from Peterborough on March 21, calling at Huntingdon, Stevenage, Welwyn Garden City, Potters Bar and Finsbury Park, before heading along the Great Western route to Worcester Shrub Hill via Reading, Oxford, the Cotswold Line and Evesham.

The return journey bypasses Gloucester and takes the Golden Valley route, Sapperton bank and tunnels though Kemble to Swindon and heads homewards through Finsbury Park.

RPSI Santa specials prove popular

THE first of the Railway Preservation Society of Ireland's (RPSI) Santa specials, departing Dublin on Saturday, November 30, behind GNR(I) No. 85 *Merlin,* to Maynooth, has sold out!

That same day, the RPSI base at Whitehead stages its annual Victorian Fair accompanied by former Guinness brewery 0-4-0ST No. 3 working a coach up and down the yard.

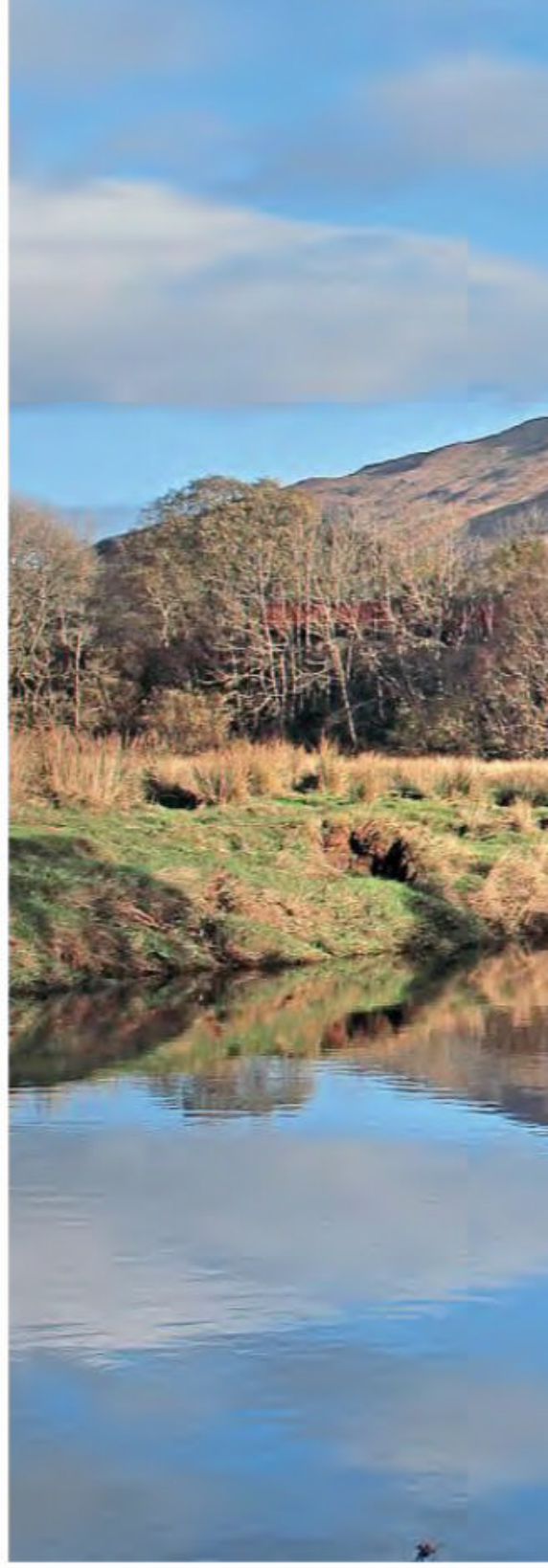
By November 6, all Saturday and Sunday Santa specials departing Dublin from November 30 to December 15, the final day, had also sold out – the exception being two departures from Portadown to Lisburn, on December 15.

Meanwhile, tickets for trains from Belfast to Whitehead commencing December 1 were still available at the time of writing, but judging on past performances 'sold out' signs will soon be posted.

Motive power for these intensive operations – most days have at least two trains running, some three from Dublin and from Belfast – will be divided between *Merlin*, GNR(I) 4-4-0 No. 131 and one of the RPSI's diesels.



No. 45407 *The Lancashire Fusilier* is seen passing Our Lady Of The Braes Roman Catholic Church at Polnish on October 22. This shot would not have been attempted if the sun had been out, as it is on the wrong side for the light. HENRY ELLIOTT



'The Jacobite' all set for busy 2020 season

By Gareth Evans

THE dates for the operation of West Coast Railways' (WCR) 2020 'Jacobite' season have been announced – news which comes after another successful year for the company.

The regular steam-hauled service offers an 84-mile round trip through the stunning scenery between Fort William and Mallaig.

In 2020, a morning service will run Monday to Friday between April 6 and October 23 – and on weekends at Easter and then between May 2 and September 27. The afternoon trip will run Monday to Friday from May 11 to September 11 – plus on Saturdays and Sundays from June 13 to August 30.

The same locomotives used in 2019 – 'Black Fives' Nos. 45212 and 45407 *The Lancashire Fusilier*, plus K1 No. 62005 – are likely to be in operation during the 2020 season. It is expected bookings will be live at https://westcoastrailways.co.uk by the time this issue is published.

Heritage Railway understands that 2019 has been another good season for 'The Jacobite' on all fronts. Perhaps helped by ever-increasing awareness, together with a significant uplift in Harry Potter interest, the trains have been very well-loaded – often being sold-out well in advance, with many trains being fully-booked early in the year.

Performance has been excellent – the reliability of the steam locomotives has been good, with only minimal use of the WCR Class 37 stand-by locomotive – and that was mainly due to fire risk in the early part of the season. Businesses have welcomed the 700 visitors 'The Jacobite' brings to the village of Mallaig each day and the wider Lochaber area's economy has benefited significantly from the presence of the regular steam service.

'The Jacobite' is set to come to TV screens at Christmas when a 'slow train' is to be broadcast on the UK network. Following the same format to previous documentaries, which have showcased a 'full-length' journey along a rail or bus route with minimal commentary, cameras mounted on the locomotive, provide footage for the entire 2¼-hour trip from Fort William to Mallaig.

Photographer's perspective

Among the photographers covering the final days of the 'The Jacobite's 2019 season was Henry Elliott. A life-long enthusiast who hails from Newcastle upon Tyne, he has been a regular contributor to *Heritage Railway* for many years.

Asked why he enjoys following the scheduled steam service, Henry replied: "The West Highland Extension has appealed to me since childhood. It's romantic – and the landscape is stunning. The mountains mean the weather is very changeable.

"I first went to photograph the steam in 1993. The local people are very friendly and welcoming – I've been going to the same guest house in Fort William for 10 years.

"I enjoy the social aspect too – the camaraderie is great. We like to meet up



No. 45407 *The Lancashire Fusilier* is seen on Beasdale bank on October 21 – a great location at this time of year when the sun isn't out. HENRY ELLIOTT



With the slipway in the foreground, No. 45407 *The Lancashire Fusilier* is seen at Locheilside Outward Bound on October 24. HENRY ELLIOTT

'Black Five' 4-6-0s Nos. 45212 and 45407 *The Lancashire Fusilier* head south over Fillan Viaduct on the approach to Crianlarich station with the empty coaching stock for the 2019 'Jacobite' season. Ben More looms in the background with a fresh covering of overnight snow. ANDREW N FOWLER

in the pub in the evenings and have a sort of de-brief. It's always nice to catch up with old friends and meet fresh faces.

"On that note, it's great to see a healthy age range, which bodes well for the future of our hobby. Younger people bring their own ideas and locations."

As for his locomotive highlights, Henry said: "When I first started photographing 'The Jacobite', BR 4MT 4-6-0 No. 75014 and 'Black Five' No. 44767 *George Stephenson* were on it. The 4MT put in some cracking performances. I've also enjoyed experiencing K1 No. 62005 and K4 No. 61994 *The Great Marquess* – both of which are lovely locomotives.

"I like the sight and sound of the current line-up too. The locomotives – the 'Black Fives' and the K1 – are maintained in immaculate condition. Their excellent reliability bears testimony to that."

Henry said his preferred time of the year for photography is October. "I prefer the end of the season, when the colours are changing. I also like the beginning of the season. Fortunately, the line has been well-maintained, so it doesn't suffer from vegetation becoming too dense.

"I like visiting in May too, when the two-train operation commences. It opens up locations in terms of light, enabling shots to be taken when the light is at its best.

"The light tends to be better at the start and end of the season – full-on sunshine is not always welcome."

Asked what advice he would offer a would-be photographer of 'The Jacobite', Henry replied: "I would aim for quality rather than quantity. It's best to arrive at a location in good time and set up. Always have a few locations in mind, as the weather can be very changeable. The conditions can be entirely different 10 miles up the road. Also, when the sun is out, you can go to locations further from the line, but when it's a duller day, you need to be nearer the track."

Henry concluded: "I would like to express my gratitude to all involved. I'm looking forward to the 2020 season."



'Black Five' No. 45407 *The Lancashire Fusilier* is seen hauling 'The Jacobite' on the climb at Beasdale bank on Thursday, October 24. IAN DIXON



'Black Five' No. 45407 *The Lancashire Fusilier* climbs to Beasdale station on October 25 with its train of maroon Mk.1 carriages. This is a location where the sun is spot on at this time of year. HENRY ELLIOTT



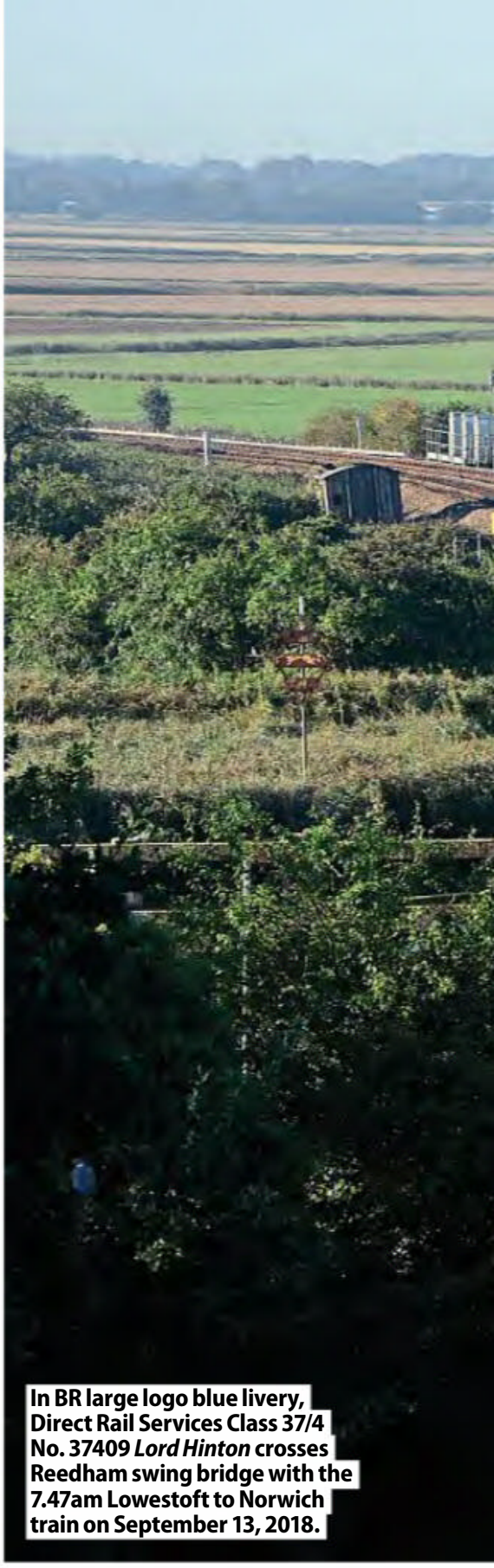
No. 37409 accelerates away from Haddiscoe with the 3.48pm from Lowestoft to Norwich. No. 37409 entered service on the Western Region as D6970 in 1965.



DRS Class 37 No. 37405 arrives at Acle with a train from Norwich to Great Yarmouth. This engine started work on the Western Region as D6982 in 1965.



In unlettered DRS blue livery, No. 37422 arrives at Reedham with the afternoon train from Lowestoft, passing the signalbox at the junction, which has now closed. No. 37422 started work as D6966 at Sheffield Darnall shed on the Eastern Region in 1965.



In BR large logo blue livery, Direct Rail Services Class 37/4 No. 37409 *Lord Hinton* crosses Reedham swing bridge with the 7.47am Lowestoft to Norwich train on September 13, 2018.

Norfolk loco-hauled finale

Words and pictures by Brian Sharpe

A POPULAR class of diesel locomotive first introduced in 1960 has finally ceased regular timetabled passenger services on Norfolk's Great Yarmouth and Lowestoft branches.

East Anglia was one of the first areas of BR to be completely dieselised. The first 10 of the English Electric Type 4 1 Co-Co1s (later Class 40) and the first batch of the Brush Type 2 A1A-A1As (Class 31), together with substantial numbers of DMUs, started the modernisation process of East Anglia's railways, but it was the introduction of the large fleet of English Electric Type 3 Co-Cos (Class 37) that enabled steam to be completely eliminated from long-distance services.

Locomotive haulage of passenger trains is becoming rare on Britain's railways, but East Anglia and, in particular, the branch from Norwich to Great Yarmouth, has tended to be an oasis of diesel locomotive haulage for many years.

The last Class 37s in BR service survived to be transferred to EWS for continued freight service after privatisation in the 1990s but it was the formation of new, specialised Train Operating Companies that led to a revival in the fortunes of the Class 37 fleet.

Direct Rail Services (DRS), based at Carlisle, acquired several surplus Class 37s that were used largely on nuclear flask trains, but demand grew for short-term hire for passenger services.

Recent operation

There has often been a shortage of DMUs for branch line passenger services in many parts of the country and this has led to the reintroduction of diesel locomotive-hauled services on certain branches; recent examples being Cardiff-Rhymney and the Cumbrian coast line. EWS did hire out engines for such services, but more recently it has been DRS that has traditionally provided its Class 37s for such jobs.

The Norwich-Yarmouth branch has continued to see long periods when there have been locomotive-hauled trains supplementing the normal DMU services. In the 1990s, the preserved Hastings DEMU No. 1001 had a long period on hire for Great Yarmouth services. For a while, Class 47 diesels hauled Liverpool Street expresses, complete with a Class 90 electric on certain services from Norwich and on to Great Yarmouth.

In the summer of 2015, DRS provided a set of three coaches, topped and tailed by two of its Class 37s, for passenger services to supplement the Abellio Greater Anglia DMU services between Norwich and Great Yarmouth and Lowestoft. This contract was for an indefinite period, but the plan was for new rolling stock to be provided in due course, which would be introduced simultaneously with the modernisation and resignalling of the branches.

As in other parts of the country, the introduction of new rolling stock has taken longer than planned, but the summer of 2019 finally saw the new Class 755 units make their debut on Yarmouth and Lowestoft services, enabling the Class 37s to finally retire. Meanwhile, resignalling continues but the lines remain very much a time warp with semaphore signalling and manual level crossings.

One signalbox has closed – the large 'box that controlled the junction at Reedham where the Great Yarmouth via Berney Arms line diverges from the Lowestoft line. The Berney Arms line has been temporarily closed until all the resignalling has been completed. As previously reported, Reedham signalbox is to be moved early next year to Holt on the North Norfolk Railway, where it will be used as a visitor attraction.

Duties

For most of the period, the schedule saw a morning departure on a weekday from Lowestoft, followed by three round trips from Norwich to Great Yarmouth, a round trip to Lowestoft, another to Yarmouth and a last round trip to Lowestoft in the evening. A reduced service applied on a Saturday. All trains called at all stations often carrying a

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healthy complement of enthusiasts and it was rare for there not to be a number of photographers evident at the lineside whenever the sun was shining.

Meanwhile, the Class 37s have not quite disappeared from regular service in East Anglia, as it is now the leaf fall season and DRS has provided two pairs for Rail Head Treatment Trains (RHTT) in the area. However, no sooner had the RHTT trains started than DBS found three spare Class 66s to send to East Anglia, so at present only one RHTT train has Class 37 motive power.

The reduction in requirements for Class 37 traction inevitably means that DRS will have surplus locomotives. However, it is expected that some could be made available for lease to preservation societies on the basis that they would be returned to DRS for further service if the need arises.

Nos. 37409 and 37424 handled the final Class 37 passenger service in East Anglia, the 8.17pm from Great Yarmouth to Norwich on September 21. The DRS Class 37 fleet still has one timetabled passenger duty on the Cardiff to Rhymney line, but the long years of service on passenger trains in East Anglia have finally come to an end.



No. 37405 departs from Brundall station with its staggered platforms situated at the junction for the lines to Great Yarmouth and Lowestoft.



No. 37606 heads a Rail Head Treatment Train away from Cromer towards Norwich past Newstead Lane junction, where the direct line to Sheringham diverged. No. 37606 started work on the North Eastern region at Gateshead as D6790 in 1963.



No. 37419 crosses Somerleyton swing bridge and approaches the station with the 2.55pm from Norwich to Lowestoft. No. 37419 was introduced to service as D6991 on the Western Region in 1965.

MAIN LINE ITINERARY



November

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

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.

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

SUN 1: 'Santa Special'
Lancaster, Carlisle & return.
Steam-hauled: TBA.
Loco: TBA. WCR

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

WED 4: 'The Flying Scotsman Christmas Dalesman'
Manchester Victoria, Carlisle & return.
Steam-hauled: Manchester, Carlisle, Carnforth.
Loco: No. 60103 *Flying Scotsman*. WCR

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

SAT 7: 'Pennine Moors Christmas Explorer'
Crewe, Canterbury & return.
Steam-hauled throughout.
Loco: TBA. ST

SUN 8: 'Lincoln Christmas Market'
London King's Cross, Lincoln & return.
Steam-hauled throughout.
Loco: No. 60163 *Tornado*. SD

SUN 8: 'Santa Special'
Lancaster, Carlisle & return.
Steam-hauled: TBA.
Loco: TBA. WCR

TUE 10: 'The Bath & Cardiff Christmas Express'
London Paddington, Cardiff & return.
Steam-hauled throughout.
Loco: No. 6233 *Duchess of Sutherland*. RTC

THUR 12: 'Bucks to Winchester'
Chinnor, Winchester & return.
Steam-hauled: Princes Risborough, Eastleigh.
Loco: No. 61306 *Mayflower*. SD

SAT 14: 'Christmas White Rose'
Dorridge, York & return.
Steam-hauled throughout.
Loco: No. 7029 *Clun Castle*. VT

SAT 14: 'The Christmas White Rose'
London King's Cross, York & return.
Steam-hauled throughout.
Locos: No. 60009 *Union of South Africa* and No. 60163 *Tornado*. RTC

SAT 14: 'Belmond British Pullman'
London Victoria, Shalford & return.
Steam-hauled throughout.
Loco: No. 35028 *Clan Line*. BEL

Above: LMS Princess Royal Pacific No. 6201 *Princess Elizabeth* passes Mallerstang with the 'The Cumbrian Mountain Express', a Railway Touring Company excursion, on Saturday, October 12. DAVE WILSON

SUN 15: 'Oxford & Stratford Carols'
London Waterloo, Stratford upon Avon & return.
Steam-hauled throughout.
Loco: No. 61306 *Mayflower*. SD

WED 18: 'The Flying Scotsman Christmas Dalesman'
Manchester Victoria, Carlisle & return.
Steam-hauled: Manchester, Carlisle, Carnforth.
Loco: No. 60103 *Flying Scotsman*. WCR

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
SD	Steam Dreams 01483 209888
ST	Saphos Trains 0800 038 5320
SRPS	SRPS Railtours 0131 202 1033
UKRT	UK Railtours 01438 715050
VT	Vintage Trains 0121 708 4960
WCR	West Coast Railways 01524 737751

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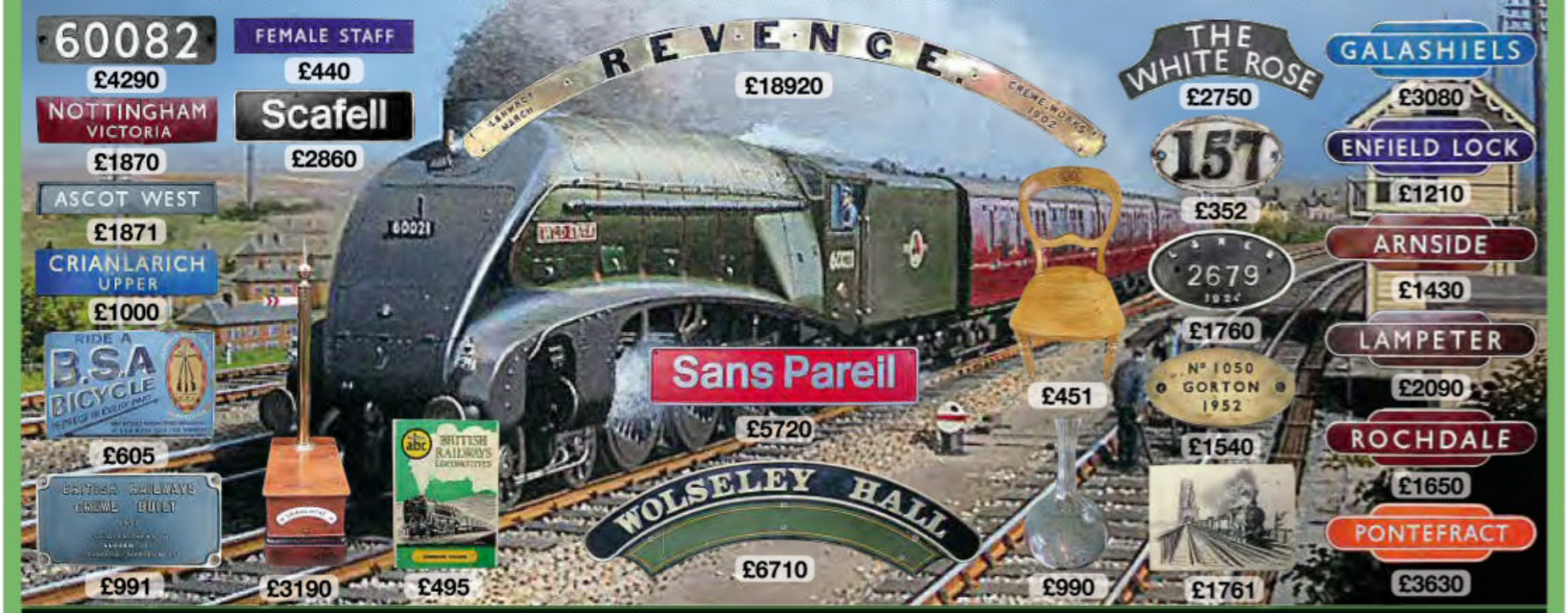
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LOCOMOTIVE PERFORMANCE THEN AND NOW

In his latest column, **Don Benn** describes the problematic Saphos Tours 'Golden Arrow' with No. 70000 running as No. 70014 *Iron Duke*. He compares it with a run behind No. 850 *Lord Nelson* on the Steam Dreams 'green train', an astonishing climb of Martin Mill Bank with No. 34067 *Tangmere* and finally with a run behind No. 73096 on one of the Shepherd Neame trains in 2004.

TABLE ONE: VICTORIA TO MAIDSTONE EAST

Date	Saturday, October 26, 2019
Train	10.47am Victoria to Canterbury West
Loco	Class 7 4-6-2 No. 70014 *Iron Duke*
Load	12 coaches, 417½ tons tare, 450 tons gross
Driver	Jim Clarke, DB Hither Green
Fireman	Mark Dale, LSL
Inspector	Sean Levell, LSL
Recorder	Don Benn
Position	10th coach
Weather	Damp with strong SW wind

	miles	sched	mins	secs	speed
Victoria	0.00	0.00	00	00	one min late
Factory Jct	1.73		05	25	27/2* sigs
Cambria Jct	3.76	10.00	12	20	30½/27
Denmark Hill	4.22	11.00	13	06	33½
Crofton Rd Jct	4.74	15.00	14	23	14*/sigs
Nunhead	5.91	22.00	20	06	4* sigs
Crofton Park	6.99		24	25	36½/39
Bellingham	8.84	29.00	28	22	21½* sigs
Beckenham Hill	9.44		31	04	16*/4* sigs
Ravensbourne	10.28		37	23	9
Shortlands Jct	10.74	34.00	39	40	13
Shortlands	11.06		40	33	31/39
Bromley South	11.91	35.00	41	50	38½
Bickley	12.95		43	37	36/33½
Bickley Jct	13.47	37.00	44	44	35½
St Mary Cray Jct	14.24	38.00	45	45	45
St Mary Cray	15.71		47	25	63
Viaduct	16.11		47	47	67½
MP 16	17.11		48	44	61
Swanley	18.38	43.00	51	00	19*
Tunnel North	19.85		54	08	38
Tunnel South	20.32		54	45	50
Lullingstone	20.52		55	00	53
Viaduct	20.94		55	27	59
Eynsford	21.40		55	56	57½
MP 21	22.11		56	38	51½/58
Shoreham	23.65		58	22	52½
Otford	25.05		60	14	31*
Otford Jct	25.69	52.00	61	38	29*
MP 25	26.11		62	23	33½
MP 26	27.11		63	50	42
Kemsing	28.04		65	22	33½
MP 27½	28.61		66	21	32½
Ightham Court	29.79		68	02	56½
Borough Green	30.64		68	55	60
MP 32	33.11		71	15	70½
West Malling	35.79		74	04	48* tsr
East Malling	36.78		75	21	58/55
Barming	38.55		77	15	56½
Maidstone East	40.97	76.00	81	38	12* sigs

banked by No. 47614 Victoria P2 to Grosvenor River Bridge

* brakes or speed restriction

FIRST a correction. In my last column I referred to five spring 'Aberdonian' trips, when of course there was only one on March 14. No excuses – it's all down to my advancing years. This time though, I am covering the much anticipated but ill-fated Saphos 'Golden Arrow' trip round Kent on October 26. Much anticipated as there is now very little in the way of main line steam haulage on the main lines of Kent, despite a number of alternative options being available for circular trips, most of which can include the city of Canterbury, a very attractive destination in itself. It is also the case that more train paths are available on the main line via Tonbridge since the reduction in service following the opening of HS1. Therefore, I booked early for the Saphos trip on October 26, but even so standard class was full so I 'settled' for first class, a treat in itself as it turned out.

Saphos has acquired a reputation for a new standard in train presentation and on-train customer care, which on the basis of my first outing is fully deserved.

The operator is in a league of its own in the so-called 'non-luxury' market, the only downside for some being the sealed air-conditioned Mk.2 coaches, making it difficult to hear the engine working up front.

Our locomotive No. 70000 *Britannia,* dressed up as No.70014 *Iron Duke* in full Golden Arrow regalia, was beautifully turned out, reviving for me memories of this engine and No. 70004 *William Shakespeare* on the real Golden Arrow back in the 1950s.

Heavily loaded engine in poor conditions

FOR once the timings for this tour enabled a civilised start and finish from Southampton Airport Parkway station and it seemed strange to be there in daylight with the station fully functional. An arrival at Victoria just after 10am gave plenty of time to take the load and chat to Jim Clarke our driver as far as Canterbury.

I was surprised to see that the load was 12 for 417½ tons tare, including the support coach, kitchen and

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Right: On May 16, 2007, No. 850 *Lord Nelson* passes Factory Junction with the 11.25am charter from London Victoria to Canterbury West. DON BENN

Left: On October 26, 2019, No. 70014 *Iron Duke* (No. 70000 *Britannia*) approaches Blackbrook Bridge, Bickley Junction on the 10.47am Saphos Trains' 'Golden Arrow' from London Victoria to Canterbury West. BRYAN BENN

generator coaches and that Class 47 No. 47614 which had brought the empty stock in had been uncoupled.

It is well known that I am passionate about pure steam haulage but in view of Network Rail's loading book 'Guidelines for steam train lengths and loads' recommended maximum load for class 7 steam locomotive of 12 coaches but 10 coaches in leaf fall season (defined as September 15 to December 31) and just eight over 'significant' gradients defined as being "any gradient steeper than 1-in-100," I quite expected the diesel locomotive to stay with the train and would have accepted this in the circumstances.

The train was booked over the heavily graded Maidstone East route, in autumn on a day of wind, rain and falling leaves – plus it was significantly overloaded at 12 coaches, so what followed was inevitable. When chatting to Jim at Victoria he specifically mentioned Bearsted bank which is 1-in-60, though my thoughts at that time were about Martin Mill bank later in the day.

Jim had Mark Dale as fireman and Sean Levell as TI, both of these from Locomotive Services Ltd (LSL), though Jim is a DB driver based at Hither Green and well used to taking *Clan Line* on the heavily loaded Belmond Pullman on the Surrey Hills circular with its steep Chilworth bank and climb to Merstham tunnel. Table One shows the detail as far as Maidstone East and our train of 450 tons full was banked to Grosvenor Bridge by No. 47614. We didn't get far before being checked down to walking pace at Factory Junction as the signalers set the road to cross us over to the Atlantic lines.

Then from Denmark Hill we were on adverse signals from the preceding 10.46am Blackfriars to Sevenoaks stopping service but still managed to be inside the schedule at Bellingham. It was at Beckenham Hill that Jim had the first real hint of trouble and he told me: "The run round the Catford loop was as booked but the pull up to Ravensbourne (1-in-100) was the first bit of 'exceptional' railhead conditions we came across that day and would by no means be the last! We lost time there for that very reason. We had got down to under 10mph and the engine had found the point it was happy, so I just left it to do the climb in its own time. I won't lie – I was relieved once over the top and did say to the inspector 'that was the easy bit'!"

Good climbs of Bickley and Kemsing banks

Once clear of Shortlands Junction and on to the short downhill section to Shortlands and 1-in-250 up which follows, speed recovered quickly to 39mph, before hitting the 1-in-95 to Blackbrook Bridge, just before Bickley Junction, where the minimum was a good 33.3mph. It was here in years gone by that my family used to picnic by the lineside and watch engines such as *Iron Duke*, *William Shakespeare* and *Clan Line* amongst others working the 'Golden Arrow' and of course the Kent Coast steam worked service prior to 1959, while our gregarious father cadged water from the signalmen to fill the kettle for a cuppa – the water being heated on a primus stove contained in an old biscuit tin, a relic from his days in the desert with the Eighth Army!

Further on we passed the bridge over the line at St Mary Cray Junction, where I took many photos in the days of steam, some of which are in my latest book Southern Steam Recollections published by Pen & Sword. By St Mary Cray, speed was up to 63mph peaking at 67.5mph as we dashed over the Cray Viaduct. More memories from my childhood here as we lived near the viaduct until 1950. The free steaming Pacific was now going well, but as soon as we turned south onto the Otford line, it started slipping in known leaf fall hot spots. It still ran up 59mph over the river Darent viaduct and ran well enough before being turned off to the Maidstone line at Otford Junction. From here the line dips briefly before climbing at 1-in-200 to milepost 26, where speed was 42mph and then the gradient steepens to 1-in-100/77/95/150 to Kemsing, where speed was 33.3mph, only falling to a very good minimum of 32.8 on the final section of 1-in-105. Safety vales were lifting on this climb – evidence that Mark Dale was supplying all the steam required. The hard work was now over until Maidstone and I recorded a brief 70mph before the temporary speed restriction near West Malling.

Nemesis on Bearsted bank

We were checked approaching Maidstone and had a red signal at the platform end as we came off the Medway river bridge, though it cleared as we approached. This ruined any chance of the Brit being able to use the full 25mph speed limit to have a run at the bank. From the station the gradients are 1-in-110 through the two short tunnels, followed by a short level stretch and then 1.5 miles of 1-in-60, almost all on curving track through trees. After a brief revival to 19mph, following 12mph through the platform, speed fell away and we stopped on the 1-in-60 at Turkey Mill, 87 minutes and 10 seconds from Victoria. Despite three attempts to restart over the next two hours or so after hand sanding, we finally stopped with our coach opposite a substation to await an assisting engine.

Jim Clarke tells the story: "On the approach to Maidstone we were checked down and I was preparing to stop at the red that was on the end of the platform. The plan was to run at 25mph to give us half a chance at the climb. This was not to be. By the time I had come

TABLE TWO: BROMLEY SOUTH TO LENHAM

Date	Wednesday, May 16, 2007
Train	11.25am Victoria to Canterbury West
Loco	SR Class 7 4-6-0 No. 850 *Lord Nelson*
Load	12 coaches, 401½ tons tare 435 tons gross
Driver	Pete Roberts
Recorder	Don Benn
Position	3rd coach
Weather	Sunny spells

	miles	sched	mins	secs	speed
Bromley South	11.91	0.00	00	00	right time
Bickley	1.04		04	07	23
Bickley Jct	1.56	2.00	05	48	22* tsr
St Mary Cray Jct	2.33	3.00	06	46	36
St Mary Cray	3.80		09	10	61/64½
MP 16	5.20		10	27	54½
Swanley	6.47	8.00	12	40	17*
Lullingstone	8.61		16	23	54
Eynsford	9.49		17	18	61
MP 21	10.20		17	58	53
MP 22	11.20		19	00	60
Shoreham	11.74		19	40	55½
MP 23¼	12.45		20	22	51
Otford	13.14		21	20	46*
Otford Jct	13.78	21.00	22	21	28*
MP 26	15.20		25	00	35½
Kemsing	16.13		26	47	33½
MP 27¾	16.95		28	03	34½
MP 29	18.20		29	37	64/63
Borough Green	18.73		30	10	63½
MP 30½	19.70		31	06	61
MP 32	21.20		32	26	71
MP 33	22.20		33	16	75½
West Malling	23.88		34	41	69*
East Malling	24.87		35	40	57* tsr
Barming	26.64		37	30	56
Maidstone East	29.06	37.00	41	16	*
MP 41	30.20		43	46	32½/29½
Bearsted	31.85		46	58	33
MP 44	33.20		48	49	49
Hollingbourne	34.12		50	04	49½
MP 46	35.20		51	18	47/40½
Harrietsham	36.57		53	08	49½
Lenham Loop	38.10	46.00	57	57	12 mins late

* brakes or speed restriction

"The big Maunsell locomotive ran well throughout, particularly up Kemsing bank where speed more or less stabilised in the mid-30s throughout. Bearsted bank was stormed at a minimum of 29½mph with the engine being worked very hard indeed. The loss of 12 minutes on the ridiculous schedule doesn't reflect a fine piece of work by the engine and crew."



BR 5MT 4-6-0 No. 73096 passes Sittingbourne at 75mph with the 9am London Bridge to Faversham Shepherd Neame special on September 4, 2004. DON BENN

TABLE THREE: WHITSTABLE TO DOVER

Date	Thursday, March 9, 2006
Train	9.55am Victoria 'Man of Kent'
Loco	BoB class 4-6-2 No. 34067 *Tangmere*
Load	13 coaches, 456 tons tare 495 tons gross
Driver	Pete Roberts
Recorder	Don Benn
Position	4th coach
Weather	Damp, sunny spells

	miles	sched	mins	secs	speed
Whitstable	0.00	0.00	00	00	13 mins late
Chestfield	1.65		06	32	46
Herne Bay	3.65	6.00	09	07	56
MP 64¼	5.20		10	58	45
MP 66	6.95		12	43	73/75
MP 68	8.95		14	22	71
Birchington	11.65		16	49	64/59
Westgate-on-Sea	13.35		18	27	63
Margate	14.80	18.00	20	34	40*/29
MP 75	15.95		22	40	36
Broadstairs	18.05		26	12	35
Dumpton Park	19.25		28	30	15* sigs
Ramsgate	20.20	27.00	30	43	22
MP 84	21.95		33	21	60
Minster E Jct	23.85	33.00	37	32	*
Sandwich	28.55	40.00	44	32	62
Deal	32.70	45.00	48	49	53
Walmer	34.35		50	50	43
MP 94½	36.50		54	32	30
Martin Mill	37.05		55	24	36/39
MP 96¼	38.25		57	18	37½
Buckland Jct	41.10	57.00	60	19	* sigs
Dover Priory	42.05	59.00	64	37	18¾ min late

* brakes or speed restriction

around the corner to see the green light we must have been down to 10mph. I tried my best to get some speed back up, but it may only have been 15mph. Once out of the two tunnels, the engine started to slip a little, but I was fully expecting that. I had already turned the sanders on by this point as there was no point even starting the climb without them. I was unsure how much sand was left in the boxes as I had been using them on and off up to this point.

"The main trouble started around Turkey Mill viaduct and on the 1-in-60. I tried to get the train up as far as I could before it just slipped to a stand. The train weight had not overcome us – it was just the rail head conditions. At some points I could not even have any more than 80psi in the steam chest! Once we had stopped, I informed the signalman we had slipped to a stand due to the 'exceptional' railhead conditions and that we would hand sand a section and retry. This did work as we pulled the train up a few loco lengths as far as the sand had been laid but once off it we had no chance.

"Once again I was back on the phone to the signalman – this time to ask for him to start to arrange for an assisting locomotive to be found. I knew that it would take a few hours for one to get to us, so I got the ball rolling on that. He was happy for us to keep trying to make it to the top as we waited for the rescue locomotive. The Network Rail (NR) mobile operations manager was on site by then.

"We decided to take water where we were standing as there was an access gate for the tanker. The water left was just under 1000 gallons. All the time this was happening, the rails were being sanded for our end and also NR was sanding from Bearsted down to us.

"Once we had half a tender full of water, we tried again. The locomotive dug its heels in on the fresh sand and we slowly got the train moving and had started to pick up a bit of speed. In my opinion, the Brit would have easily got the train started on the 1-in-60 climb on a clean railhead. We had moved the train up 12 coaches, but as we hit the NR sand, which I can only describe as wet builder's sand, it did not want to know and we came to a stand once again. It was time to call it a day as the rescue locomotive was not far away. It was put on the back, followed by a brake test and then helped us up to Lenham. From there on, the diesel driver shut off and we took the whole train plus the Class 66."

Canterbury at last

Considering the load was now around 580 tons, we actually ran quite well on from Lenham to Ashford, reaching 64½mph after Charing and arrived in platform 2 two hours 45 minutes late. Here, we had another long wait for a path to Canterbury, which we reached at 4.32pm in 24 minutes 44 seconds from Ashford and three hours 14 minutes late! We were told that departure would be at 5.45pm instead of 4.26pm, but I didn't think this would be very likely, so caught service trains back to London. The charter finally left at 7.45pm, diesel-hauled via Ashford instead of via Dover, with No. 70014 on the back doing nothing.

TABLE FOUR- MARTIN MILL BANK

			March 9, 2006			February 14, 2008			June 4, 2008			December 21, 2008			December 12, 2016		
Date																	
Train			9.55am Victoria 'Man of Kent'			1.04pm Canterbury West to Victoria			5.45pm Canterbury West to Victoria			1.43pm Canterbury West to Victoria			3.23pm Canterbury West to Victoria		
Loco			BoB class 4-6-2 No. 34067 *Tangmere*			BoB class 4-6-2 No. 34067 *Tangmere*			BoB class 4-6-2 No. 34067 *Tangmere*			BoB class 4-6-2 No. 34067 *Tangmere*			A1 class 4-6-2 No. 60163 *Tornado*		
Load			13 coaches, 456/495 tons			10 coaches, 338½/370 tons			11 coaches, 372/400 tons			11 coaches, 367/400 tons			13 coaches 482/510 tons		
Driver			Pete Roberts			Pete Roberts			Pete Roberts			Pete Roberts			Paul Majors		
Weather			Sunny spells			Cloudy, cold NE wind			Cloudy			Drizzle			Cloudy and damp		
	miles.ch	gradient	mins	secs	speed	mins	secs	speed	mins	secs	speed	mins	secs	speed	mins	secs	speed
Deal	90.55	260/140/70 R	00	00	53	00	00	48*	00	00	46*/47½	00	00	12*sigs/27	31	13	50*
Walmer	92.25	120/72/64 R	02	01	43	02	09	44½	02	09	42	04	43	24*/22*sigs	02	03	44½
MP 94	94.00	71 R	04	45	32	04	45	32½	05	00	28	08	48	25/20½/22	04	52	27½
MP 94½	94.40	69 R	05	43	30	05	42	30½	06	11	24	10	10	17½	05	59	24½
Martin Mill	95.01	L/120/180/400R	06	35	36/39	06	34	36	07	13	30/38½	11	19	27/30½	07	05	31/35½
MP 96¼	96.20	210R	08	29	37½	08	40	31	09	18	35	14	06	20	09	12	30
Guston Tunnel	96.60	75F				09	36	32/38	10	06	38½	15	11	28/43	10	07	34/38
			safety valves lifting at Walmer extraordinary climb !									slipping at times throughout the climb			slipping at times Walmer to MP 94½		

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TABLE FIVE: FAVERSHAM TO RAMSGATE

Date	Saturday, September 4, 2004
Train	11.34am Faversham to Ramsgate
Loco	BR Standard class 5 4-6-0 No. 73096
Load	10 coaches + No. 33103, 407 tons tare 435 tons gross
Crew	Not recorded
Recorder	Don Benn
Weather	Sunny and hot

	miles	sched	mins	secs	speed
Faversham	0.00	0.00	00	00	right time
MP 53½	1.55		04	12	44
Graveney	3.05		06	02	51
MP 57	5.05		08	20	55
Whitstable	7.10		11	03	44*
Chestfield	8.75		13	00	51
Herne Bay	10.75	13.00	15	20	60
MP 64¼	12.30		17	13	45½
Reculver	14.65		19	19	70
MP 68	16.05		20	44	72½
MP 70	18.05		22	26	67
Birchington	18.75		23	07	58*
Westgate-on-Sea	20.45		24	52	64
Margate	21.90	26.00	26	58	35*
MP 75	23.05		29	12	31½
MP 76	24.05		30	59	35/32½
Broadstairs	25.15		32	47	38
Dumpton Park	26.35		36	17	5* sigs
Ramsgate	27.30	38.00	41	10	3¼ mins late

net time 38 minutes

* brakes or speed restriction





Above: A stunning performer: No. 34067 *Tangmere* is seen at Westenhanger on April 12, 2008 with the 6.07am Taunton to Folkestone Harbour charter. DON BENN

Right: Pete Roberts on the footplate of No. 34067 *Tangmere* on September 1, 2007. DON BENN

I am very grateful to Jim Clarke for his detailed description of events, to the fireman Mark Dale and the rest of the train crew for their efforts and to the Saphos staff on the train who were cheerful throughout but powerless to influence events. In my view the seeds of this chaotic day had been sown a long while back, but nobody was able or willing to alter things to reduce the risks as the day approached. The letter I received from Saphos on the Tuesday afterwards blamed the initial problems on 'the conditions of the rails'.

As a comparison, Table Two shows a run over the same route on May 16, 2007 behind another class 7 engine, No. 850 *Lord Nelson*, also on 12 coaches weighing 435 tons full. It was late spring and conditions were just about perfect, so Pete Roberts had no problems anywhere. The schedule was farcically tight for a steam locomotive, parts such as the two minutes allowed from the Bromley South start to passing Bickley Junction even being a challenge for a well-driven EMU!

The big Maunsell locomotive ran well throughout, particularly up Kemsing bank where speed more or less stabilised in the mid-30s throughout. Bearsted bank was stormed at a minimum of 29½mph with the engine being worked very hard indeed. The loss of 12 minutes on the ridiculous schedule doesn't reflect a fine piece of work by the engine and crew.

Extraordinary climb of Martin Mill bank

If the Saphos 'Golden Arrow' had returned as planned via Minster and Dover, then No. 70014 would have been faced with the daunting prospect of climbing Martin Mill bank with 12 on for 450 tons. I have had quite a few runs over this section in recent years, most on the return leg of circular trips via Canterbury West. The Hertfordshire Railtours 'Man of Kent' charter on March 9, 2006, however, ran via the Medway Towns and called at Kent House, Newington loop and Whitstable. The section from Kent House to Newington, which included a lovely 79mph at Farningham Road, was covered in Issue 238. The engine was No. 34067 *Tangmere* on 13 coaches for 456 tons tare or just under 500 tons full and the driver was Pete Roberts, who being an ex Nine Elms fireman, knows the Bulleid Pacifics well.

Table Three shows the section from Whitstable, 42.05 miles tightly timed in 59 minutes. The train left 13 minutes late at 12.28pm and was immediately faced with a challenging 1-in-82 climb for the first three quarters of a mile which produced a bout of slipping before gaining speed down to Herne Bay at 56mph and topping the 1.5 miles of 1-in-93/100 at a very good 45mph.

The usual dash down to the Reculver levels produced 75mph, followed by a 29mph minimum on the 1-in-80 after Margate, increasing to 36 on the easier grades after milepost 75. All good stuff, but how would *Tangmere* cope with the steep 5.55 mile climb from Deal to Guston tunnel? The answer is with some disdain as Table Three shows. The absolute minimum on the steepest bit at 1-in-69 just before Martin Mill was 30mph and then the engine streaked away to 39mph on the easier short stretch of level and the following 1-in 200/120/280/400, before topping the final 1-in-210 to milepost 96¼ at 37½mph.

Table Four sets this extraordinary climb in the context of four other climbs, three with No. 34067 on lighter loads, all with Pete Roberts driving, and one with Tornado on a similar load but in poor conditions. Has this performance by *Tangmere* ever been beaten here?

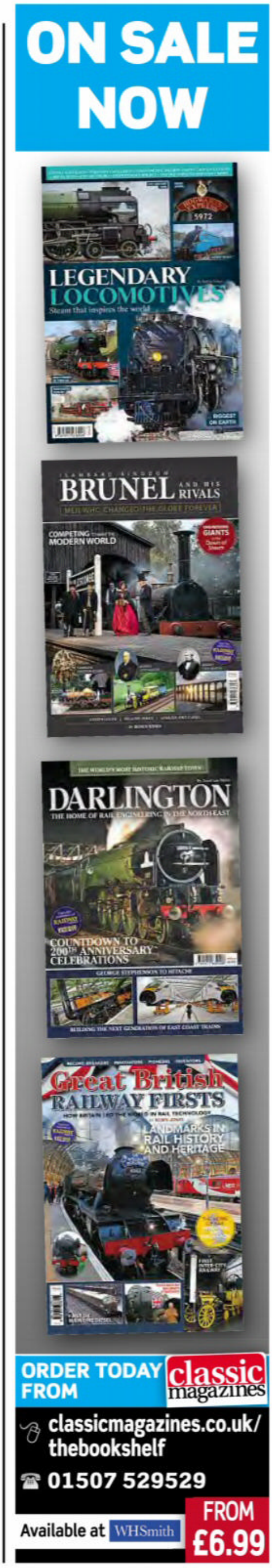
Cheers – A Shepherd Neame special

In the early part of this century, brewer Shepherd Neame organised a steam special to run from London to Faversham as part of its annual celebrations. On arrival, the train then usually ran one or more trips to Ramsgate or Dover.

On the very hot Saturday, September 4, 2004 I travelled by train to Sittingbourne to photograph BR 5MT 4-6-0 No. 73096 storming past on the 9am London Bridge to Faversham special, before going on to Faversham to join the 11.34am special to Ramsgate. Table Five shows the detail of this good performance by the Standard 5 on 10 coaches plus a dead Class 33 diesel No. 33103, total load 435 tons.

The engine was worked very hard on the climb away from Margate and would probably have kept the tight schedule if it hadn't been for checks at the end. We returned to Faversham with No. 33103 pulling the 10 coaches and No. 73096 trailing, before going to Whitstable to photograph the next down special behind No. 73096.

Apart from two short stints in the then-new class 375 electrics, we had travelled all day in VEP slam door stock and the icing on the cake was the run back to Battle from Tonbridge in unit No. 3571 with No. 3574 when we ran the 16.29 miles from Wadhurst in 14 minutes 51 seconds start to stop at an average of 65.82mph with a maximum speed of 93mph below Stonegate and 80mph through our then home village of Robertsbridge. In just over a year, all the 'slammers' had gone and are now truly heritage stock. HR



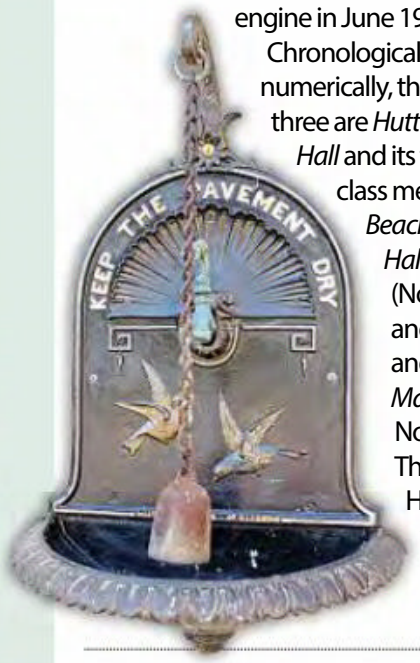
Second tier makes way for A4, but is ready for its own battle

NAMEPLATES from two of the Big Four's second tier flagship express locomotives will vie for attention in Great Central's December 7 sale, although top tier *Wild Swan* from LNER A4 No. 60021 is expected to be the star turn, as reported in last month's issue.

Those second tier plates are *The Royal Dragoon* (LMS Royal Scot No. 46153), and *Hermit* from LNER A3 No. 60109. The first of these engines to enter traffic was No. 60109, which was outshopped by Doncaster works in July 1923, carrying the name of the 1867 Derby winner, and withdrawn from King's Cross (34A) in December 1962, just months before its 40th birthday. No. 46153 was built at Derby in June 1930 and was another December 1962 withdrawal, when allocated to the Nottinghamshire shed of Annesley (16D).



A quartet of GWR representatives includes pre-Grouping *Queen Mary* from Star class No. 4031. An October 1910 Swindon product, this 4-6-0 had an even longer service life than the A3, surviving for nearly 41 years before ending its days as a Wolverhampton Stafford Road (84A) engine in June 1951.



Chronologically and numerically, the other three are *Hutton Hall* and its fellow class member *Beachamwell Hall* (Nos. 5957 and 6934), and *Lechlade Manor* from No. 7825. The two Halls were built at Swindon in December 1935 and December 1941 respectively, although the latter wasn't actually named until March 1948, doubtless due to the war. Withdrawals were from Oxford (81F) in July 1964 and Banbury (2D) in October 1965.

No. 7825 was a BR-built locomotive, entering traffic from Swindon in December 1950, one of the final batch in the class to be constructed. This 4-6-0 lasted fewer than 14 years, being withdrawn from Reading (81D) in May 1964.

Finally, in the nameplate selection come *Sir Urre of the Mount* (SR King Arthur No. 30788, built by North British Loco Co in September 1925 and withdrawn from Eastleigh 71A, in February 1962); *Ulster* from LMS Jubilee No. 45739, built Crewe December 1936 and withdrawn from Wakefield (56A), in January 1967; and *Sir William Gray* from LNER B1 class No. 61189, which was built at Vulcan Foundry in August 1947 and taken out of service from York (50A) in May 1967. Sir William (1895-1978), of Tunstall Manor, West Hartlepool, was a shipbuilding magnate and LNER director from 1933 until Nationalisation in 1948.

The cabside numberplates from Nos. 5957 and 7825 and smokebox numberplate from No. 30788 will also be going under the hammer, all separately from their nameplates, while other cabsides include 3395 from Bulldog 4-4-0 *Tasmania,* which just made it into BR stock before withdrawal, 5097 (*Sarum Castle*), and 4901 from *Adderley Hall*, the first production member of the class.

Within the smokebox category, No. 30788 will be joined by Nos. 5049 (GWR Castle class *Earl of Plymouth*), 60065 (LNER A3 *Knight of Thistle*), and 48000, the first of the LMS 8F 2-8-0s to be built, at Crewe in June 1935. This class comprised 666 locomotives, although the total production was 852 due to a number being constructed for Second World War service overseas, most of which stayed in their wartime homes when the conflict ended.

The worksplates include a pair from almost the opposite ends of the spectrum, the older being a Glasgow & South Western Railway Kilmarnock plate (works No. 310) from No. 173/LMS No. 17196, a member of the 160 class of 0-6-0s built between 1897-99. This locomotive was sold into the mining industry after being taken out of service by the LMS in 1926 and was withdrawn in 1953 from Seaton Delaval colliery in Northumberland.

The second is an LNER Doncaster 1936/rebuilt 1944 plate (works No. 1842) from Gresley P2 class 2-8-2 No. 60506 *Wolf of Badenoch*, the rebuild referring to its conversion into an A2 Pacific during the reign of chief mechanical engineer Edward Thompson.

Among the station totem signs is auction debutante Langholm, from the terminus of the seven-mile line that branched off the Waverley route at Riddings Junction. The location of a single-road engine shed that closed in 1932, Langholm was opened by the Border Union Railway in April 1864 and closed in September 1967. Also in this category are totems from the two Peterborough stations North and East.

Historical items include a South Eastern Railway ceremonial silver trowel presented to the company's general manager and secretary John Shaw in October 1874 at the laying of the key brick for a new viaduct for extending the Greenwich line to Woolwich, and a coin-operated model of Stephenson's *Rocket* that was located at Edinburgh Waverley station to raise funds for the Railway Servants' Orphanage at Derby that opened in 1875.

Another Scottish relic is a North British Railway drinking fountain from the West Highland Line, and the wagonplate selection includes a Second World War



example for the movement of freight from Cadbury's Bournville factory – part of which, during the 1939-45 conflict, was turned over to the production of fighter aircraft seats – to the company's Leeds depot at Whitehall Road station. The auction is at Stoneleigh Park and starts at 10am.

Two nameplates will also be included in the hardware section of the postal auction that is run beside the main auction, these being *E.Tootal Broadhurst* from LMS Patriot No. 45534 and *Woollas Hall* from GWR No. 5965, with the cabside numberplate from the latter also being included in the sale.

Great Central auctioneer and director Mike Soden said: "We feel nameplates from certain classes will complement the rising standard of some of the items in the postal auction, and if this is successful, we would expect to include others in the future."

➜ GWR cabside numberplate 5214 achieved the highest realisation of £350 at Bristol Railwayana's sale on October 6, ahead of a BR(W) Paddington, Bristol and Weston-super-Mare carriage board that sold for £270.

No. 5214, a 2-8-0T whose tractive effort of 33,170lb ft exceeded that of the GWR Castle, SR West Country/BB, LMS Royal Scot, LNER A3 and Standard Britannia express locomotives, was built at Swindon in 1923 and withdrawn from the south Wales shed of Aberbeeg (86F) in September 1964. Ah, Aberbeeg – according to my well-worn and much-travelled 1959 Ian Allan Combined Volume, this was one of only four Western Region sheds from which I failed to 'cop' an engine.

Stationmaster's Wadebridge collection comes out joint top with Welsh locomotives in general railwayana sale

PRE and post-Grouping paperwork comprising circulars and documents from Wadebridge station was the joint winner at £420 in GW Railwayana's Buy & Go sale in Pershore on October 12.

The paperwork was mounted in three LSWR and SR ledgers and was recovered from the north Cornwall station by its last stationmaster.

The station was opened by the Bodmin & Wadebridge Railway in July 1834, closed to passengers in January 1967 and to freight in September 1978, and was the location of a shed (72F) that, until 1962, was famously home to three LSWR 0298 class 2-4-0WTs built in 1874/75 and numbered 30585-87 by BR. Also included in this lot was additional LSWR and SR paperwork from Penzance and other Cornish stations, and documents sent out from Waterloo.

The matching £420 realisation was achieved by a collection of more than 1250 photographs of Welsh locomotives, including Taff Vale and Rhymney examples, and behind, at £360, came an Edge Hill totem sign. This Liverpool station was the location of an engine depot, coded 8A, whose 124 residents in 1959 ranged from LMS 'Jinty' 0-6-0Ts to seven of the 12 Princess Royal Pacifics.

Prices in the auction, which was GW Railwayana's second 'no frills' sale of general railwayana, exclude the buyer's premium of 15% (+ VAT).

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Sweet *Revenge* for Great Northern as nameplate tops £17k at auction

A 117-YEAR-OLD nameplate showed the younger generation the way to the top at Great Northern's October 5 sale in Poynton when it went under the hammer for £17,200.

It was *Revenge* from LNWR 4-4-0 No. 1959 that emerged from Crewe in March 1902 as an Alfred the Great class four-cylinder compound but, in April 1916, it was rebuilt as a two-cylinder simple locomotive in the Renown class, still carrying both its original name and number. It was withdrawn by the LMS as No. 5143 in January 1930.

A second plate that went to a new home was *Wolseley Hall* from GWR No. 5964 (£6100), immediately followed by one of its cabside numberplates at £1000. Two non-sellers were *Leinster* (LMS Jubilee No. 45741) and *Neil Gow* (LNER A3 No. 60082), although the latter's smokebox did sell, for £3900.

Two electric locomotive four-figure realisations were nameplate *Sans Pareil* from 1965 Doncaster-built Bo-Bo E3106/86214 (£5200) and a 1952 Gorton worksplate carried by Class EM1 No. 26043/76043 (£1400), and the leading totem station signs were BR(NE) Pontefract (£3300) and Scottish Region Galashiels (£2800).



A Lancashire & Yorkshire Railway signalling instrument in the form of a lower quadrant signal, post and finial fixed to its control equipment that was believed to have come from Horwich signalling school went for £2900, and in the same category a Southern Railway Ascot West signalbox nameboard sold for £1700.

Memories of the King's Cross to Leeds and Bradford steam era were rekindled by a headboard from 'The White Rose' express (£2500), a BR(M) Nottingham Victoria enamel running-in board fetched £1700 – at 12ft-long and 3ft-high you'd need a large railwayana den to put that on display – and a 1924 LNER works numberplate from D11 class 4-4-0 No. 2679/BR No. 62679 *Lord Glenallan* went under the hammer for £1600.

That realisation of £1600 was matched by a one-off pencil sketch by Terence Cuneo of an LNER J class 0-6-0 crossing Forth Bridge, drawn in the mid-1950s by the world-famous artist for the son of a BR public relations officer. Prices exclude the buyer's premium of 10%.

Great Northern's Dave Robinson mused after the final lot sold: "Brilliant, we're more than happy. The price for *Revenge* was excellent, and the room was really quiet as two bidders competed with each other."





Rail, sea and tramway travel for £2500

A MID-1860s ticket for a journey that involved rail, sea and horse-drawn tram went under the hammer for £2500 at a Paddington Ticket Auctions' sale in central London on October 26.

It was issued by the Isle of Wight Railway for travel between Shanklin and London Bridge, and part of it authorised travel on the Landport & Southsea Tramway following arrival on the mainland after crossing the Solent from Ryde.

The tramway opened in May 1865 and was built to 4ft 7¾in gauge to enable its use by railway wagons. It ran for just over two miles from the joint LSWR/LBSCR station of Landport to Southsea via Portsmouth, and provided a connection to the IoW ferries. In 1878 the tramway was taken over by the Provincial Tramways Co, while trams ended in Portsmouth in 1936.

Overseas railways came second and third in the sale, comprising 21 tickets from China and Hong Kong, the earliest of which was dated 1938 (£940), and a Tasmania Government Railway selection from 1893 (£850).

Much closer to home was a Midland Railway second class single pre-dating 1870 from Luton to the Metropolitan Railway platform at King's Cross (£680). Prices exclude the buyer's premium of 10% (+ VAT).

Poster boy Harry Beck shines with London railway maps



TWO London Underground poster maps by Harry Beck, dating from 1947 and 1949, sold for £2200 each, and a third, also from 1947, for £1900 at the Transport Auctions of London (TAL) October 26 sale in Croydon.

They were based on the ground-breaking diagrammatic design created by Beck in the early-1930s when he was an engineering draftsman in the LU signals office.

The two realisations of £2200 were matched by a platform roundel from Oxford Circus station, but all three were beaten by an 1867 Metropolitan Railway underground map of London, which sold for £2500, five times the top estimate, and it was the earliest known underground map. The Met opened as the world's first passenger underground railway in 1863, running nearly four miles from Paddington (Bishop's Road) to Farringdon Street, and was operated by steam locomotives until the arrival of electric traction in 1905.

A 1947 Southern Railway poster of Jersey by Adrian Allinson (1890-1959) went for £1200, while the leading totem sign at £800 was High Street, from a former North British Railway suburban station in Glasgow that opened as College in 1866, was renamed in 1914, and remains open today. Prices exclude the buyer's premium of 16%. Hammer prices totalled nearly £95,000, which TAL director Michael Wickham hailed as the auction house's "best ever by a considerable margin." Poster prices were particularly strong and totems and SR targets also sold well.



➜ THREE of the Big Four filled the top places at a Vectis model train sale at Thornaby on October 18, with a Standard 2-6-4T close on their heels.

The leading realisation of £580 went to an Ace Trains' LNER A4 No. 4486 (BR No. 60027) *Merlin* in three-rail O-gauge, closely followed at £560 by a Wrenn OO-gauge GWR Castle class No. 5090 *Neath Abbey*. A Ludlows of Bolton O-gauge LMS Jubilee No. 5721 *Impregnable* fetched £540, and behind came a trio of models that each went for £460 – Hornby Dublo three-rail Standard Class 4MT 2-6-4T No. 80059, a second Ludlows' O-gauge example, of LMS Royal Scot No. 6109 *Royal Engineer*, and an OO-gauge GWR toplight open coach by Lawrence Scale Models. Prices exclude the buyer's premium of 25% (inc VAT).

THE 'WANSBECK PIPER'

A 1960s STEAM TOUR

Trevor Gregg looks at the history of the Wansbeck Valley Railway in rural Northumberland and recollects his journey, 53 years ago, on the 'Wansbeck Piper', the final train to travel over the route.

On the afternoon of Sunday, October 2, 1966, an 11-coach train carrying over 600 passengers headed out of Newcastle Central Station hauled by two Ivatt 4MTs, Nos. 43000 and 43063, with the destination of the tiny Northumberland village of Woodburn.

This was the 'Wansbeck Piper' railtour – the final train to run over what remained of the Wansbeck Valley Railway, the last remnants of the incursion into Northumberland by Scotland's North British Railway Company (NBR).

The beautiful county of Northumberland has in its past seen many skirmishes and battles between the English and their Scottish neighbours. Although peaceful for more than 200 years, a battle was to start again in the 1850s. This time however, it was between two rival railway companies – the North Eastern Railway (NER) based in York and the Edinburgh-based NBR. The Wansbeck Valley Railway was to find itself involved in the struggle between these two companies.

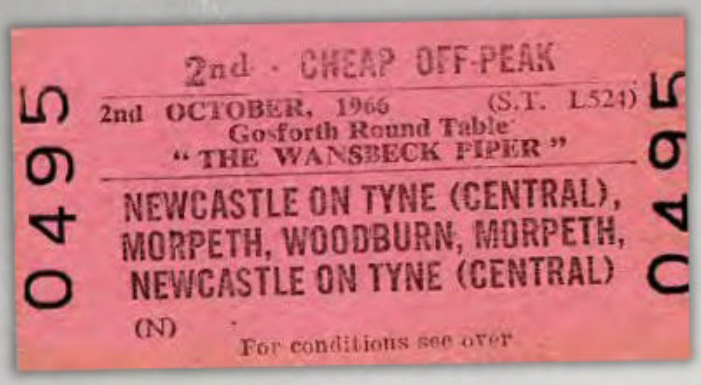
Origins

The NER had by acquisitions managed to obtain all the Anglo-Scottish traffic on the eastern side of the country in the form of the East Coast Main Line between Newcastle and Edinburgh via Berwick. The NBR was far from happy with this and was desperate to get access into Newcastle and looked at all possible routes. The Border Counties Line from Riccarton Junction to Hexham had opened in 1856 to serve the North Tyne Valley and in 1862 this was taken over by the NBR. This then gave the NBR a route from Edinburgh to Hexham via the Waverley route to Riccarton Junction and if it could acquire the Newcastle and Carlisle Railway, this would give the NBR a route into Newcastle. The NBR's plans, however, were thwarted when the NER acquired the Newcastle and Carlisle Railway Company.

The NBR had also been focusing its attention on a proposal for a railway along the Wansbeck Valley from Reedsmouth, a junction on the Border Counties Line to Morpeth. If it could reach Morpeth and then acquire the independent and successful Blyth and Tyne Railway, this could then give it access into Newcastle.

Local inhabitants in the Wansbeck Valley had held a number of public meetings to obtain support and capital for the venture to construct a railway between Morpeth and Reedsmouth. The promoters called themselves the Wansbeck Valley Railway and included local land owner Sir Walter Trevelyan, owner of Wallington Hall near Scotsgap.







Above: The author's ticket for the tour.
Right: LMS Ivatt 4MT 2-6-0s Nos. 43063 and 43000 bring the stock for 'The Wansbeck Piper' into Platform 9 Newcastle Central station on October 2, 1966.
Below: The Wansbeck Piper tears along the East Coast Main Line near Heaton.

Sir Walter saw revenue coming to his estates by the supply of coal, limestone and agricultural products which would be transported by the railway to the growing markets on Tyneside. The promoters quickly found they had the support of the MP for Northumberland, Richard Hodgson, who surprisingly, was also the chairman of the NBR. The Wansbeck Valley Railway received the Act of Parliament in 1859 and construction work started immediately.

This started at Morpeth and the relatively easily constructed 11-mile section to Scotsgap was opened in July 1862. The more steeply graded and winding stretch over the wild Northumberland moors from Scotsgap to Woodburn and on to Reedsmouth took longer to build but was opened in May 1865, thus completing the 25-mile-long cross-country route.



The banner fixed onto the old NER coach on Woodburn station platform.

"With their huge load, the two Ivatts made a superb noise as they set off on the three-mile climb of 1-in-62 with the sounds of the Scottish pipes playing in the background. There was a momentary slip by one of the locomotives, then the deafening sounds of exploding fog detonators which had been placed on the track."

From the opening of the first section of the route, the NBR was essentially operating the Wansbeck Valley Railway by supplying coaches and locomotives and it was only a few months after the opening of the complete route that the NBR took over full ownership.

With the support of the NBR in the form of Richard Hodgson MP, the railway promoters were also looking at opening further lines in Northumberland, which would give the NBR a slightly more direct route from Edinburgh. This would be the Northumberland Central Railway, running from Scotsgap to Rothbury then on to Wooler and finally Coldstream. At Coldstream, it linked up with the Berwick to St Boswells Railway, which joined the Waverley route to Edinburgh at St Boswells.

This proposal raised considerable concerns from the residents of Alnwick, supported by the Duke of Northumberland, who saw the prospect of Rothbury taking over from Alnwick as the agricultural railway centre of Northumberland. They pressed the NER to extend its short branch line, which ran from Alnmouth on the east coast route to Alnwick. They wanted this branch to be extended northwards to Wooler and on to Coldstream, where it would join the Berwick to St Boswells Railway. They considered this would ensure Alnwick remained the railway agricultural centre of Northumberland.

The NER succumbed to this pressure and the railway was constructed but it proved to be very uneconomic. The passenger service was withdrawn in September 1930 and the route closed in March 1953.

Richard Hodgson continued to press hard for the Northumberland Central Railway but finance was not forthcoming and all that was constructed was a branch from Scotsgap to Rothbury, which opened in 1870. To the dismay of the NBR, the NER finally acquired the Blyth and Tyne Railway in 1874 and this ended NBR's hopes of ever getting access into Newcastle and thus ended the battle between the two arch rivals. This was then the final structure of the railway system in Northumberland and the system remained intact until just after the creation of British Railways (BR) in 1948.

Operations

The railways of central Northumberland were to provide a vital service to the inhabitants of the remote areas of the country but they were never money spinners. On the Wansbeck Valley Railway, freight traffic included limestone and coal but it was predominately agricultural traffic, particularly livestock from the large cattle markets at Scotsgap and Rothbury. There was also a considerable amount of military traffic to Woodburn – comprising troops, artillery and ammunition for the nearby military camp and firing ranges. At Knowesgate, the station just before Woodburn, horse-drawn artillery used to be unloaded before being taken to the firing ranges. Just beyond Woodburn, there was a short branch into a specialist test firing range, which allowed large guns to be transported by rail from Sir William Armstrong's works at Scotswood on the River Tyne.

The passenger traffic on the Wansbeck Valley Line was always light and it was operated in two separate sections with normally three or four trains in each direction. Morpeth to Rothbury was one section and in the early years of operation trains would originate at Tynemouth or Blyth, running to Morpeth and then continuing on to Scotsgap and Rothbury. At Rothbury there was a small engine shed, a sub shed of South Blyth. There was also a turntable, where the locomotive could be turned for the run back to Morpeth.

The second section of the line was from Scotsgap to Woodburn and continuing on to Reedsmouth Junction. A turntable at Scotsgap allowed the locomotive working this section from Reedsmouth to be turned. The locomotives used on this part of the Wansbeck Valley Railway were housed in a small shed at Reedsmouth, a sub shed of Blaydon. In the later years of operation, the shed at Rothbury would be allocated a J21 0-6-0 and a G5 0-4-4T, while Reedsmouth would be allocated two J21s.

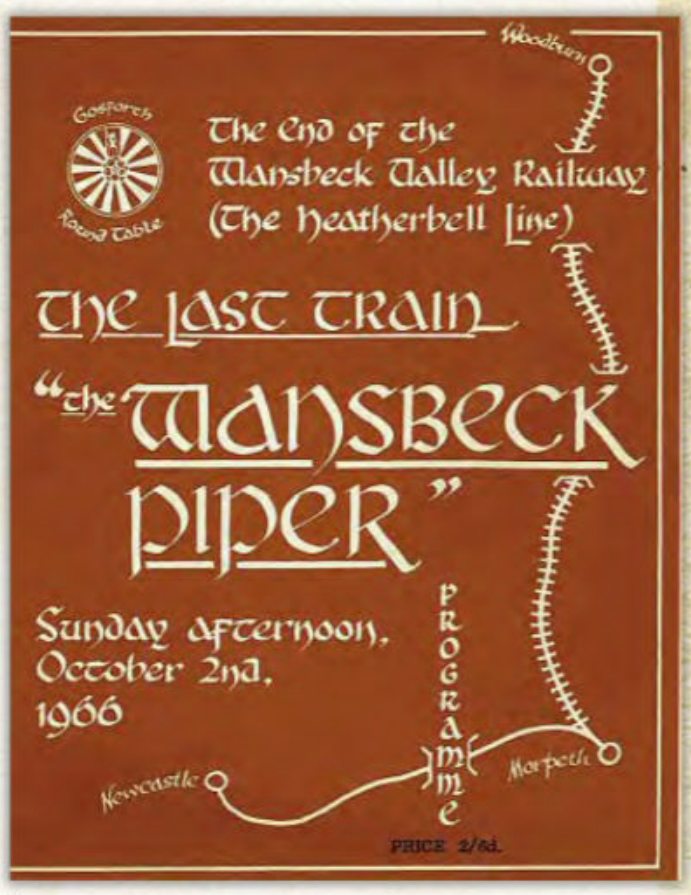
Downturn

Not long after nationalisation, the newly formed BR was quick to take action on the very uneconomic rural railways of Northumberland. The locomotive sheds at Reedsmouth and Rothbury were closed on August 12, 1952 and then exactly one-month later, passenger services were withdrawn between Scotsgap and Rothbury, with G5 0-4-4T No. 67341 working the last train. The main section of the Wansbeck Valley Line between Morpeth, Scotsgap and Reedsmouth then closed to passengers two days later.

The Border Counties line lasted a little longer, but passenger services were withdrawn on October 13, 1956. The last passenger train between Hexham, Reedsmouth, Riccarton and Hawick was worked by Blaydon's K1 2-6-0 No. 62022. Freight services continued a little longer, but these were also slowly severed. The Border Counties line closed completely on August 22, 1958 when freight services were withdrawn between Hexham and Riccarton



Nos. 43063 and 43000 run around the train at Morpeth as Jim Scott leans out with microphone in hand.



The tour programme.



No. 43063 is seen running around the train at Woodburn.

Junction. On the Wansbeck Valley line, the sections between Woodburn and Reedsmouth and those between Scotsgap and Rothbury were closed on November 8, 1963. The last train on the Scotsgap to Rothbury section ran on the next day – this was RCTS (Railway Correspondence and Travel Society)/ SLS (Stephenson Locomotive Society) 'Wansbeck Wanderer' hauled by Ivatt 4MT 2-6-0 No. 43129. As a result of this, the only surviving section of the Wansbeck Valley Railway was the stretch from Morpeth to Scotsgap and Woodburn. This then became the final remnants of the NBR's routes in Northumberland.

This section only survived because of the large Army camps at Woodburn and Otterburn. In the summer months, Army specials would convey troops and equipment to Woodburn and throughout the remainder of the year a Thursday only freight to Woodburn would bring in stores for the camps and coal for a coal depot at the station.

This continued for a further three years until the Army decided troops and equipment could be moved by road, spelling the death knell for the railway. On September 22, 1966, the final Thursday freight ran from Morpeth to Woodburn. South Blyth's J27 No. 65842 had been specially cleaned up for the occasion and the train, comprising of eight waggons and a brake van, arrived at Woodburn in beautiful autumn sunshine.

An article in the local newspaper reported the event and the reporter who travelled in the brake van interviewed the crew, comprising of driver Norman Mason and fireman Ray Howe, both from Blyth. Norman Mason said: "It's a lovely run. We do it on a once in 20-week rota. It's a change from the rat race and we take our time."

Although passenger services ended on the Wansbeck Valley Line in 1952, the route continued to see occasional passenger specials, some for the Bellingham Agricultural Show near Reedsmouth. The organisation which ran some of these specials was the Gosforth Round Table – its first special was named the 'Bellingham Belle' which ran in September 1964.

This was a DMU from Newcastle to Morpeth and then on to Woodburn. Special buses then transferred the 350 travellers from Woodburn to the agricultural show at Bellingham. This was such a success that it was repeated a year later when the capacity was increased to 418 passengers, with buses provided to take the passengers either to the agricultural show or on to Kielder. The events were so successful that the Gosforth Round Table thought it could become a regular annual event. However, this idea was crushed when in the summer of 1966 BR announced the line would close in the autumn due to the cessation of military traffic.

Final train

The Gosforth Round Table quickly decided to run two final specials on the route – one would be another 'Bellingham Belle' and then there would be a final train on the route, this would be called 'The Wansbeck Piper'. Sadly, the final 'Bellingham Belle' had to be cancelled as an outbreak of foot-and-mouth disease broke out in Northumberland. All efforts were then transferred to 'The Wansbeck Piper' and as this was to be the final train, was there a possibility this could be steam-hauled instead of the previous DMUs?

Much to the organisation's delight, BR agreed to provide two Ivatt 4MTs from North Blyth depot. Once advertised, the round table team was staggered at the public response – demand for tickets was overwhelming. The train was extended to 11 coaches, including a buffet car after 640 tickets were sold. A further 500 requests had to be turned down. With the 11 coaches and two Ivatt 4MTs at the front, this final train was to become the longest train ever to travel along the Wansbeck Valley Line.

I had just returned to my school in Blyth after the summer holidays when Jim Scott, the teacher who ran the school railway club, asked my friend and I whether we would be interested in a steam-hauled tour from Newcastle to Woodburn.

In the winter months of the early Sixties, from my home garden, I would see J21 No. 65033 (now under restoration by The Locomotive Conservation and Learning Trust), with snow plough fitted, travelling from South Blyth Depot to undertake snow clearance duties on the Wansbeck Valley line. I never imagined that one day I would have an opportunity to travel on the route. Jim Scott had acquired four tickets. He had two spare, so we both jumped at the opportunity and paid the pricey sum of 18 shillings and six pence for a ticket.

October 2 arrived and we set off from Blyth to Newcastle Central Station, where we met the fourth member of our group. We were surprised to find it was Alderman Jack Curry, the mayor of our home town of Blyth. At 1.40pm, the empty stock arrived into Newcastle Central to be greeted by 640 excited travellers. North Blyth had prepared Ivatt 4MT Nos. 43000 and 43063, which were to run coupled tender to tender and it was No. 43063 that was leading No. 43000 and the empty stock into Platform 9. North Blyth had made an excellent job of painting and cleaning up the two locomotives. However, I was later to learn that after all the work the North Blyth men were very disappointed that they had not been asked to crew up the locomotives – this had instead been given to Heaton men. It was very sad as the Blyth Sheds, particularly South Blyth, had always provided the locomotives and crews for the Wansbeck Valley route.

After the two locomotives ran around the train, it was No. 43000 that was on the front, the first of the class of 162 LMS Ivatt 4MTs. Alderman Curry was ushered to the front of the train and proudly climbed up onto the



'The Wansbeck Piper' stops at Scotsgap for the two locomotives to take water.



'The Wansbeck Piper' stops at Angerton. Note the white buffers on No. 43063.

front buffer beam of No. 43000 to affix the headboard 'The Wansbeck Piper' onto the smokebox front.

During the journey, I was to discover Jack Curry was a lifelong railwayman and had worked as a guard on the Wansbeck Valley line for many years. One of his recollections was of the severe winter of 1963 when a J21 got stuck in snow drifts and another locomotive was sent to help and this also got into difficulties and ended up stuck, both locomotives having to be abandoned until the snow thawed.

Outward trip

At 1.55pm, we set off from Newcastle, Jim Scott had a tape recorder with a number of blank tapes so he could record the full journey and play it back at our School Railway Club meetings. Passing over the famous diamond crossing, the two Ivatts opened up, once through Manors station we were soon roaring along the East Coast Main Line. On past Heaton depot and the carriage sheds, and then on to Cramlington, where in 1926 the 'Flying Scotsman' was derailed by strikers.

Morpeth was quickly reached and as we slowed down for the tight right-hand curve leading into the station, I got my first sight of the Wansbeck Valley Line or 'The Wannie Line' as it was affectionately known, trailing in on our left-hand side. The train stopped in the loop just north of the station to allow the two locomotives to run around.

We departed Morpeth at 2.40pm with No. 43063 now the leading locomotive. I was fortunate to find a vacant carriage door window from which I could put my head out and listen to the sound of the two Ivatts climbing the 1-in-95 out of Morpeth. It was then on past the derelict remains of Meldon station with its overgrown sidings, before the first stop was made at Angerton station.

With the long length of the train and the short platforms, only certain coaches could be exited at the stations. I found one and got out onto the platform, but it was virtually impossible to get a photograph of the locomotives due to all the people milling around, which I was to discover, would be the case at every stop made.

The leading engine was beyond the level crossing gates, which had to remain closed throughout the period the train was stopped in the station. What I did get my eye on was an NBR relic; unbelievably it was an NBR 'Warning to Trespassers Notice' beside the crossing gates. It was then a hoot on the whistle and everyone clambered back on board and then we were off.

Again, there were superb sounds as the locomotives set off on the four-mile climb of 1-in-67 to Scotsgap, the next station on the route. As we entered the Scotsgap station, I could see the large cattle market on the right-hand side, which years before provided considerable traffic for the line. Scotsgap was a longer stop to allow the two locomotives to take on water from the only water tanks on the 'Wannie Line'. The tanks were situated just below a road over bridge which was crowded with people trying to get a view of our train and the locomotives. On the opposite side of the line to the water tanks was a very rusty turntable. This was the one that had been used to turn the locomotive that worked the passenger service section from Reedsmouth to Scotsgap.

After a 20-minute stop, we were off again, passing on our right the remains of the branch to Rothbury. It was then another three miles of climbing to the next station, Knowesgate.

Throughout this section, the line was continually twisting around the contours of the hills. This was the section that Jack Curry recalled the J21 and snow plough getting stuck in severe drifts during the winter of 1963. Even though I was concentrating on the sounds of the locomotives, I could hear in the background the sounds of the Northumbrian Pipes. Jack Armstrong, piper to the Duke of Northumberland and a lady piper, Patricia Jennings, were slowly making their way through the train, playing these lovely mellow sounding pipes to an appreciative audience as the train travelled through the beautiful Northumberland countryside.

A brief stop was made at Knowesgate where the loading bay, together with an old crane, still remained, presumably this was where the horse drawn artillery used to be offloaded. Suddenly, as if in a fitting tribute, the clouds dispersed and the sun came out to highlight the beautiful autumn colours.

We were now climbing over the wild moors where the heather bushes came right down to the lineside. To the left I could see the jagged crags of Hepple Heugh and Great Wannie, known as 'The Wild Wannies' from which the line was given the name of 'The Wannie Line'. On the right we passed Summit Cottages with their snow protection fences made of sleepers, which at 800ft above sea level were the highest point on the line. We then slowed to a halt as a group of sheep were walking along the track, I was told this was a common occurrence on the route. The driver made a quick blast of steam from the cylinder drain cocks of No. 43063 and they hurried off, allowing the train to restart and make the slow descent into Woodburn station.

A North British Railway relic: the 'Warning to Trespassers Notice' beside the crossing gates at Angerton station.





A sea of photographers at Woodburn. All possible vantage points were being used, particularly the old NBR signals, which would never have experienced so many photographers climbing up them – fortunately, none of them fell off!



'The Wansbeck Piper' passes Knowesgate station, where the loading bay and an old crane still remained.



Woodburn signalbox was located at the end of the platform. Passengers from the special train explore the site.

I quickly got off the train at Woodburn to get some photographs of the two Ivatts. It was not easy as they had stopped in a steep cutting just beyond the road bridge, which carried the A68 from Newcastle to Jedburgh and was next to the Woodburn home signal. It was here, at the 22-mile post, that the buffer stops had been positioned following the closure of the three-mile section from Woodburn to Reedsmouth.

The position of the buffers also meant there was only sufficient room for one locomotive at a time to move forward, then reverse back and run around the train. Again, it was almost impossible to get a clear view of the locomotives with the passengers from the train and the local residents all trying to see and take photographs of this sad occasion.

All possible vantage points were being used, particularly the old NBR signals, which would never have experienced so many photographers climbing up them – fortunately, none of them fell off! The stop at Woodburn was very short, only 25 minutes, so I concentrated on trying to get some photographs instead of watching the official closing ceremony. This ceremony involved the planting of a commemorative tree by Major and Mrs F J Charlton of Hesleyside, near Bellingham. It was Major Charlton's great grandfather who had been involved in pushing ahead with the construction of the railway, despite some opposition. Among his family heirlooms were two of the original spades used for the construction of the railway and these were being used for the tree planting.

In addition, a presentation was made by the Gosforth Round Table to their hosts at Woodburn, the stationmaster and his wife, Mr and Mrs Burgess Jefferson.

Last leg

The 25-minute stop passed very quickly and all too soon I heard the sound of the whistles summoning everyone to get back onto the train. In the background, a lone piper struck up a note – it was piper Joe Cain now playing the Scottish pipes in a final lament as the last Scottish line in England disappeared forever.

With everyone back on board and with the engines whistling, the 'Wansbeck Piper' set off on its return journey. With their huge load, the two Ivatts made a superb noise as they set off on the three-mile climb of 1-in-62 with the sounds of the Scottish pipes playing in the background. There was a momentary slip by one of the locomotives, then the deafening sounds of exploding fog detonators which had been placed on the track. There was a short acknowledging whistle from the locomotives and then another huge deluge of exploding detonators followed by a final long wailing whistle which served as the final farewell to Woodburn.

It was then just the sound of the crisp exhausts from the two locomotives as their full tractive effort was employed to tackle the long ascent to the summit. First 'as one' and then 'hunting' the exhaust note sounded through the open coach windows as the two locomotives climbed their way out of Woodburn. Jim Scott was concentrating on recording the superb sound effects as I found an unoccupied window from which to get some photographs. The lighting was now superb, with beautiful sunshine beating down on the train as the two locomotives struggled with their heavy load. I could see a number of photographers on the hillsides obtaining what must have been superb photographs of the train climbing out of Woodburn.

Eventually on reaching summit cottages and the end of the climb, the locomotive regulators were closed and the superb exhaust note stopped. The Northumbrian countryside around Woodburn settled down again to peace and quiet, marking the end of a route which first began more than 100 years ago.

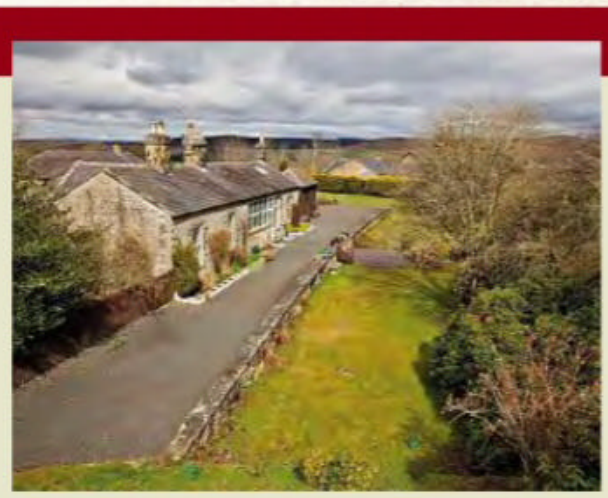
We soon arrived back into Morpeth where the locomotives again ran around the train and then we were quickly tearing along the East Coast Main Line. Arriving back into Newcastle station at 6.35pm, it had been a superb afternoon which had passed far too quickly and my memories of the sights and sounds of that sad day have remained with me to this day. HR

Remains of the route today

A visitor to the area can still find traces of the Wansbeck Valley Railway. Many of the station buildings still remain but now as private houses, a few show signs of their railway heritage, clearly showing they were once railway stations. An excellent example is Woodburn where the station platform also still exists.

For the keen walker and railway historian, I can recommend a visit to Scotsgap. The National Trust has created a 6.3-mile circular walk which starts from the visitor car park at their offices in Scotsgap. Leaving the car park, the walk joins the trackbed just past the site of the Scotsgap turntable, then turns right along the branch line to Rothbury. It continues along the branch until it reaches Delf Burn. It was here on July 5, 1875 that a train of six passenger coaches and eight empty limestone wagons were derailed and crashed down the embankment. Sadly, four people were killed.

The path then leaves the railway and goes cross country past the remains of some old lime kilns before joining the old trackbed to Woodburn near the site where the J21 with its snow plough got struck in the severe blizzards of 1963. It then follows the old trackbed downhill back to Scotsgap and the original starting point. A most nostalgic and picturesque walk, particularly on a sunny day when the walker can imagine what it must have been like all those year ago when the 'Wansbeck Piper' and its 600 excited passengers travelled along the route.



Woodburn station, 53 years on.



Above: BR 9F No. 92212 arrives at nicely restored Medstead and Four Marks station during the Mid-Hants Railway's autumn gala on October 19. The event was effectively a last hurrah for the 2-10-0 prior to the expiry of its boiler certificate on December 31. EDWARD J DYER



Right: National Collection-owned SR Schools class 4-4-0 No. 30925 *Cheltenham* looks the part in its British Railways lined green livery as it approaches Alresford station on October 19. EDWARD J DYER

Homefleet variety

By Gareth Evans

THE Mid-Hants Railway's (MHR) October 18-20 autumn gala provided a varied line-up from the line's resident fleet of locomotives – and also acted as something of a farewell event for a popular performer.

"With its boiler certificate expiring on December 31, the gala was effectively the last hurrah for 9F No. 92212," said Richard Bentley, MHR operations manager. "Therefore, we painted its smokebox door metalwork white – as several members of the class were turned out in the final years of steam."

Asked what is expected to happen to the 2-10-0, including speculation that it may join fellow out-of-ticket MHR resident 'Black Five' No. 45379 at the former Tri-ang/Hornby factory warehouse in Margate, Richard replied: "Plans for the 9F's future are currently awaiting confirmation."

However, Richard confirmed the 9F is booked to work Christmas trains on the Watercress Line. "December 28 is due to be the last day of service for No. 92212. Our Second World War-themed Christmas Leave event on December 26/27 requires slightly longer trains, so the 9F is ideal. All being well, Urie S15 No. 506 and the 9F will handle the Santa trains. We then plan for No. 506 and BR 4MT No. 76017 to haul our regular service trains on December 31 and January 1."

Gala attractions

THE event provided the opportunity to see Urie S15 No. 506 perform its first gala weekend since the 4-6-0 returned to steam earlier this summer – and similarly, SR Schools class 4-4-0 No. 30925 *Cheltenham* worked its first gala following its recent repaint into BR livery.

"Cheltenham looked fantastic in its new livery and No. 506 continues to amaze people," said Richard. "It's remarkable that it's worked so well out of the box – it's akin to having open heart surgery, then running a marathon. The locomotive is a credit to all involved!"

Ivatt 2MT No. 41312 did not perform



Urie S15 4-6-0 No. 506 departs Ropley with the 11.35am Alresford to Medstead and Four Marks passenger service on October 20. PHIL BARNES



Class 20 D8059 passes through Ropley with the 11.07am Alresford to Medstead and Four Marks permanent way train on October 20. Class 50 No 50027 *Lion* can be seen in the locomotive yard to the left. PHIL BARNES

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as it is currently stripped for a bottom end overhaul, which includes a piston and valve exam. Two new piston heads and new rings are being fitted. The 2-6-2T is expected to return to action in February.

Class 20 diesel D8059 provided further variety and also helped to allow the operation of a more intensive timetable.

"The Class 20 is not fitted for heat, so we rostered it to run half trips on passenger trains – we have to work on the basis it might be cold at this time of year," added Richard.

BR 4MT 2-6-0 No. 76017 ran on all three days over the gala weekend. Class 47 No. 47579 *James Nightall G.C.* also ran on the Saturday afternoon.

A popular attraction was the opportunity for passengers to travel in the MHR's SR Queen Mary bogie brakevan on the demonstration permanent way train. Attached to it were three Dogfish ballast hoppers and a BR Standard 20T brake van, providing additional interest. It also allowed members of the MHR's Wagon Group to talk to interested passengers about their work.

The locomotive yard at Ropley was open following the installation of new gates. Organised tours were in operation, allowing visitors to see and hear the latest progress on the locomotive and carriage projects. Ropley also played host to several locomotive group sales stands.

Trains operated between Alresford and Medstead and Four Marks during the gala – the line to Alton currently being shut due to the replacement of Butts Bridge. Services are expected to resume along the full route in February.

"We're waiting for the contractors to hand it back," said Richard. "The railway is physically complete, but there is ballasting and tidying up work to finish it.

"During the closure period, Mount Pleasant Bridge (No. 49) between Butts Bridge and Alton has had a significant amount of money spent on the refurbishment of the brickwork.

"The team at Alton station have also worked tirelessly to repaint and refresh the station – they've done a great job. The platform staff have maintained the competence by undertaking their duties at Ropley." HR



Left: BR 9F No. 92212 runs round at Alresford prior to hauling the 3.40pm to Medstead and Four Marks on October 20. As it moves along the headshunt, the 2-10-0 is seen passing BR 4MT 2-6-4T No. 80150 and Class 205 DEMU No. 1125. No. 80150, which has yet to steam in preservation but is being prepared for eventual restoration, has since been sheeted over for the winter. PHIL BARNES

DRIVING A DELTIC!

Chris Newton recalls his recent driver experience course at the Nene Valley Railway on Deltic diesel locomotive No. 55019 *Royal Highland Fusilier*, which he enjoyed with his brother after seeing it advertised in *Heritage Railway*.

At the end of August my brother Brian celebrated his 60th birthday. Like most people when they get older, he can be very difficult to cater for when it comes to presents. I say this as for his 50th I bought him a Western diesel driver experience course on the Severn Valley Railway. I couldn't possibly think how I could top this for his 60th.

All was not lost, however. As a regular reader of *Heritage Railway* magazine, I happened to come across an advert in issue 255 for Deltic Driver Experience courses which were being held at the Nene Valley Railway. I thought that this would be perfect and just like the Western Experience, it was better to be able to share it with someone you know and who has a passion for the same things.

This was good as it meant that I could go along and also experience the thrill of getting behind the controls of a former East Coast Main Line legend with him. After running the idea past my father, we decided to share the cost and in terms of the perfect present for Brian, we had killed two birds with one stone.

A phone call was made and our places were reserved for September 19 at 1.30pm. There were three time slots to choose from but due to the distance we had to travel, this fitted the bill perfectly.

Arrival

Five or so weeks later and the day was finally here. It was a 6am alarm call as we intended to leave home at around 7.30am to allow for traffic and to cover the 170 miles from East Lancashire to Wansford station, which is where our course was to start. After negotiating a couple of accidents on the M66 and again on the M62 over the Pennines, we finally could relax and enjoy the rest of the journey down the A1. We were exceptionally lucky as the weather was perfect for a September day – only days away from autumn, with blue skies, unbroken sunshine and temperatures in the early twenties.

We finally arrived at Wansford at 12.25pm, giving us around an hour to wander around and enjoy our lunch which was provided as part of the package. Upon arrival, we were welcomed by George Buckingham, one of the railway's dedicated volunteers. It turned out that there were two former East Coast legends present at the railway as A3 No. 60103 *Flying Scotsman* was also at Wansford having some routine maintenance checks prior to working passenger trains at a later date.

After George had gone through all the paperwork and kitted us out with a high visibility vest, we had time to enjoy a well-earned cuppa with our plates of gammon and chips and sausage and chips respectively in the station cafe. After we had made light work of lunch, it was time to go and climb onto our locomotive, which of course was Deltic No. 55019 *Royal Highland Fusilier*. We were welcomed on board by Stuart Page, who was from the locomotive's owning group, the Deltic Preservation Society and was our instructor. Also riding along with us was Nene Valley Railway driver Mark Ekiert.

Driving

The first thing we both commented on was just how good the visibility through the cab windows was. You always get the impression that looking at photographs of Deltics from the lineside that the driver is somehow peering through the windscreen with the view slightly restricted by the nose end of the locomotive, but this was not the case.

It was decided between us that Brian was going to take to the controls first so he sat and listened carefully as Stuart, our instructor, explained the locomotive's control desk to him. He said that when taking power, the controller must only be moved initially to the first notch where you will feel it click into position.

This is done to allow the electrical current to build slowly from the generator and start flowing to the traction motors. There were no clicks for notches beyond the number one position, thus making the travel of the control



Deltic Class 55 No. 55019 *Royal Highland Fusilier* is seen at Wansford on September 19 prior to brothers Chris and Brian Newton undertaking their driver experience course. CHRIS NEWTON



"We had a truly fantastic day and got to share a truly wonderful experience, which neither of us will ever forget!"

At a glance

Locomotive: Deltic Class 55 No. 55019 *Royal Highland Fusilier.*
Venue: Nene Valley Railway.
Approximate distance driven: 15 miles per person.
Cost per person: £395.
Included in package: drinks, meal and souvenirs of the day.

Brothers in their element: Brian and Chris stand in front of No. 55019 *Royal Highland Fusilier* during a photo stop. CHRIS NEWTON COLLECTION

handle smooth after this point. The notches were numbered on the base of the handle – although we were both a bit flummoxed when we changed ends of the locomotive as the numbers appeared to have been rubbed off.

Stuart also added that it was just as critical when decreasing power that the controller was always returned to position one to allow the needle on the ammeter to fall back to zero before shutting power off completely. Failure to do this could cause the generator to suffer a flash-over and consequently it could then cost a five-figure sum of money to repair it. This was something that neither of us wanted to be responsible for.

The course lasted around 1hr 45 minutes, so we both got to do a good share of driving. Brian drove from Wansford to Peterborough and then brought the locomotive about half way back towards Wansford, where we did a lineside photo shoot.

I then took over, driving the locomotive to Peterborough and then all the way back to Wansford. One thing which Brian and I were both astonished at was the power that the Deltic could deliver, even while working on just one engine. As we were on a heritage line, the maximum speed was 25mph. This was achieved with ease, especially when Stuart gave us instruction to open up the throttle somewhere between notches four and five. You could feel a very noticeable shove in the back as it launched us forward with a spine tingling note from that Napier engine behind us. Brian commented that he couldn't possibly have imagined what it must have been like to drive one of these beasts at full chat and hurtling down the East Coast Main Line making that famous Deltic howl at 100mph. Stuart added that it was indeed an amazing experience and that the Deltic locomotives were incredible pieces of kit.

For us the other factors that made the experience even more enjoyable were the clear blue sky and unbroken warm sunshine, allowing us to take in some of the amazing wildlife and scenery which the nearby countryside has to offer. I have visited the Nene Valley Railway on a couple of previous occasions to ride behind diesel locomotives during the railway's annual diesel galas, which are always enjoyable – but actually getting to drive one of these beasts just beats everything. To have all of that available power at your fingertips was just awesome. By the time you are reading this, the Deltic will have taken part in the line's autumn diesel gala in mid-October.

Upon arrival back where it all started, approximately 1 hour and 45 minutes earlier at Wansford, we were congratulated on getting everyone back in one piece and were greeted by Martin Vos. Martin was the official photographer for these and indeed many of the other events held on the railway.

Martin finished proceedings off by taking photographs of Brian and myself with the locomotive and our instructor, which as part of the package we got to take away as souvenirs of our day after he had processed and framed them for us. Fortunately, the photographs were ready for us to take away that afternoon.

Conclusion

All in all, we both had a truly fantastic day and got to share a truly wonderful experience, which neither of us will ever forget! We would like to thank everybody at the Nene Valley Railway for making us feel so welcome and of course to Stuart Page for being a fantastic instructor throughout.

We highly recommend one of these courses to anyone, whether it's for yourself or as a gift. Whether your taste is in diesel or steam, there are courses available all year round on most preserved lines. We thought that the 350-mile round trip was well worth the early start and we returned home not just with a day to remember but also a goodie bag courtesy of the Nene Valley Railway. The bag included a 12-month membership for each of us, as well as our framed photographs, a mug, a notebook and a pen.

Interestingly, later in the evening when I returned home, I learned that Orton Mere station had been given a makeover and changed to the setting for Walford Common station, which appeared on that evening's episode of Eastenders. It was quite a coincidence that we had actually driven a Deltic through that very location on our course.

The only dilemma that I have left myself with now is how to top this for his 70th – no pressure then! HR



Chris is seen at the controls at Overton station. BRIAN NEWTON



Two East Coast Main Line legends: A3 No. 60103 *Flying Scotsman* is seen undergoing routine maintenance at Wansford as No. 55019 *Royal Highland Fusilier* waits between duties. BRIAN NEWTON

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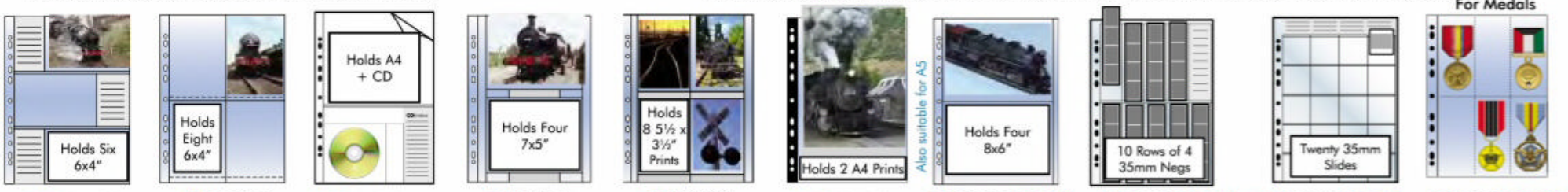
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TRACK TALK

➜ Who says Australia doesn't care?

I read with interest the letter from David R Holt bemoaning the apparent lack of interest in Australia.

I have not yet had the privilege of visiting Mr Holt's adopted nation. However, a modicum of research has revealed that there are no fewer than 62 sites dedicated to the preservation of railway heritage, including a number of preserved lines in the whole of Australia and Tasmania.

These include the famed Puffing Billy line in Victoria and the Pichi Richi Railway at Quorn in South Australia. I hardly think this demonstrates that Australia doesn't care about its railway heritage.

I am sorry to hear about the collapse of his local Beaudesert preservation scheme, but there can be a variety of reasons why preservation schemes fail.

The main reason that so many 'nowhere to nowhere' lines seem to survive against the odds in the UK must surely lie in the fact that Britain is an overcrowded island with few lines very far from the centres of population. Mr Holt hardly needs me to remind him that, despite its size, Queensland only has a fraction of the population of the United Kingdom.

Edward Richard Hayball, Pickering, North Yorkshire

Colour comes first when you are in the public gaze

I remember back in the halcyon days of the 1950s, being much impressed by the Western Region choice of lined black with name and number plates of brass backed with crimson for mixed traffic locomotives – very smart.

However, come the 'swinging Sixties,' the all-pervasive Brunswick Green obliterated such finery and we began to see green tank-engines (occasionally even lined out), green Standards and so forth. Apparently, rather reminiscent of Henry Ford, you could have any colour you wanted, as long as it was green.

All is not lost, it would seem – the preservationists have come to the rescue. If we look at the shot of No. 4953 on page 26 of issue 260 we see the livery I have described. But wait – what's this on page 5? A Manor in 'goods black'?!!

I respect the owners' wishes to have their engine any colour of their choosing but, if that colour has no precedence and said locomotive is going to run round in public, I can be expected to emit appendix-like grumblings and display a pointy finger or two.

Martin McGinty, Frome, Somerset

STAR LETTER

When *Hagley Hall* shared duties with a 'Black Five'

I WAS reading issue 260 of *Heritage Railway,* enjoying all the fascinating articles, when one under the News section really fascinated me more than any of the others.

This was the article regarding GWR No. 4930 *Hagley Hall* set for a big Severn Valley Railway comeback in 2020. You mention in your article that it was returned to steam in 1979 after being moved to Bewdley in 1972 from Barry scrapyard. You state that after a period of running in, it appeared on the main line, double-heading with LMS 'Black Five' No. 5000 running between Hereford and Chester with a SVR special charter. I got very excited when I read this, as I knew I had photographed that train on that journey way back in 1979.

Delving into my archives I found the original picture and scanned image that I had done earlier this year when trying to digitise my collection of over 40 years pre-digital.

Here is the photograph that I took on that day of those engines hauling 'The Inter City' charter on the return journey to Hereford late in the afternoon. The picture was taken as the train passed the former station buildings of Whitehurst Halt near Chirk, having just negotiated the Cefn viaduct and prior to crossing the Chirk viaduct.



No. 4930 *Hagley Hall* on display in the then-new Engine House Visitor Centre at Highley in 2008. Five years later, it was taken from there to Bridgnorth Works for its overhaul to begin. ROBIN JONES

As my record keeping in those days was not as meticulous as it is today, I cannot remember the exact date of this excursion, other than it was a Saturday (I think) in the summer of 1979, perhaps you might be able to help me with this?

Anyway, I thought you and possibly some of your readers might find this picture of interest.

Please continue with your excellent magazine with its excellent content of both articles and news matters. Having read other similar titles, I find yours to be the most comprehensive coverage for both main line and narrow gauge matters. Long may you reign.

Martin Brown, Chirk, Denbighshire

➜ *The date was September 22, 1979 – editor.*



Severn Valley Railway flagship GWR 4-6-0 No. 4930 *Hagley Hall* and the National Railway Museum's LMS 'Black Five' head the SVR Association's 'The Inter City' tour past the closed Whitehurst Halt. MARTIN BROWN

Photograph recalls memories of trespass sign discovery nearly 60 years ago

FURTHER to Geoff Courtney's article in issue 259 on my Garstang & Knot-End Railway trespass sign that is being sold by GW Railwayana on November 16, I have discovered a photograph of the exact spot at Cogie Hill Halt where I found the sign in 1961.

The photograph, in a fascinating and thoroughly-researched book by Dave Richardson on the history of the railway titled The Pilling Pig, shows the Halt's surviving waiting shelter, in front of which I unearthed the sign, which had possibly been discarded when passenger services to the halt ended in 1930. The overgrown platform can be seen beyond the shelter.

The photograph, taken after that stretch of the line was closed in 1963 and the track was lifted, is looking westwards towards Pilling, with the level crossing about 100 yards behind the photographer.

At one time there was a short siding on the right of the photograph, entered by a facing point, while the 'Hill' is a bit of a misnomer, as the Ordnance Survey map shows a spot height of only eight metres, just 26ft!

The whole line was only single track except for loops at four of the line's eight intermediate stations, and the surrounding land was originally peat bog, which was drained for farming, the need to get the produce to market being a primary motive for building the line, which opened in 1870.

What happy memories have been brought back by Geoff's article and the discovery of the photograph.

George Maund,
Poulton-le-Fylde, Lancashire



Memory-jerker: The photograph of the Cogie Hill Halt site on the Garstang & Knot-End Railway that brought back memories for *Heritage Railway* reader George Maund. FRANK WALMSLEY

Can anyone get Royal Scot names exactly right?

Regarding the correspondence about the misspelling of the name of No. 46137 *Prince of Wales's Volunteers South Lancashire*, I would point out that this was not the only Royal Scot to suffer at the hands of Ian Allan's overzealous bracketeers.

No. 46165 is *The Ranger 12th London Regt* – no brackets, which are omnipresent in the ABC series.

It must be said that what Ian Allan's people giveth, they also took away!

No. 46121 was renamed *Highland Light Infantry The City of Glasgow Regiment* in 1949. The 'The' prefix is omitted from the ABCs.

After penning these notes I purchased the newly-published book LMS Locomotive Profiles on the Royal Scots – supposedly the definitive work on the subject. There is an Appendix C which lists the names and No. 46137 gets a new version! The apostrophe and second letter 'S' after Wales is missing – and the brackets are there!

As with No. 46165, bizarrely, notwithstanding a photograph of the nameplate on page 22 – No. 46121 is missing 'The'.

I checked other books featuring the class:

The Book of the Royal Scots – 46137 correct; 46465, 46121 wrong.

The Power of the Royal Scots – 46137 correct; 46121 correct; but falling at the last hurdle, 46165 wrong.

Clearly this class is a snare for book authors!

Dave Cousins,
Swinton, Manchester

Why David Hendrie went to South Africa

IN THE item about the proposed repatriation of the Hendrie 4-8-0 in issue 260, it is suggested that David Hendrie was passed over for the post of locomotive superintendent of the Highland Railway (HR) in favour of Peter Drummond when David Jones retired in 1896 and that is why he went to South Africa.

At this time, however, Hendrie was the HR chief draughtsman and the more senior post of assistant locomotive superintendent was held by James Conner.

The HR minute books show that none of the company's staff were among the four people considered for the post held by Jones. A major reason for the appointment of Drummond was probably because he was the works manager, as well as the assistant locomotive superintendent, of the Caledonian Railway and one of his earliest tasks on the HR was the reorganisation of Lochgorm Works.

Hendrie continued to work on the HR for six years after Drummond's appointment. In 1900, after Conner left the company, he was appointed assistant locomotive superintendent and works manager.

I would suggest that the reason Hendrie went to South Africa was probably because he was recommended to be locomotive superintendent of the Natal Government Railways by the retiring holder of that post, George Reid, a former colleague on the HR.

When Hendrie arrived in South Africa, he would have found some familiar faces who had followed Reid from Inverness where he was the works manager. These included Hugh Jones, son of David, who had been the boiler shop foreman at Lochgorm.

Neil Sinclair,
Sunderland, Tyne & Wear

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TRACK TALK

➜ If only that £18.5 million had been shared out…

I have had a dream.

Just imagine if the £18.5 million going to the National Railway Museum (NRM) was split up amongst various heritage railways!

We could see steam back to Bala, Corwen, Leek, Barnstaple, Robertsbridge, Wadebridge, Garsdale, et al, helping to reinvigorate these towns and areas, and giving these lines a real destination.

Whilst I have no problem with the NRM getting grant aid, I just feel if that the money were spread out all around the UK, many more people and locations would benefit.

After all, funding from central government is public money, so maybe the public should chose where it goes?

We can all dream can't we?

Nigel Bird,
Tregaron, Ceredigion

Steam link into centre of Cheltenham is a must

I would just like to say that I totally agree with the letter from T Bazeley (Platform, issue 258) concerning lack of support for a new Cheltenham main line link.

As a frequent user of the Gloucestershire Warwickshire Railway (G/WR) on this service, including the park and ride, my elderly family and friends and I are beginning to find the walk up to the park and ride a real effort, especially in adverse weather.

A link to this would certainly help us and indeed less able travellers to continue our support of the G/WR and continue to bring custom to the traders in Cheltenham.

Surely, it can only be a perfect solution for all concerned?

William Griffiths, email

GWR music on the Lawn

THE book Old Filth by Jane Gardam mentions the stationmaster at Badminton during the Second World War referring to his platforms as 'lawns'.

This reminded me of 'The Lawn' at Paddington – where I once listened to the GWR railway band playing Christmas carols – perhaps they still do?

Was the term 'lawn' for platforms widely used or, perhaps, a GWR idiosyncrasy?

John Lovett,
Canberra, Australia

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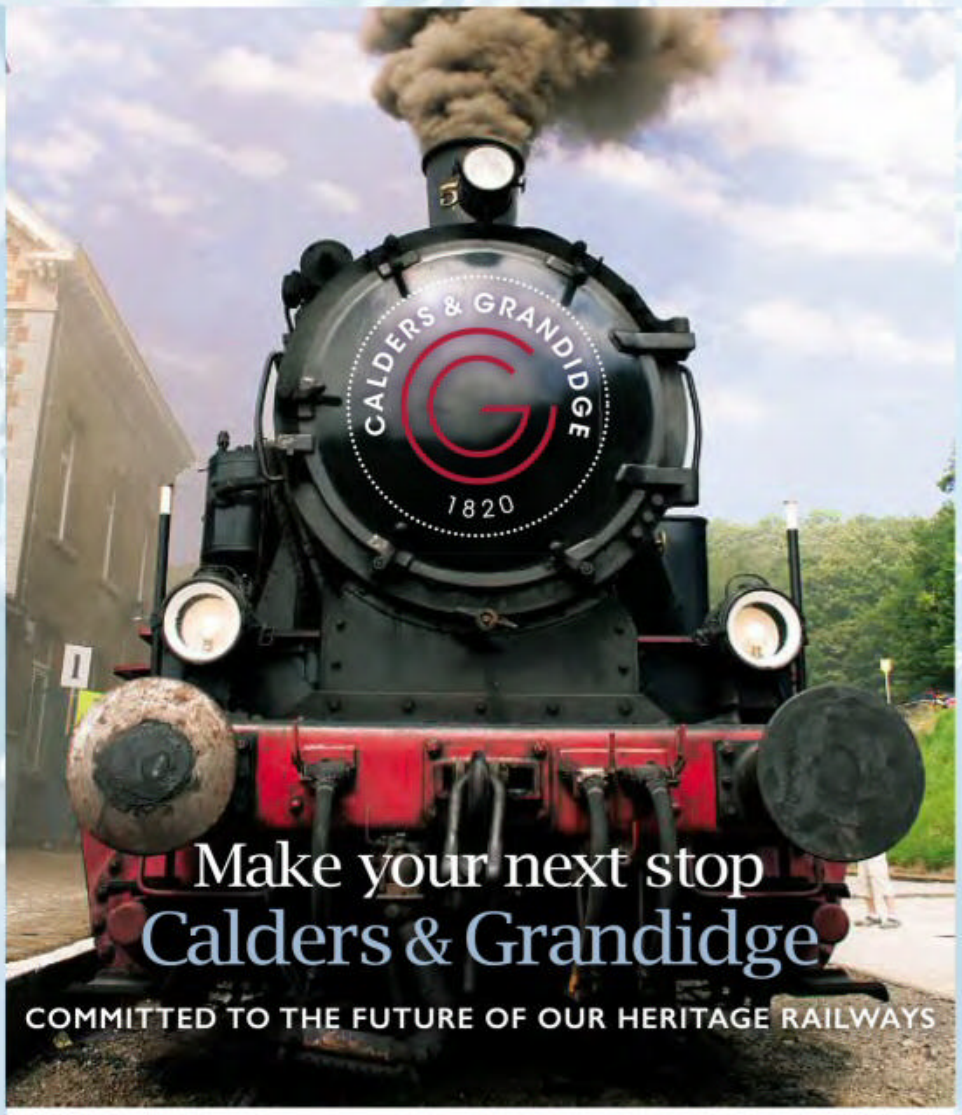
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Steam on Merseyside and beyond



By David Bryant and John Bannon

This is one mighty tome, but it is packed with pictures, stories and information about the railways around Merseyside covering the 1955-68 era. A book of many parts, one of them contains the first-hand recollections of some of the steam crews of the area, and fascinating they are, too. However, like any big industrial area, it was about the locomotives, many different classes, from the diminutive 'Pug' 0-4-0ST to the '9F' 2-10-0s that worked the iron ore trains from Birkenhead to Shotton, and this book tells the story of those locos, too. Then there were the race specials, enthusiast specials, and the characteristics of the stations, infrastructure and people that made up the area.

Each page is well illustrated, as well as being a diary of traffic and movements around Liverpool, plus Railway Clearing House maps, too.

You will dip in and out of the book for months, discovering something new about Merseyside and its railways every time. Thoroughly recommended.

ISBN 978-1-872839-13-4, hardback, 416 pages, 570 colour and B&W photos, £38.95.

Available from Waterstones, Pritchards and Bill Hudson Books or direct through David on 01515 235240 or jdavidbryant@hotmail.co.uk

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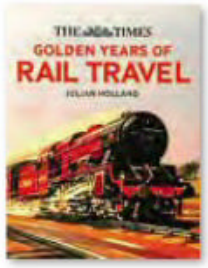
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The Times Golden Years of Rail Travel

By Julian Holland (hardback, Times Books/Harper Collins, 272pp, £30, ISBN 9780008323752).



THE very attractive and lavishly-illustrated coffee-table A4 size volume celebrates the decades when rail travel was considered to be far and away the best, if not the only, way to travel across the country.

Drawing on a wealth of archive photographs and colour illustrations, it captures the spirit and atmosphere of express passenger and luxury train travel in the pre-Grouping period from late Victorian times, the 'Big Four' and the great rivalries which spawned the likes of *Coronation* and *Mallard*, and the BR era from 1948-1994.

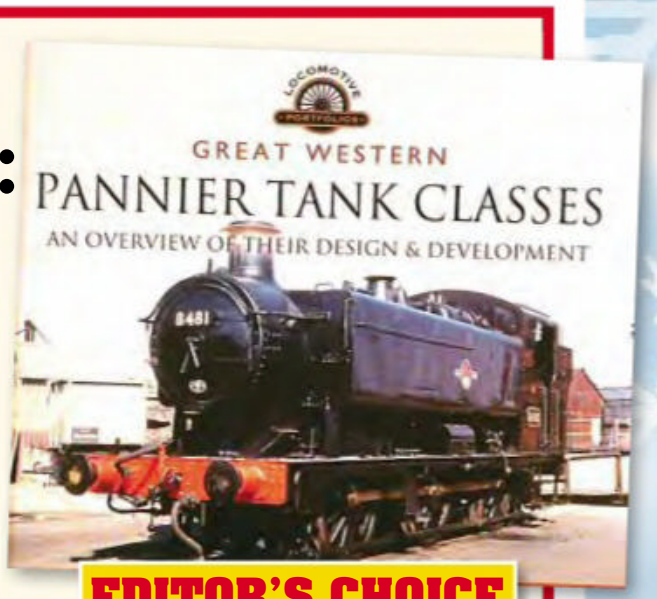
Most of these sections are divided into short articles on legendary named trains like the 'Pines Express, the 'Brighton Belle' and the 'Yorkshire Pullman'.

The ninth book written by Julian for Harper Collins, its greatest achievement is to rekindle our pride in the evolution of our national railway network. That surely leads to a better appreciation of what charter operators are achieving on the main line today, capturing the glories of the past which will never be forgotten. In short, every page starts at inspirational and goes up from there.

RELIVING A GREAT AGE OF OPTIMISM

Great Western Pannier Tank Classes: An Overview Of Their Design & Development

By David Maidment (hardback, Pen & Sword, 366pp, £40, ISBN 1526734516)



EDITOR'S CHOICE

Swindon-design pannier tanks have made heritage sector headlines again this year. A prime contender for the accolade of the ultimate Really Useful Engine, they took centre stage at the West Somerset Railway's autumn steam gala because much of the route is temporarily out of bounds to larger engines.

With 863 built, the 57XX panniers designed for branch passenger and freight duties were one of the most numerous classes of British steam locomotive.

Here is the tenth book by David Maidment in the Locomotive Portfolio series and it covers the large number of designs from which that trademark class evolved from and indeed into.

The story begins in 1860 with the 0-6-0STs built for both the GWR and the independent railway companies in South Wales, most of which were converted to pannier tanks in the Churchward and Collett eras as they were reboilered with raised Belpaire fireboxes between the early 1900s and the late 1920s.

Of course, the magnificent collection of more than 400 archive pictures features the 57XXs at work right across the system, as well as the 54, 64 and 74XX series and so many other of the classes. Collett's successor Hawksworth updated the design with the tapered-boilered 94XX, as well as producing the light 16XX and the outside-cylinder Walschaerts valve-geared 15XX, one example of each of the latter two thankfully survive today.

Not only is the volume packed with inspirational black and white pictures but has plans, drawing and details of the association of every pannier tank. Not only is it a joy to browse but as an essential reference work it is monumental.

Here is a splendid offering for the historian, the modeller or just the everyday GWR fan.

In 2020, the Keighley & Worth Valley Railway will be celebrating the 50th anniversary of the phenomenally-successful big-screen version of The Railway Children, which featured 57XX No. 5775 masquerading as an ochre-liveried Great Southern & Northern Railway locomotive set in an era before the type was even designed. As with his previous books in the series, David, a senior manager with BR, will donate the royalties to the Railway Children charity which he founded, to help orphaned street children living on and around station platforms around the world.

PANNIER LIBRARY PACKED INTO ONE BOOK

The Remarkable Jim Crebbin and His Experimental Locomotives

By Roger Backhouse (softback, Society of Model and Experimental Engineers, Marshall House, 28 Wanless Road, London, SE24 0HW www.sm-ee.co.uk email booksales@sm-ee.co.uk 82pp, £14, ISBN 9781527245327).



ONE of the finest events in the sector in 2019 has been the Brass, Steel and Fire exhibition at the National Railway Museum in York. It majors in on early live steam model locomotives – some of which were no less than demonstrators which led to the building of early steam locomotives like the Middleton Railway's Salamanca of 1812.

The exhibition includes Jim Crebbin's locomotive *Cosmo Bonsor*, and this A4 volume describes why it is so important in the sphere of model engineering.

Crebbin travelled across Europe and knew great locomotive engineers like Churchward, Stanier and Gresley – he even helped the former introduce the French de Glehn compounds to the GWR, and their bogie design made a lasting impact on subsequent British locomotive practice.

One of the few model engineers to use compounding, his experimental engineering involved testing different model boilers and early superheating. Again, it demonstrates how models influenced full-scale locomotive design, not the other way around as it's widely assumed today.

PIONEER OF MODEL ENGINEERING

British Railways Stinks

By David Smith (hardback, Mortons Books www.mortonsbooks.co.uk 300pp £14.99, ISBN: 9781911658269).



THE first railway chemical laboratory was opened in 1864 by the London & North Western Railway at Crewe, and the last ones lost their direct link to the rail industry on their Privatisation in 1996.

Whatever their expertise, every railway chemist or 'stink' has been asked the same question: "What do you actually do?" That is precisely the question this book attempts to answer.

It covers many aspects of the work, from a BR chemist going to San Francisco to blow up a water melon to declaring an empty coal wagon a confined space; from whitewashing a passenger train, in service, in a couple of seconds, to questioning, on chemical grounds, the mental state of the chairman of British Rail; from gassing weevils to setting fire to a canal in Derby.

British Railway Stinks tells the unusual, astonishing and sometimes downright hilarious story of the railway 'nuts' who decided what exactly the 'wrong kind of leaves' were.

BRILLIANT AND ORIGINAL INSIGHT

Transition

By Colin T Gifford (hardback, Kidderminster Railway Museum, Comberton Hill, Kidderminster, Worcs DY10 1QX, 180pp, £30 plus postage, ISBN 9781916400108).

MANY enthusiasts doubtless consider photographer Colin Gifford – he of 'Each a Glimpse'. . . 'and Gone Forever' fame – to be exclusively steam in his tastes, but this talented cameraman was also fascinated by the newer forms of traction invading his beloved industrial landscapes in the 1960s.

Consequently, he has been able to delight us with a new book in the same genre as his now legendary predecessors.



This addition to the catalogue is no mere batch of remainders thrown together as a 'pot-boiler', but a carefully chosen selection of more than 250 powerful and largely unseen images laid out by Colin himself.

A press release from the publishers tells us some of the modern traction aspects are implied rather than evident, and that's certainly true of a few for which a magnifying glass might be needed to spot the non-steam component in a scene dominated by the older form of motive power, but such photographs are rare.

For the most part, the images remain true to the title of the book. . . depicting trains in the highly emotive BR transition period between the late 1950s and late 1960s.

The work is printed in large format square size on high-quality paper worthy of earlier Gifford volumes, and commemorates last year's 50th anniversary of the end of BR main line steam and, although delayed slightly by the exacting print standards quite rightly requested by author and publisher, it's been worth the wait.

Because of its highly visual nature, the captions have deliberately been left short, providing venue and date only. Details such as engine numbers and workings have been omitted, but the publisher states they'll eventually be published online for those who want them.

Colin took some of his photographs from high elevations and thus provided enormous amounts of detail over wide areas. For these, I found myself covering up the caption and not peeping until I'd worked out (thankfully correctly!) where they'd been taken.

This do-it-yourself 'where is it?' quiz proved most enjoyable, and we must all be grateful to this artist-with-a-camera for preserving for today's railfans some semblance of what life was like in the evocative atmosphere of half a century and more ago.

The phrase 'The past is a foreign country' is rarely truer than in a UK rail and industrial context. This book proves it.

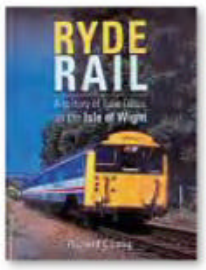
NEW LANDMARK OFFERING FROM THE MASTER

Ryde Rail: A History of Tube Trains on the Isle of Wight

By Richard C Long (hardback, Crecy Publishing, 112pp, £20, ISBN: 9781910809570).

ONE of the quirkiest and most interesting parts of the UK rail network is the line from Shanklin to Ryde Pier Head on the Isle of Wight.

Since 1967, the line has been operated using second-hand London Transport Tube trains, and this new book provides a thorough history of the island's electric trains.



From the original 4VEC and 3TIS sets (the codes a reference to Vectis, the island's Roman name) to the current 1938 Stock that replaced it in the late-1980s, the island has acted as a retirement home for vintage Tube stock over the last 50 years.

The author has compiled an interesting history of the railway, from the closure of most of the island network in the 1960s, to the various proposals for replacing steam on the Ryde to Shanklin line, and the preparations for electric operation in the mid-1960s.

However, the main body of the book traces the history of the electric fleet, from early BR blue days of the 1923 Stock, through proposals to replace them with Class 503 EMUs transferred from Merseyside, to the 1980s facelift and eventual replacement with (slightly) newer 1938 Stock by Network SouthEast, and their operation since Privatisation in 1994.

However, also covered in detail are the long-lost Ryde Pier Tramway and the island's famous diesel shunters, D2554/05001 'Nuclear Fred' (a nickname deriving from the clouds of smoke emitted after long periods of idleness) and Nos. 03097 and 03179, transferred across the Solent for departmental duties.

Finally, the author considers what could be the final years of Tube train operation as the 1938 stock reaches the end of its useful life, and various reports consider the options for their replacement.

The conclusions have since been overtaken by events as Vivarail was selected in September to supply five new Class 484 EMUs converted from former District Line D78 stock – continuing the island's long association with ex-Underground trains.

The detailed and informed text is supported by many previously unpublished photographs, including some superb views of the steam/electric changeover, the arrival of tube trains by ferry, and testing on the mainland.

TIMELY TOME AS ERA ENDS

British Railways in the 1960s: London Midland Region

By Geoff Plumb (hardback Pen & Sword, 170pp, £30, ISBN 9781473823945).

THE author hails from what he calls a 'railway-mad' family: his father was posted to the Longmoor Military Railway, leading to the author having an excellent grounding in railways.

He also had John (T J) Edgington as a family friend, who advised on a camera for the fanatical then 13-year old in 1962.



Clearly with an eye for a picture, Geoff takes the reader on a tour around the London Midland region, covering in the process the West Coast Main Line from Watford to Shap, and locations in between such as Heysham, Windermere, Grassington, Thrapston, Birkenhead Woodside, the Lickey, and a Scottish LMS sprinkling; even the Cromford & High Peak gets a look in.

Each picture is at least a half page backed up by some comprehensive captions, which the author admits may not be 'gospel' as a result of information from the Whatever Happened to Steam team unearthing further erroneous information.

Pictorially, this is a nice album, much enhanced as the colour slides have reproduced extremely well, with no colour casts. There's a sprinkling of black and white too, again good contrast and repro.

As someone who remembers the era, but as a few years younger was limited in travelling opportunities, this was a very enjoyable read.

The high quality of the reproduction and the nostalgia it evokes means it easily falls into a highly recommended category.

MARVELLOUS LMR DAYS REBORN

1 2 Corris Railway Society Christmas cards

Packs of four £4 plus £1 P&P, cheques payable to Corris Railway Society. Available from: John A Knight, 40 Fladgate Road, Leytonstone, London E11 1LY. Postage is free with five or more packs, plus a free bonus card with each pack.

THE Corris Railway Society has produced two Christmas card designs this year, both of which are photographs of the line's stalwart new-build Tattoo 0-4-2ST No. 7.

While it may be unintentional, it would appear the designs 'cover the bases' in terms of meeting people's preferences for card types. The designs cater for those who like snow and those who do not – and one is landscape, the other portrait.

The snowy scene shows No. 7 approaching Corris, complete with 'Santa Special' and 'Nadolig Llawen' (Merry Christmas) headboards. The non-snowy card features No. 7 approaching the charming Maespoeth Junction Signalbox with three carriages.

The front of both cards carry 'Seasons Greetings' in English only, but the message inside is bi-lingual (Welsh/English) 'Nadolig Llawen' and 'Merry Christmas'.

CATERS FOR ALL TASTES

3 Welshpool & Llanfair Railway Christmas cards

Five cards £4.50, 12 cards £7.50, 25 cards £12.50, 36 cards £16, 50 cards £20.50, www.wllr.org.uk/2019-christmas-cards or telephone 01938 810441.

THE Welshpool & Llanfair Railway's new Christmas card design for 2019 depicts a popular member of the line's locomotive fleet. Beyer Peacock No. 823 *The Countess* is shown taking water from the restored 'parachute' water tower at a snowy Welshpool Raven Square station. A wheelbarrow load of wrapped presents provides a further reminder of the festive season.

Pleasant on the eye, the design is from a specially commissioned painting by well known railway artist Jonathan Clay. A caption is printed on the first inside page.

The bilingual (Welsh/English) greeting inside reads 'With Best Wishes for Christmas and the New Year'. Stocks of the previous years' designs remain available, which depict No. 12 *Joan* and No. 822 *The Earl*.

ATTRACTIVE ON THE EYE

4 Talyllyn Railway Christmas cards

Pack of five, complete with envelopes £3.50 per pack plus £3 postage. Combined P&P for calendars and cards costs £3.50, www.talyllyn.co.uk or 01654 711012.

THIS year's Talyllyn Railway Christmas card shows locomotive No. 1 on a snowy Dolgoch station on a Santa Special, complete with headboard, and on the buffer beam, holly and Welsh dragon flag.

Featuring bi-lingual (Welsh/English) greetings on the front and inside, it represents a distinctive card for the recipient, while also supporting a good cause for the sender – the world's first preserved railway.

The rear of the card shows the railway's logo, telephone number, website and postal address.

PROFESSIONALLY PRODUCED



British Railways Past and Present: Swindon To Bristol By Both Routes

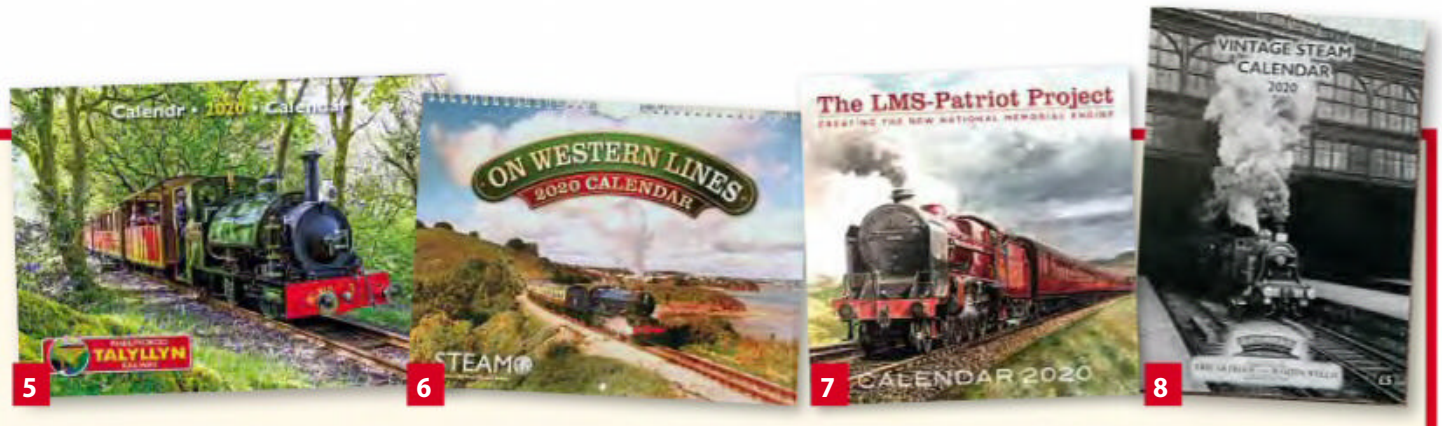
By John Stretton and Tim Maddocks (softback, Silver Link/Mortons Books www.mortonsbooks.co.uk 132pp, £20, ISBN 9781858952949).

NOW part of the successful GWR franchise, the line from Swindon to Bristol forms part of Brunel's original Great Western Railway from Paddington to Bristol, Wales and the south-west of England.



In this volume John and Tim take us on a fascinating journey along the route, visiting numerous locations on the way. The number of stations has been reduced over the years with, for example, Dauntsey and Christian Malford Halt, to name but two, closing many years ago with the advent of the preference for motor car travel. However, the tide is turning and rail travel is becoming ever more popular with passenger numbers steadily increasing.

The need for greater capacity has seen considerable and increased investment in modernisation of the infrastructure. Details of this transformation can be found in the recently-published Transformation of the Western Region by Paul Stanford, also published by Silver Link.



5 Talyllyn Railway 2020 Calendar

£7, plus £3 postage from www.talyllyn.co.uk or 01654 711012.
IF you've not bought a railway calendar for the year ahead yet, you may wish to consider the Talyllyn Railway's well produced, top quality example.

Feeling and looking like it costs more than it does, it includes carefully selected seasonally appropriate photographs – it's worth it for the stunning images alone.

With the 'core' information printed bi-lingual (Welsh/English), the A4 landscape format comprises a photograph on the upper half, with text on the lower portion. It includes a host of nice touches – such as the month preceding and following respectively in two small boxes. Another nice touch is the promotional messages, which are presented as informative editorial rather advert-style for the special events, weddings, The Narrow Gauge Railway Museum and woodland walks, for example.

A hole has been helpfully punched, enabling it to be hung from a wall hook with ease. Ideal for your home or to send to family friends overseas, the first double-page spread includes text in English about the line in clear, concise terms, complete with a map of the line and its location on the Mid Wales coast, plus ideas for a holiday itinerary to places such as Mawddach Estuary and Aberdyfi.

The person(s) responsible for its production should be rightly proud of themselves.

ATTRACTIVE, QUALITY CALENDAR

6 On Western Lines 2020 Calendar

STEAM-Museum of the Great Western Railway www.steam-museum.org.uk £7.50 plus £1.95 P&P.
This fourth annual offering from STEAM contains stunning views by photographer Richard Bell, showing how steam still rules the roost in GWR territory, from *King Edward II* on the Dartmouth Steam Railway to *Nunney Castle* storming through Dr Day's Bridge Junction and Vale of Rheidol 2-6-2T No. 8 heading to Devil's Bridge.

The calendar opens to two pages with accompanying text and sufficient space for notes in each date, and is supplied with an envelope for gifting.

SWINDON STEAM REIGNS ALL YEAR ROUND

7 The LMS-Patriot Project 2020 Calendar

LMS-Patriot Company Ltd www.lms-patriot.org.uk/shop, £10 plus £2 P&P. Tel: 01785 244156.
THE LMS-Patriot Project's calendar for 2020 once again makes use of wonderful paintings from some of railway art's best known names, to present a picture of LMS/Midland Region steam in its heyday.

Each month has its own painting from artists including Rob Rowland, Philip Hawkins, David Halliwell and Roger Markland, with the various scenes depicting a different aspect of 'Midland' life.

Naturally, there are several paintings of Patriots included, but also other popular classes such as a 4F at Gloucester (January), Royal Scot storming through Tamworth (August), and a 7F at Midsomer Norton.

There are also some quite remarkable paintings, too: March's photo-realistic black & white view of Fowler 2-6-2T No. 42395 at Birmingham New Street, and Philip Hawkins' 1950s view of Coventry shed being notable examples.

The calendar is laid out in a 238 x 238mm format (238 x 476mm when hung), with plenty of space for dates and notes.

SPLENDID OFFERING HELPING MAGNIFICENT PROJECT

8 Bahamas Locomotive Society calendar

Online from www.bahamas45596.co.uk or from the Engine Shed at Ingrow West station, or 01535 690739, £5 or £6.75 including P&P.
IF fine photographs of steam locomotives at work in the glory days of the past is your 'thing', then the Bahamas Locomotive Society's Vintage Steam Calendar should be on your shopping list.

Providing a taste of what's in store, the cover shows Caledonian Railway No. 123 departing Edinburgh Princess Street station on April 19, 1956 with the Easter 'Scottish Rambler' – the 4-4-0's last excursion before it became a museum exhibit.

Covering all regions, the photographs include No. 45596 *Bahamas* climbing towards Shap summit with a freight train in 1960; LNER A4 No. 60028 *Walker K. Whigham* on an express freight near Retford in 1955; SR 02 No. W22 *Brading* departing Ryde St Johns in 1964; GWR 4-4-0 No. 3453 *Seagull* on the sea wall at Teignmouth in 1948; LNER B12 No. 61580 at Cambridge in 1957; LNWR 'Super D' 0-8-0 No. 49132 at Chinley North Junction in 1950; and Midland Railway Compound 4-4-0 No. 1000 crossing Marple Viaduct in 1960. Each image includes a detailed caption, adding to the calendar's appeal as a gift or for one's self.

The inside front page includes information about the two individuals who caught the 13 super monochrome images on camera – Eric Oldham and Martin Welch.

Ring-backed with a month for each view, space is provided for notes. The calendar is hard-backed and measures 8¼in by 11½in.

HIGHLY RECOMMENDED

Using more than 200 contrasting and complementary views, John and Tim show the route as it used to be in the days of steam and semaphore signalling through the diesel era and right up to the present-day electrified railway.

NOSTALGIC AND COMPARATIVE PROFILE

Block Bells, Buttons And Dusters: a candid look at signallers and signalboxes in the 21st century

By Jonathan Webb, (flexiback, Chime Whistle Publishing, 300pp, £30, ISBN 9781916171602).
JONATHAN Webb is a professional photojournalist who has created a superb record of a fast-disappearing way of railway life.

With closures of signalboxes increasing, he has conjured up an evocative and candid portrait of signallers at work in their boxes.



The book assembles a wide range of excellent large format colour photographs in an A4 flexiback book, printed to a very high standard.

Usually, signalboxes form the setting for photographs of trains working past them – here the signallers and their duties are the primary focus, together with the interiors of the varied types of boxes.

Every signaller was recorded in each of the boxes featured – often during numerous visits. Major 'boxes recorded include Stafford Nos 4 & 5 and Birmingham New Street (BR LMR), together with Liverpool Lime Street (LMSR).

Numerous other boxes are featured in each of the 24 sections, which begin with a detailed description in the explanatory introduction to the photographs.

The book is a feast for anyone with an interest in railway signalling and the work signallers carry out every day.

An intriguing and informative collection of images that takes an alternative yet essential look at the subject. Strongly recommended.

NEW WINDOW INTO A DISAPPEARING DIMENSON

The Photographic Artistry of Railcameramen 2

By John Hillier (hardback, Silver Link/Mortons Books www.mortonsbooks.co.uk 128pp, £35, ISBN 978-1-857945-64-5).
THIS second volume features once again the photographic artistry of many of the UK's leading railway photographers who, as members of the Rail Camera Club, have been familiar figures at the lineside for many years.

The Rail Camera Club had its origins in the prestigious Railway Photographic Club which Maurice W Earley formed in 1922 and which continued until 1976 when 'MWE', its secretary throughout its 54 years, decided to 'retire'. Membership of the RPS was by invitation only and over the years virtually all of the top photographers were members. As a result of the circulation of 'boxes' of prints for fellow members to see and comment on, the standard of railway photography improved significantly.



In 1980, Stephen Crook, the respected Carlisle-based photographer, decided that the RPS should be resurrected under the guise of the Rail Camera Club. Several ex-RPS members were interested and once again 'boxes' of pictures of railway subjects began circulating. Although the age of digital photography really took off from the 2000s, RCC members favoured the opportunity of taking time to examine and comment on colleagues' prints in detail and two 'Folio Boxes', packed with pictures, were circulated about six months apart, a practice that still continues.

Although until the 1960s, many photographers concentrated on 'traditional' front ¾ views taken on sunny days, several RPS and RCC practitioners assumed rather more adventurous styles and various approaches are included here. The book also includes copies of some of the

'criticism sheets' giving comments from colleagues about work submitted.
BEAUTIFUL PHOTOGRAPHIC ARTISTRY FROM LEADING LINESIDERS

The Beeching Legacy: The West Country

By Phil Horton (softback, Silver Link/ Mortons Books www.mortonsbooks.co.uk 196pp £25, ISBN 978-1-857945-46-1).



THE first edition of this popular volume has been out of print for several years and has become much sought after.

Produced in black and white, the first edition was the first volume in the series, taking a detailed regional look at the Beeching Report, its proposals for closures and modifications of the UK railway network.

The report has become legendary and the interest and debate it generated is no less today than it has ever been since first published. Indeed, with railways now rejuvenated and passenger numbers growing ever larger, the reflection on what Beeching got right and what perhaps in hindsight got very badly wrong makes for fascinating reading.

This new, expanded second edition has been completely reworked and is now published with colour illustrations both new and replacing the original black and white images where possible. The text has been expanded and updated as appropriate and there are 32 extra pages.
BEAUTIFULLY-ILLUSTRATED LOOK AT THE WATERSHED REPORT

The Patriots: A Pictorial Record Volume Two

By Peter Sikes, (softback, LMS-Patriot Company Ltd www.lms-patriot.org.uk/shop 122pp, £18.95 plus £3 P&P, ISBN 978-1-9995818-1-7).



LAST year the LMS-Patriot Project released The Patriots: A Pictorial Record Volume One as a fundraiser for its new-build Patriot No. 5551 *The Unknown Warrior,* which provided a pictorial record of each of the Fowler 4-6-0s from No. 45500 to 45525.

For this year, author Peter Sikes presents a second volume, covering Patriot Nos. 45526-45551 (the latter being the original locomotive, not the re-creation).

As with Volume One, the new book opens with an introduction from the author and a foreword by project chairman David Bradshaw, then attention turns to the Fowler 4-6-0s themselves. Each locomotive is examined in order from No. 45526, with a small tabulated panel providing details of running numbers, build dates and location, naming date, mileage, withdrawal and scrapping for each class member.

The number of pages allocated to each locomotive is dependent upon the number of images available, and as before Peter has unearthed a wide variety of photographs, many of which have never been published before.

The photos used include several of the locomotives during their LMS days, and cover the entire lifespan of the class right through to their last days on BR.

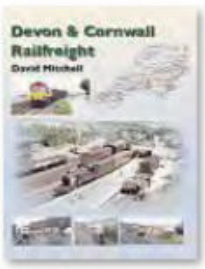
A good mix of colour and black and white imagery has been selected, with a number of notable gems, including shots of LMS-liveried No. 5531 *Sir Frederick Harrison* in colour and No. 45539 *E. C. Trench* at Manchester London Road, paired with one of the experimental high-sided Fowler tenders.

All images are reproduced well and printed on good quality paper.

It is the type of book you can just sit with and absorb the detail in each photograph, knowing your purchase is helping to push *The Unknown Warrior* closer to completion.
RECOMMENDED YEAR-ROUND READING

Rail Freight In Devon And Cornwall

By David Mitchell, (hardback, Silver Link/Mortons Books www.mortonsbooks.co.uk 208pp, £40, ISBN 978-1-857944-73-0).



ALTHOUGH today's railway in the South West is principally a passenger operation, an exception is china clay traffic, which has been a feature of the area's railways for much of their history and today is the main reason for railfreight managing to retain a toehold in the peninsula.

This wide-ranging survey of the history of freight traffic in the two counties commences with a brief look into the past, when the railway was a 'common carrier' hauling all manner of goods, largely by the wagonload. It then chronicles the ultimately unsuccessful 50-year-long fight to retain at least a portion of such traffic on the railway, including the initial development and final demise of the Speedlink and Enterprise services. Other commodities that have been handled over the last 40 or 50 years are then considered in more detail, particularly where there is or has been a trainload operation, and more detailed consideration is given to traffic that is especially distinctive to the area.

In the era of the privatised railway system, today's railfreight companies have to be nimble in their dealings with customers and quick to respond to both opportunities and problems, something that BR often had a reputation for being poor at – it is quite probable that there would be even less freight on rail today if we still had a nationalised system.

Nonetheless, railfreight activity in the South West appears to be hanging on by a thread, but it is still doing what it is good at and hauling commodities such as china clay, aggregates and cement in bulk, although increasingly freight operators are having to pin their hopes on a continued growth in intermodal traffic.
SUPERB REGIONAL RAILWAY BIOGRAPHY

Stockton & Darlington pewter coaster

(www.therailwaystation.shop, 07591 357598, email sales@therailwaystation.shop Each 90mm x 90mm pewter mat costs £11, and there is a flat-rate postage charge of £4.95 or £7.95 for first class.)



THIS beautiful pewter coaster was hand-made in the UK and designed to celebrate the innovative engineering skills of George Stephenson.

Made in Sheffield, the coaster features the handwriting and signature of Stephenson when he set out his case in 1822 for the revised route for the Stockton & Darlington Railway, which would be suitable for locomotive use.

The design also features a typical wagon or locomotive wheel as fitted by Stephenson on his early locomotives. On the reverse is a layer of cork.

The Railway Station Shop also offers a range of other gifts, including books, mugs, jigsaws, clocks, cufflinks, cards, bookmarks, and framed prints.
ALL SET FOR 200TH ANNIVERSARY IN 2035

T E Williams – The Lost Colour Collection: Volume 3

Hardback, Irwell Press www.irwellpress.com, 128pp, £25.95, ISBN 978-1-911262-27-5.



IF you are looking for something unique as a gift, or treating yourself this Christmas, then Volume 3 of The Lost Colour Collection will not disappoint.

This further book adds to Volumes 1 and 2, published by Irwell Press, and provides a unique and fascinating window on late-1950s and early-1960s British Railways – and all in colour!

The late T E (Tom) Williams was somewhat of a pioneer when it came to the use of colour film. His interest was railways, but he also had an excellent eye for composition and getting that 'different' picture.

The images have been compiled by Tom's sons, Phil and Owen, with the former spending hours painstakingly restoring each plate used. There are plenty of GWR locomotives pictured in different settings, not least in and around Warwickshire, as Tom lived in GWR territory at Stratford-upon-Avon.

However, Volume 3 includes a Journey to Foreign Parts chapter, which features images of an ex-LMS 'Black Five' under newly-erected but not wired OHE girders at Easenhall; LNER A4 Silver Fox in 1962 at New Barnet; ex-SR Merchant Navy, complete with 'Golden Arrow' headboard, at Victoria; and an ex-LMS 'Jubilee' emerging from the now-defunct Catesby Tunnel on the Grand Central.

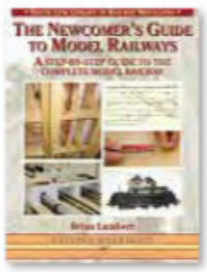
Other shots include an ex-MR Fowler Compound climbing Hatton Bank and GWR *Lode Star* in ex-works condition on a Pickfords road tractor. These are only a small sample from this third volume of what is truly a 'discovery' of excellent, previously unseen photographs.

The narrative with each image is comprehensive and fascinating.

The Lost Colour Collection Volume 3 gives much pleasure, is a fitting addition to Volumes One and Two, and a great Christmas box for those that love to see the last few years of main line steam.
CLASSIC LAST STEAM DAYS RELIVED

The Newcomer's Guide To Model Railways

By Brian Lambert (softback, Silver Link/Mortons Books www.mortonsbooks.co.uk 148pp, £17.99, ISBN: 978-1-857943-29-0).



IN this comprehensive guide to railway modelling, long-time modeller Brian Lambert provides newcomers – as well as established modellers who may want to enhance their skills – with a single-volume source of information on all aspects of the hobby, from the basics of baseboards to the intricacies of modern Digital Command Control.

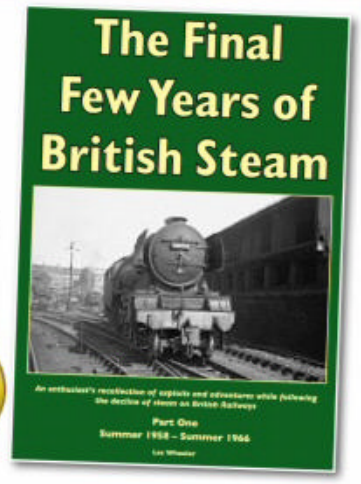
Page by page, modellers will be able to gain more information and explore new techniques, allowing them to progress towards the real goal of the hobby – to build and operate a true model railway, rather than just run a trainset.
EASY GUIDE TO NEW TECHNIQUES HR

The Final Few Years of British Steam

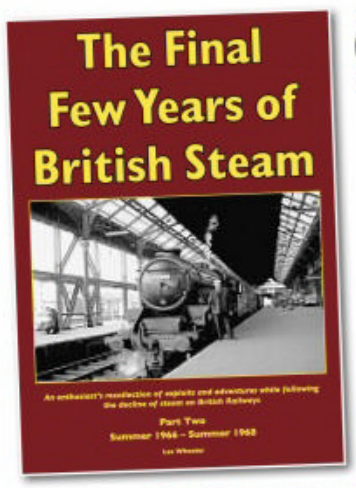
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Part Two £19.99 + P&P

Available at Keighley and Worth Valley Shop
Tel: 01535 640464 shop@kwvr.co.uk
Email author direct: les.wheeler1@mail.com

Proceeds from the sales of both books will go towards the upkeep of Stanier 'Black 5' No 45212.
Thank you for everyone's support in raising over £2500 so far.

Printed by Amadeus Press
Both books are available from a number of Heritage lines.

NEW Catalogue OUT NOW!



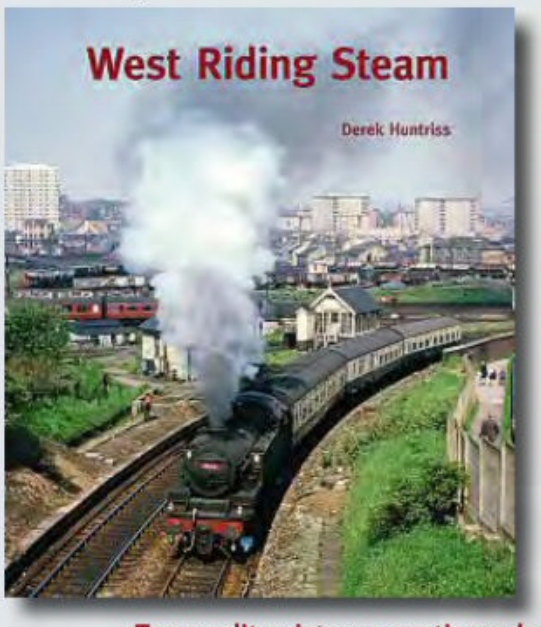
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WEST RIDING STEAM
by Derek Huntriss

West Riding Steam is the latest offering from the renowned publishing house Never Again Publishing. It is a lavishly illustrated full colour pictorial reminder of the days when steam reigned supreme on the railways of the West Riding of Yorkshire.



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

Derek Huntriss has compiled a stunning collection of colour material from a wide range of steam photographers each with a very different approach to their subject. The result is a definitive portfolio of steam at work and railway history in the West Riding of Yorkshire.

Each picture is accompanied by a comprehensive caption that provides the reader with considerable detail, not only about the locomotives and train workings but also a feast of other railway operational and historical information.

West Riding Steam is dedicated to Gerald Dixon, long time friend, MNA activist and inspirational photographer. Gerry had the ability to capture the uniqueness of the industrial West Riding landscape of hills, mills and row upon row of terraced houses that complements the steam locomotive at work and the 'gritty' character of this northern county.

West Riding Steam has received outstanding reviews from purchasers and the leading magazines alike:

- Top quality pictures, captions, detailed maps and historic information. Just so much to savour!
- This is one of the finest photographic books we have seen in a very long time
- An outstanding showcase of steam in The West Riding of Yorkshire
- A luxury product designed with a photographer's eye for layout
- First class reproduction throughout • The range of subjects is superb

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

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

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

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

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









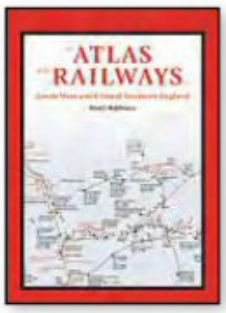
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Atlas of the Railways of South West and Central Southern England



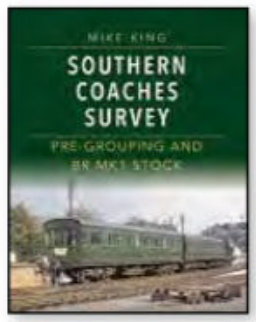
Stuart Malthouse

Covering an area from Cornwall to Hampshire and as far north as Bristol and Swindon, industrial as well as passenger carrying lines are shown. Each map is accompanied by a detailed key to the public and private railway systems featured.

ISBN: 978 071103 8714, Hardback, 432 pages **£40**

Southern Coaches Survey

Pre-Grouping and BR Mk 1 Stock



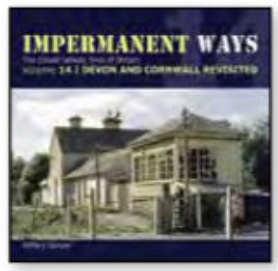
Mike King

Covers both stock inherited by the SR from its pre-grouping constituents, some very long lived, and BR built stock used on the Southern Region from the 1950s onwards. The detailed text is supplemented by many photographs and scale drawings.

ISBN: 978 086093 6657, Hardback, 232 pages **£25**

Impermanent Ways Volume 14

Devon and Cornwall Revisited

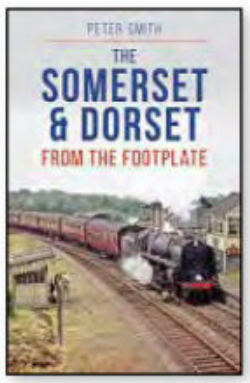


Jeffrey Grayer

The latest volume in this successful and much loved series contains new and previously unpublished material on both closed and heavily rationalised lines in Devon and Cornwall. Coverage extends to both mainlines and branches formally operated by the Southern and the Great Western.

ISBN 9781909328907, Paperback, 104 pages **£12.95**

The Somerset & Dorset From The Footplate



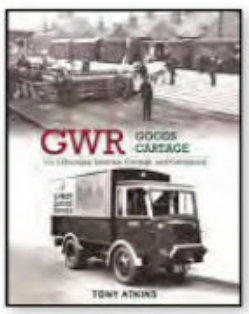
Peter Smith

Available again after many years, these stirring tales of working trains over the fabled Somerset & Dorset, as recounted by a young fireman on the line, will delight all of those who still hold the S&D in great affection.

ISBN 978 190932 8921, Paperback, 224 pages **£9.95**

GWR Goods Cartage Vol 2

Garages, Liveries, Cartage and Containers



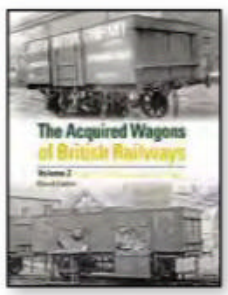
Tony Atkins

The concluding volume in this superb series on GWR goods operations looks at the mechanisation of the cartage fleet in the years after World War 1. Includes fleet lists with registration numbers and is illustrated throughout.

ISBN 978 190932 8853, Hardback, 208 pages, **£29.95**

The Acquired Wagons of British Railways Vol 2

All-Steel Mineral Wagons and Loco Coal Wagons



David Larkin

The second volume in this important new series on the wagon fleet BR inherited in 1948 covers all-steel mineral wagons. The book contains fleet lists with building dates and numbers and is heavily illustrated throughout.

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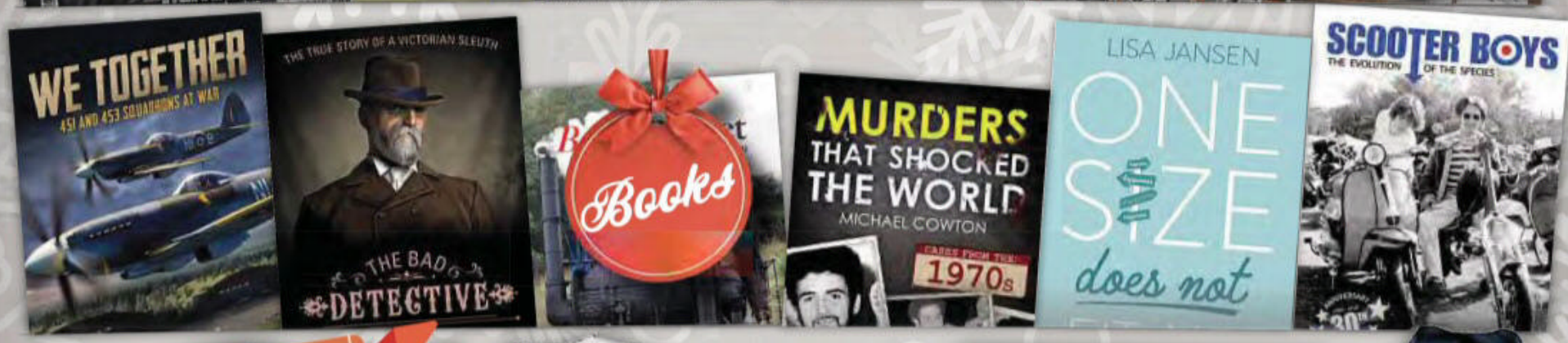
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One-time Llanfyllin branch veteran, BR 2MT 2-6-0 No. 46512 *E.V. Cooper, Engineer* hauls a Strathspey Railway Halloween special past Granish on October 26. DAVE COLLIER

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 Dec 22.

Bluebell Railway
Standard gauge, 11 miles, footplate experience, wine and dine.
Sheffield Park,
East Sussex TN22 2QL.
Tel: 01825 720800.
Running: Dec W/Es + 23, 24, 26, 27, 30, 31.

Bredgar & Wormshill Light Railway
2ft gauge, ½ mile.
Bredgar, Sittingbourne, Kent.
Tel: 01622 884254.
Running: 2020.

East Kent Railway
Standard gauge, two miles,
Shepherdswell, Dover.
Tel: 01304 832042.
Running: Dec 1, 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: Nov 30. Dec 1, 7, 8, 14, 15, 20-24, 26. Jan 1.

Kempton Steam Railway
2ft gauge, ½ mile, Hanworth.
Tel: 01932 765328.
Running: Dec 7, 8, 14, 15.

Kent & East Sussex Railway
Standard gauge, 10½ miles,
footplate experience, wine and dine.
Tenterden, Kent. Tel: 01580 765155.
Running: Nov 30. Dec 1, 7, 8, 14, 15, 21-24, 30, 31.

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: Nov 30. Dec 1, 7, 8, 14, 15, 21-34, 26-31.

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: Nov 23, 24, 30. Dec 1, 7, 8, 14, 15, 20-24, 28-31.

SOUTH WEST

Avon Valley Railway
Standard gauge, three miles,
footplate experience, wine and dine.
Bitton, Bristol.
Tel: 0117 932 7296.
Running: Nov 24, 30. Dec 1, 2, 7, 8, 14, 15, 21-24, 26, 29.

Beer Heights Light Railway
7¼in gauge. Off A3052, Beer, Devon.
Tel: 01297 21542
Running: 2020.

Bodmin & Wenford Railway
Standard gauge, 6½ miles, footplate experience, wine and dine.
Bodmin, Cornwall.
Tel: 01208 73666.
Running: Nov 30. Dec 1, 6-8, 13-15, 20-24, 31.

Bristol Harbour Railway
Standard gauge, one mile. M Shed, Bristol.
Tel: 0117 352 6600.
Running: 2020.

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: Nov 23, 30. Dec 19, 20, 23, 27, 30 + W/Es, Tues.

Devon Railway Centre
2ft gauge, ½ mile. Bickleigh, Devon.
Tel: 01884 855671.
Running: 2020.

East Somerset Railway
Standard gauge, two miles.
Cranmore, Somerset.
Tel: 01749 880417.
Running: Dec 1, 7, 8, 14, 15, 21-24.

Gartell Light Railway
2ft gauge, ½ mile. Common Lane,
Yenston, Templecombe, Somerset
BA8 0NB. Tel. 01963 370752
Running: 2020.

Helston Railway
Standard gauge. Helston, Cornwall.
Tel: 07875 481380.
Running: Dec 7, 8, 14, 15, 20-23.

Launceston Steam Railway
2ft gauge, two miles. Launceston,
Cornwall. Tel: 01566 775665.
Running: 2020.

Lynton & Barnstaple Railway
2ft gauge, one mile. Woody Bay,
north Devon. Tel: 01598 763487.
Running: Dec 7, 8, 14, 15, 21-24, 28-30.

Moors Valley Railway
7¼in gauge, one mile. Ringwood, Hants.
Tel: 01425 471415.
Running: W/Es + sch hols.

The information in this list was correct at the time of going to press. We strongly advise that you confirm details with the railway concerned.

Treasure Hunt

It's the run up to Christmas, and what every rail fan needs is a good book... and we've got some great ones which must be won.

All you have to do to stand a chance of winning is go on our digital treasure hunt!

16 businesses have provided us with a question... just go on their websites, fill in the form and return it to be in with a chance.

Send the form to Heritage Railway Treasure Hunt Competition, Mortons Media Group Ltd, PO BOX 99, Horncastle, Lincs, LN9 6JZ

PRIZES

1st PRIZE **Platform Souls**
By Nicolas Whittaker

British Railways Steam
By L A Summers

British Heritage Express Trains
By Tim Bryan

2nd PRIZE **Small Island by Little Train**
By Chris Arnot

The Arrival, Departure & Return of The Bodmin & Wadebridge Railway
By John Burden

3rd PRIZE **Do Not Alight Here**
By Ben Pedroche

Something Special - The Story of the Life & Restoration of GWR Special Saloon 9044 – By John Burden



■ **Entries must be with us by January 6, 2020.** Photocopies are accepted.

1)	A C Models www.acmodelseastleigh.co.uk	Q) AC Models ' eBay shops - AC Models1 This Area Has Several Hornby Categories. One Of Those Is Hornby Live Steam. What Gauge Is It?
2)	H A Mcewen www.mcbo.co.uk	Q) Under Heritage Boiler Services In which year was the company established?
3)	East Somerset www.eastsomersetrailway.com	Q) When Santa has seen every child, which station does the train return to?
4)	Buckinghamshire Railway Centre www.bucksrailcentre.org	Q) What is the name of the 30-minute festive pantomime?
5)	6880 Betton Grange (society) Ltd www.6880.co.uk	Q) No. 6880 needs your help to recreate an 'extinct' Collet Tender. How many gallons will it hold?
6)	North Norfolk Railway www.nnrailway.co.uk	Q) North Norfolk Railway is appealing for help to reinstate the demolished Platform 2 building at which station?
7)	Freightliner Group Limited www.freightliner.co.uk	Q) How many containers does Freightliner move annually?
8)	Dream Steam Limited www.dreamsteam.co.uk	Q) Under MSS & Mamod spare parts All parts are interchangeable with Mamod Locos from which decade?
9)	Electra Railway Graphics www.electrarailwaygraphics.co.uk	Q) Under OO Gauge Loco Hauled coaches , shop all How much does The Mark 2 Caledonian Sleeper Coach cost?
10)	Kezlan Images Ltd www.ttpublishing.co.uk	Q) When making a purchase, how long will it take to ship your product?
11)	Accucraft www.accucraft.uk.com	Q) Under Gauge 1. Accucraft UK, Live steam In what year was Radial Tank No.488 acquired by the Southern Railway for £120?
12)	Blackpool Transport www.blackpooltransport.com	Q) For how long has Blackpool transport been providing reliable transport?
13)	Dartmouth Steam Railway www.dartmouthrailriver.co.uk	Q) While riding on the Train of Lights, passengers will pass 450 metres through a tunnel. What is the tunnel's name?
14)	Dean Forest Railway Co Ltd www.deanforestrailway.co.uk	Q) The Dean Forest Santa special travels through the forest from which station to Parkend?
15)	The Railway Hub www.therailwayhub.co.uk	Q) Under gallery, videos 2019 marks how many years since 'Big Boy' locomotives first started to be removed from the US network?
16)	Sawyer Models www.sawyermodels.co.uk	Q) If you buy a locomotive and decoder from Sawyer models, how much does the fitting cost?

TREASURE HUNT ENTRY FORM

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3.	7.	11.	15. .....
4.	8.	12.	16. .....

UP & RUNNING

Plym Valley Railway
Standard gauge, 1½ miles.
Marsh Mills, Plymouth.
Running: Dec 1, 7, 8, 4, 15, 21, 22.

Seaton Tramway
3ft gauge, three miles.
Harbour Road, Seaton, Devon.
Tel: 01297 20375.
Running: Nov 28-30. Dec 1, 3-8, 10-24, 27-31.

Somerset & Dorset Railway
Standard gauge, ½ mile,
Midsomer Norton station,
Silver Street BA3 2EY.
Tel: 01761 411221
Open Sun, Mon.
Running: Dec 1, 8, 15.

South Devon Railway
Standard gauge, seven miles,
footplate experience, wine and dine.
Buckfastleigh, Devon.
Tel: 01364 644370.
Running: Dec 7, 8, 14, 15, 18-24, 26-31.

Swanage Railway
Standard gauge, six miles, footplate experience, wine and dine.
Swanage, Dorset.
Tel: 01929 425800.
Running: Nov W/Es. Dec W/Es + 20, 23, 24, 26-31.

Swindon & Cricklade Railway
Standard gauge, three miles,
footplate experience.
Blunsdon, Wiltshire.
Tel: 01793 771615.
Running: Nov 24, 30. Dec 1, 7, 8, 14, 15, 21, 22.

West Somerset Railway
Standard gauge, 20 miles,
footplate experience, wine and dine.
Minehead, Somerset TA24 5BG.
Tel: 01643 704996.
Running: Nov 30. Dec 1, 6-10, 14, 15, 21-24, 27-31.

EAST ANGLIA

Bressingham Steam Museum
Narrow gauge, one mile.
Diss, Norfolk.
Tel: 01379 686900.
Running: Nov 30. Dec 1, 7, 8, 14, 15, 20-24.

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: Dec 7, 8, 14, 15, 21-23.

East Anglian Railway Museum
Standard gauge, ¼ mile. Wakes Colne,
Essex. Tel: 01206 242524.
Open: Daily.
Running: Dec 8, 14, 15, 21, 22.

Mangapps Railway
Standard gauge, one mile.
near Burnham-on-Crouch, Essex.
Tel: 01621 784898.
Running: Dec 7, 8, 14, 15, 21, 22, 24.

Mid-Norfolk Railway
Standard gauge, 11½ miles, footplate experience. Dereham, Norfolk.
Tel: 01362 690633.
Running: Nov 22-24, 28-30. Dec 1, 4-8, 11-15, 18-23, 27-29.

Mid-Suffolk Light Railway
Standard gauge, ½ mile.
Brockford, Suffolk. Tel: 01449 766899.
Running: Dec 7, 8, 14, 15, 21, 22. Jan 1.

Nene Valley Railway
Standard gauge, 7½ miles,
footplate experience. Wansford,
Peterborough, Cambs.
Tel: 01780 784444.
Running: Nov 23, 24, 30. Dec 1, 4, 7, 8, 11, 13-15, 18, 20-24, 27-29.

North Norfolk Railway
Standard gauge, 5½ miles,
footplate experience.
Sheringham, Norfolk
NR26 8RA.
Tel: 01263 820800.
Running: Nov 30. Dec 1, 7, 8, 4, 14, 15, 21-24, 26-31.

Wells & Walsingham Railway
10¼in gauge, four miles.
Wells-next-the-Sea, Norfolk.
Tel: 01328 711630.
Running: Dec 27-Jan 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
Running: Dec 7, 8, 14, 15, 21, 22.

Chinnor & Princes Risborough Railway
Standard gauge, 3½ miles.
Chinnor, Oxon. Tel: 01844 353535.
Running: Dec 1, 7, 8, 14, 15, 21-23, 28-30. Jan 1.

Cholsey & Wallingford Railway
Standard gauge, 2½ miles.
Wallingford, Oxon.
Tel: 01491 835067.
Running: Dec 7, 8, 14, 15, 21, 22.

Didcot Railway Centre
Standard gauge, footplate experience.
Didcot, Oxon. Tel: 01235 817200.
Open: W/Es + Dec 27-31.
Running: Dec 1, 7, 8, 14, 15 21, 22. Jan 1.

Epping Ongar Railway
Standard gauge, five miles.
Ongar, Essex.
Tel: 01277 365200.
Running: Nov 30. Dec 1, 7, 8, 14, 15, 19-24, 27-31. Jan 1.

Leighton Buzzard Railway
2ft gauge, 2¾ miles.
Leighton Buzzard, Beds.
Tel: 01525 373888.
Running: Dec 1, 7, 8, 11, 14, 15, 18, 21-24, 28, 29.



On loan to the Gloucestershire Warwickshire Railway, WR No. 9466 is seen accelerating away from the 10mph limit at Gotherington with the 11.30am Broadway to Cheltenham Racecourse service on October 27. JACK BOSKETT

MIDLANDS

Amerton Railway
2ft gauge, one mile.
Stowe-by-Chartley, Staffs.
Tel: 01785 850965.
Running: Nov 30. Dec 1, 7, 8, 14, 15, 21, 22, 24.

Apedale Valley Railway
2ft gauge, ½ mile.
Apedale, Newcastle-under-Lyme,
Staffs.
Tel: 0845 094 1953.
Running: Dec 14, 15, 21, 22, 28.

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: Nov 30. Dec W/Es + 21, 24, 28-31.

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 (Dec 7, 8, 14, 15, 21, 22).

Chasewater Railway
Standard gauge, two miles.
Walsall, West Midlands.
Tel: 01543 452623.
Running: Nov 24, 30. Dec 1, 7, 8, 14, 15, 21-24.

Churnet Valley Railway
Standard gauge, 5¼ miles,
footplate experience, wine and dine.
Cheddleton, Staffs.
Tel: 01538 750755.
Running: Nov 30. Dec W/Es + 11, 18, 20, 23, 24, 26,

Crich Tramway Village
Standard gauge, 1 mile
Crich, Derbyshire.
Tel: 01773 854 321
Running March 14, 2020.

Dean Forest Railway
Standard gauge, 4¼ miles,
footplate experience.
Norchard, Lydney, Glos.
Tel: 01594 845840.
Running: Dec 7, 8, 14, 15, 21-24.

Ecclesbourne Valley Railway
Standard gauge, eight miles.
Wirksworth, Derbyshire.
Tel: 01629 823076.
Running: Nov 23, 24. Dec 7, 8, 14, 15, 19-24, 28, 29.

Evesham Vale Railway
1ft 3in gauge, 1¼ miles.
A46 north of Evesham, Worcs.
Tel: 01386 422282.
Running: Nov 23, 24, 30. Dec W/Es + 23, 24, 27, 30, 31.

Foxfield Railway
Standard gauge, 5½ miles.
Blythe Bridge, Staffs.
Running: Nov 30. Dec 1, 7, 8, 14, 15, 21-24.

Gloucestershire Warwickshire Railway
Standard gauge, 14 miles,
footplate experience.
Toddington, Glos.
Tel: 01242 621405.
Running: Nov 30. Dec W/Es + 20, 23, 24, 26, 27, 30, 31.

Great Central Railway
Standard gauge, eight miles.
Loughborough, Leics LE11 1RW.
Tel: 01509 632323.
Running: Nov 23, 24, 30. Dec W/Es + 4, 11, 18, 23-27, 30, 31.

Great Central Railway Nottingham
Standard gauge, 10 miles.
Ruddington, Notts.
Tel: 0115 940 5705.
Running: Nov 30. Dec W/Es + 24, 27-29.

Midland Railway – Butterley
Standard gauge, 3½ miles,
footplate experience, wine and dine.
Ripley, Derbyshire.
Tel: 01773 570140.
Running: Nov 23, 24, 30. Dec 1, 7, 8, 11, 14, 15, 18, 21-24.

Northampton & Lamport Railway
Standard gauge, two miles.
Pitsford, Northants.
Tel: 01604 820327.
Running: Nov 24, 30. Dec 1, 7, 8, 14, 15, 21, 22.

Peak Rail
Standard gauge, four miles.
Matlock, Derbyshire.

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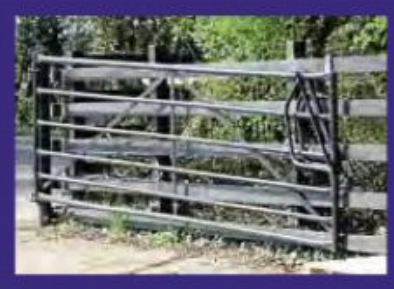
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UP & RUNNING

Tel: 01629 580381.
Running: Nov 3, 10, 17. Dec 7, 8, 14, 15, 21-24.

Perrygrove Railway
1ft 3in gauge. B4228, Coleford, Gloucestershire.
Tel: 01594 834991.
Running: W/Es, Tues, + Dec 5, 12, 19, 23, 27, 30.

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: Nov 23, 24, 30. Dec 1, 3-8, 10-15, 17-24, 26-28, 30-31. Jan 1-5.

Sherwood Forest Railway
1ft 3in gauge, ¼ mile.
Edwinstowe, Nottinghamshire.
Running: 2020.

Steeple Grange Light Railway
1ft 6in gauge, ½ mile, footplate experience. Wirksworth, Derbyshire.
Running: Dec 14, 15.

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 + Dec 19, 20, 23, 24, 26, 27.

Eden Valley Railway
Standard gauge, two miles.
Warcop, off A66, Cumbria CA16 6PR
Tel: 01768 342309.
Running: 2020.

Heaton Park Tramway
Standard gauge, ½ mile.
Manchester.
Running: 2020.

Isle of Man Steam Railway
3ft 6in gauge, 15½ miles.
Douglas, Isle of Man.
Tel: 01624 662525.
Running: 2020.

Lakeside & Haverthwaite Railway
Standard gauge, 3½ miles.
near Ulverston, Cumbria.
Tel: 01539 531594.
Running: Nov 30. Dec 1, 7, 8, 14, 15.



Class 31 No. D5518 (No. 31101) waits at the Avon Valley Railway's Bitton station, an original Victorian Midland Railway building, on August 31 with the 4.35pm Bitton to Avon Riverside service. PAUL BIGGS

Ravenglass & Eskdale Railway
1ft 3in gauge, seven miles. Ravenglass, Cumbria. Tel: 01229 717171.
Running: Daily until Nov 3. Dec W/Es + 20, 23, 26, 27, 30, 31.

Ribble Steam Railway
Standard gauge, one mile.
Preston, Lancs. Tel: 01772 728800.
Running: Nov 30. Dec 1, 7, 14, 21.

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: Dec 8, 14, 15, 21, 22.

NORTH EAST

Aln Valley Railway
Standard gauge, ½ mile.
Lionheart station, Alnwick, Northumberland.
Running: Dec 7, 8, 11, 12, 14, 15, 28-30.

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: Nov 30. Dec 1, 7, 8, 14, 15, 19-24.

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: Dec 7, 8, 14, 15, 21-23.

Embsay & Bolton Abbey Steam Railway
Standard gauge, five miles.
Embsay, North Yorks.
Tel: 01756 710614.
Running: Nov 24, 30. Dec Suns + 7, 10, 14, 20, 21, 23, 24.

Keighley & Worth Valley Railway
Standard gauge, five miles, footplate experience, wine and dine.
Keighley, West Yorks BD22 8NJ.
Tel: 01535 645214.
Running: Nov W/Es. Dec W/Es + 24, 26, 27, 30, 31.

Kirklees Light Railway
1ft 3in gauge, four miles.
Huddersfield, West Yorks.
Tel: 01484 865727.
Running: Dec 1, 6-8, 13-15, 20-24.

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: Nov 24. Dec 14, 15, 21, 22.

Middleton Railway
Standard gauge, 1½ miles.
Hunslet, Leeds.
Tel: 0113 271 0320.
Running: Nov 30. Dec 1, 7, 8, 14, 15, 21, 22, 24.

North Tyneside Railway
Standard gauge, two miles.
North Shields.
Tel: 0191 200 7106.
Running: Nov 30. Dec 1, 7, 8, 14, 15, 21-23.

North Yorkshire Moors Railway
Standard gauge, 18 miles, wine and dine.
Grosmont, North Yorks. Tel: 01751 472508.
Running: Nov 30. Dec W/Es + 26, 27, 30, 31.

South Tynedale Railway
2ft gauge, five miles. Alston, Cumbria.
Tel: 01434 382828/381696.
Running: Dec W/Es.

Tanfield Railway
Standard gauge, three miles.
near Gateshead, Tyne and Wear.
Tel: 01913 887545.
Running: Nov 23-25, 30. Dec Suns + 7, 14, 23-24, 26, 29.

Weardale Railway
Standard gauge, 18 miles.
Stanhope, Bishop Auckland, Co Durham.
Tel: 01388 526203.
Running: Nov 23, 24, 30. Dec 1, 5-8, 12-23, 27.

Wensleydale Railway
Standard gauge, 22 miles.
Leeming Bar, North Yorkshire.
Tel: 0845 450 5474.
Running: Nov 29, 30. Dec 1, 5-8, 12-23, 26, 28, 29, 31.

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: Dec 7, 8.

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: Nov 23, 24, 28-30. Dec 1, 4-8, 11-15, 18-22.

Corris Railway
2ft 3in gauge, ¾ mile. Corris, Machynlleth.
Tel: 01654 761303.
Running: Dec 7, 8.

Fairbourne Railway
12¼in gauge, two miles. Fairbourne, Gwynedd. Tel: 01341 250362.
Running: Dec 14, 15.

Ffestiniog Railway
2ft gauge, 13½ miles, Porthmadog, Gwynedd. Tel: 01766 516000.
Running: Nov 23, 27, 28. Dec 7, 8, 14, 15, 21-23, 26-31. Jan 1.

Gwili Railway
Standard gauge, four miles.
Bronwydd Arms, Carmarthenshire.

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MARSDEN RAIL 41

AROUND BRITAIN

PART TWO



The programme opens with 1950s film of the Eastern Region, focusing on London's Liverpool Street Station and its suburban services. Further afield: Wickham Bishops, Maldon East, Kelvedon and Tiptree feature, whilst at Cambridge former GER and LNER locomotives were still an everyday sight. On the ECML at Retford, steam traction monopolised the almost non-stop workings through the station.

Next is North East Lincolnshire, with film of freight movements around Scunthorpe, together with rare footage of the Grimsby and Immingham Tramway. Enthusiasts specials working to Horncastle and Winterton.

Bradford Forster Square Station is the starting point for a journey to Keighley, where a DMU is boarded in December 1961 on the final day of BR passenger services on the Worth Valley Branch. After Keighley, scenes at Skipton are followed by film taken at Carlisle and on the Waverley Route at Whitrope and Hawick, before arrival at Edinburgh St. Margarets MPD.

North of Edinburgh, steam at Kirkcaldy and Thornton Junction feature, together with the Lochty Private Railway and its famous occupant, Union of South Africa. From Fife, the ECML is followed north to Dundee and its busy freight yards and in the north of Scotland views of the Fortrose Branch, the Dornoch Branch, Achnasheen and Grantown-on-Spey.

Returning south, views of condemned Pacifics at Glasgow Polmadie MPD contrast sharply with film of A4 Pacifics operating from Buchanan Street Station. Locomotives from Stirling MPD worked the short branch between Killin and Killin Junction. At Perth, Gresley A4 Pacifics were a regular sight, but to find four A4s on Perth MPD at one time was most unusual.

Duration: 65 minutes Price: DVD £19.95 Code: MR041 Download: SD £14.95

This title will be launched at the Videoscene stall at The Warley Show, 23rd/24th November

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- ☑ *Informative narration*
- ☒ *Beware of cheap imitations!*

Part 1 is also available - Marsden Rail 38: Around Britain 1953 to 1967

This programme opens in 1953 at Glasgow Eastfield MPD, before moving on to the West Highland Line between Craigendoran and Arrochar. Next is the Welsh Marches and Shrewsbury, then Chester with LMS Pacifics and in to North Wales. Norwich, where the city's steam locomotives were being superseded by a variety of early diesel designs, several ex-GER steam classes, including the last E4 2-4-0, are shown working at a variety of locations including Burnham Market and Cambridge.

Duration: 75 mins Price: DVD £19.95 Code: MR038





The Videoscene stall will be at:

Warley Model Railway Exhibition, Birmingham
Saturday/Sunday 23/24 November
www.thewarleyshow.co.uk

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www.world-of-railways.co.uk/shows/show/the-national-festival-of-railway-modelling

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Tel: 01267 238213.
Running: Nov 30. Dec 1, 7, 8, 14, 15, 21, 22, 23.

Llanberis Lake Railway
2ft gauge, three miles. Llanberis, Gwynedd. Tel: 01286 870549.
Running: Nov 26-28. Dec 3-5, 7, 8, 14, 15, 21.

Llanelli & Mynydd Mawr Railway
Standard gauge, ¼ mile.
Cynheidre, near Llanelli, Carmarthenshire.
Tel: 01554 759255.
Running: Dec 7, 8.

Llangollen Railway
Standard gauge, 10 miles, footplate experience, wine and dine.
Llangollen, Denbighshire.
Tel: 01978 860979.
Running: Dec 7, 8, 13-16, 18-24, 26-31.

Pontypool & Blaenavon Railway
Standard gauge, two miles.
Blaenavon, Torfaen.
Tel: 01495 792263.
Running: Nov 30. Dec 1, 7, 8, 14, 15, 21 22.

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: 2020.

Snowdon Mountain Railway
800mm gauge, 4½ miles.
Llanberis, Gwynedd.
Tel: 01286 870223.
Running: 2020.

Talyllyn Railway
2ft 3in gauge, 7½ miles, footplate experience.
Tywyn, Gwynedd.
Tel: 01654 710472.
Running: Dec 21-24, 26-31. Jan 1-4.

Teifi Valley Railway
2ft gauge, ½ mile.
Henllan, Ceredigion SA44 5TD.
Tel: 01559 371077.
Running: Dec 14, 15, 21, 22, 23.



Bagnall 0-4-0ST *Isabel* (No. 1491 of 1897) hauls the second train of the day at the Amerton Railway's anything goes weekend on September 14. The former Cliffe Hill Granite Company vetern is the Staffordshire line's flagshop locomotive. ALISTAIR GRIEVE

Vale of Rheidol Railway
2ft gauge, 11¾ miles.
Aberystwyth, Ceredigion.
Tel: 01970 625819.
Running: Nov 24. Feb 15-23, 29.

Welsh Highland Heritage Railway
2ft gauge, one mile.
Porthmadog, Gwynedd.
Tel: 01766 513402.
Running: Dec 14, 15.

Welsh Highland Railway
2ft gauge, 26 miles.
Caernarfon, Gwynedd.
Tel: 01766 516000.
Running: Nov 23, 27, 28. Dec 7, 8, 14, 15, 21, 22, 27-31.

Welshpool & Llanfair Light Railway
2ft 6in gauge, eight miles, footplate experience.
Llanfair Caereinion, Powys.
Tel: 01938 810441.
Running: Dec 7, 8, 14, 15, 21, 22.

SCOTLAND

Almond Valley Railway
2ft 6in gauge, ¼ mile.
Livingston,West Lothian.
Tel: 01506 414957.
Running: Daily – except Dec 25, 26 + Jan 1, 2.

Bo'ness & Kinneil Railway
Standard gauge, five miles.
Bo'ness, West Lothian. Tel: 01506 822298.
Running: Nov 30. Dec 1, 7, 8, 14, 15, 21, 22, 28, 30, 31.

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.

Lothalmond Railway Museum
Standard gauge, ½ mile.
Scottish Vintage Bus Museum, Lothalmond, nr Dunfermline.
Open: Suns. Running: 2020.

Strathspey Railway
Standard gauge, 10 miles. Aviemore, Inverness-shire. Tel: 01479 810725.
Running: Nov 30. Dec W/Es + 23, 27, 30, 31.

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: Nov 30. Dec Suns + 7, 14, 21.

Stradbally Woodland Railway
3ft gauge, ½ mile.
Stradbally, County Laois.
Running: 2020.

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.

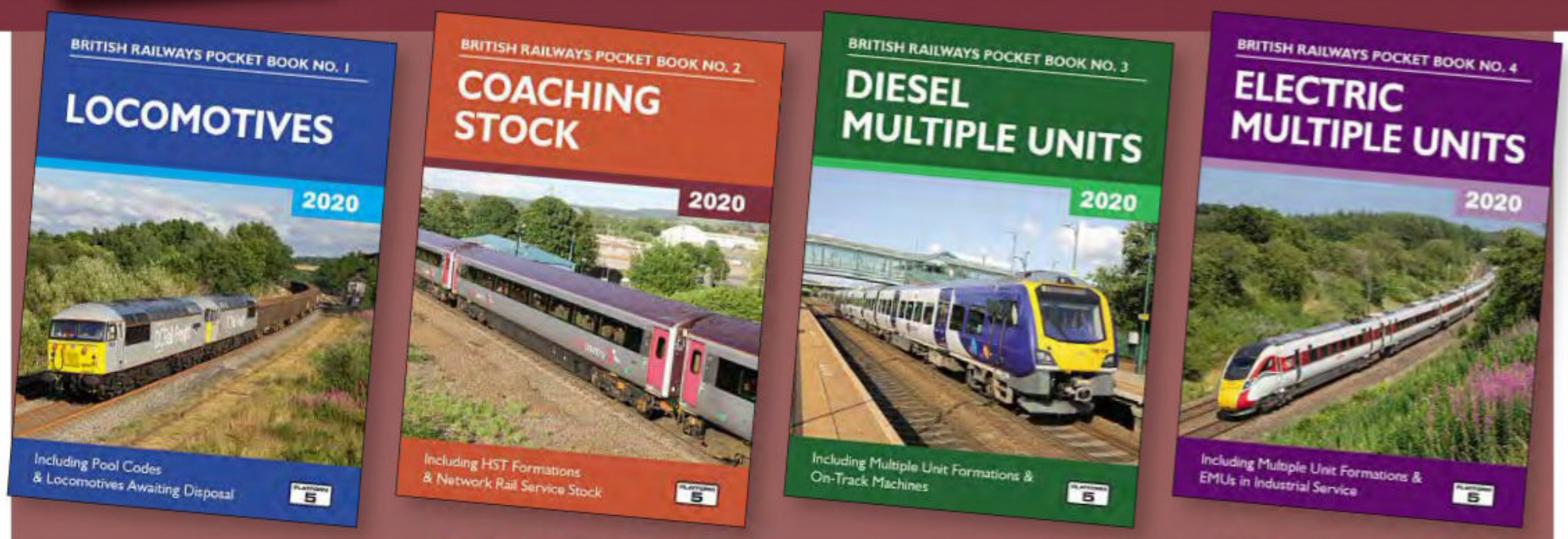
Ulster Folk & Transport Museum
Cultra, Co Down. Open: Tues-Sun.

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.

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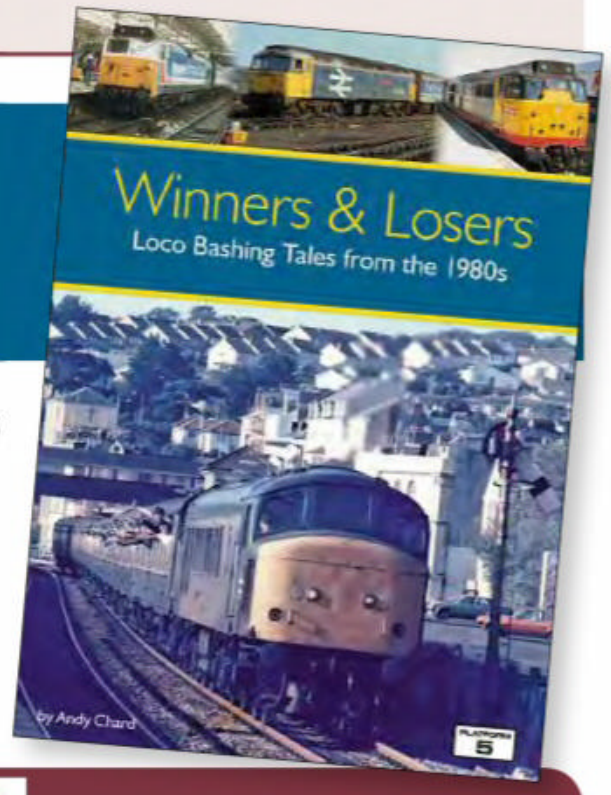
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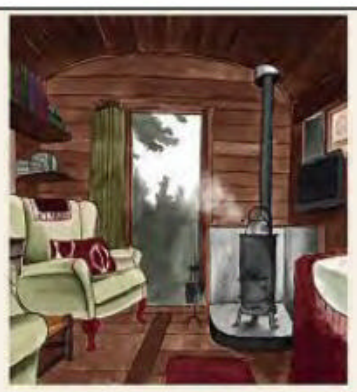
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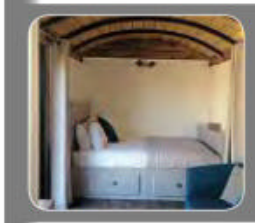
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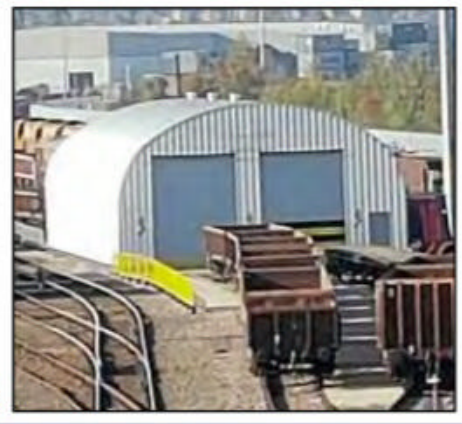
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In a delightful autumnal scene, Austerity 0-6-0ST *Lord Phil* is seen on the causeway over Butterley Reservoir at the Midland Railway-Butterley on October 27. ALAN WEAVER

Festive season in sight

By Gareth Evans

SPECIAL EVENTS

November

23: Wensleydale Railway: Christmas Wreath Making

23, 24: East Lancashire Railway: Lancashire Weekend

24: Kirklees Light Railway: Christmas Craft Fair

December

7: Barrow Hill Roundhouse: Christmas Family Day ■

12, 13: South Devon Railway: Carols Down the Line

14: Talyllyn Railway: Evening Carol Train

26: Isle of Wight Steam Railway: Boxing Day Specials

26: South Devon Railway: Boxing Day Special

26: Tanfield Railway: Mince Pie Specials

26: Tanfield Railway: Mince Pie Specials

26, 27: Mid-Hants Railway: Christmas Leave Second World War event

26-29: East Lancashire Railway: Mince Pie Specials

26-Jan 1: Keighley & Worth Valley Railway: Mince Pie Specials

26-Jan 4: Talyllyn Railway: Mince Pie Specials

26-Jan 5: North Norfolk Railway: Mince Pie Specials

27-29: Great Central Railway Nottingham: Winter Holiday Trains

27-31: Epping Ongar Railway: Mince Pie Specials

27-Jan 1: South Devon Railway: Mince Pie Specials

27-Jan 5: Bure Valley Railway: Mince Pie Specials

28: Swanage Railway: Winter Warm Up ■

28: Bo'ness & Kinneil Railway: Winter Diesel Gala ■

28: Apedale Valley Light Railway: Mince Pie Specials

28, 29: Spa Valley Railway: Winter Steam Up ■

28, 29: Nene Valley Railway: Winter Warmer Mince Pie Specials

28, 29: Leighton Buzzard Railway: Mince Pie Specials

28-30: Aln Valley Railway: Mince Pie Specials

28-Jan 1: Chinnor & Princes Risborough Railway: Mince Pie Specials

29: Avon Valley Railway: Mince Pie Specials

29: Tanfield Railway: Mince Pie Specials

29: Downpatrick & County Down Railway: Mince Pie Specials

29, 30: West Somerset Railway: Winter Steam Festival ■

30, 31: Spa Valley Railway: Kids for a Quid! ■

30, 31: Bo'ness & Kinneil Railway: Black Bun Specials

29-31: Lynton & Barnstaple Railway: Mince Pie Specials

KEY ■ Major or featured galas ■ Diesel and/or electric galas ■ Thomas or family event

RAILWAYANA

November

23: Talisman Railwayana, Newark

December

7: Great Central Railwayana, Stoneleigh Park



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East Coast Main Line headboard used for the Anglo-Scottish sleeper



A smokebox numberplate from GWR Castle Earl of Plymouth in superb original condition

GER Fire Officer's helmet, dragon decoration on the crest







Virgin Trains nameplate

A rare direction sign, rescued prior to redevelopment



Early BR Cuneo poster, Britannia Class





Sarum Castle cabside

LSWR Borden-Bisley opening day loco headboard, 1890



GWR Star Class, withdrawn 1951, named after the wife of George V





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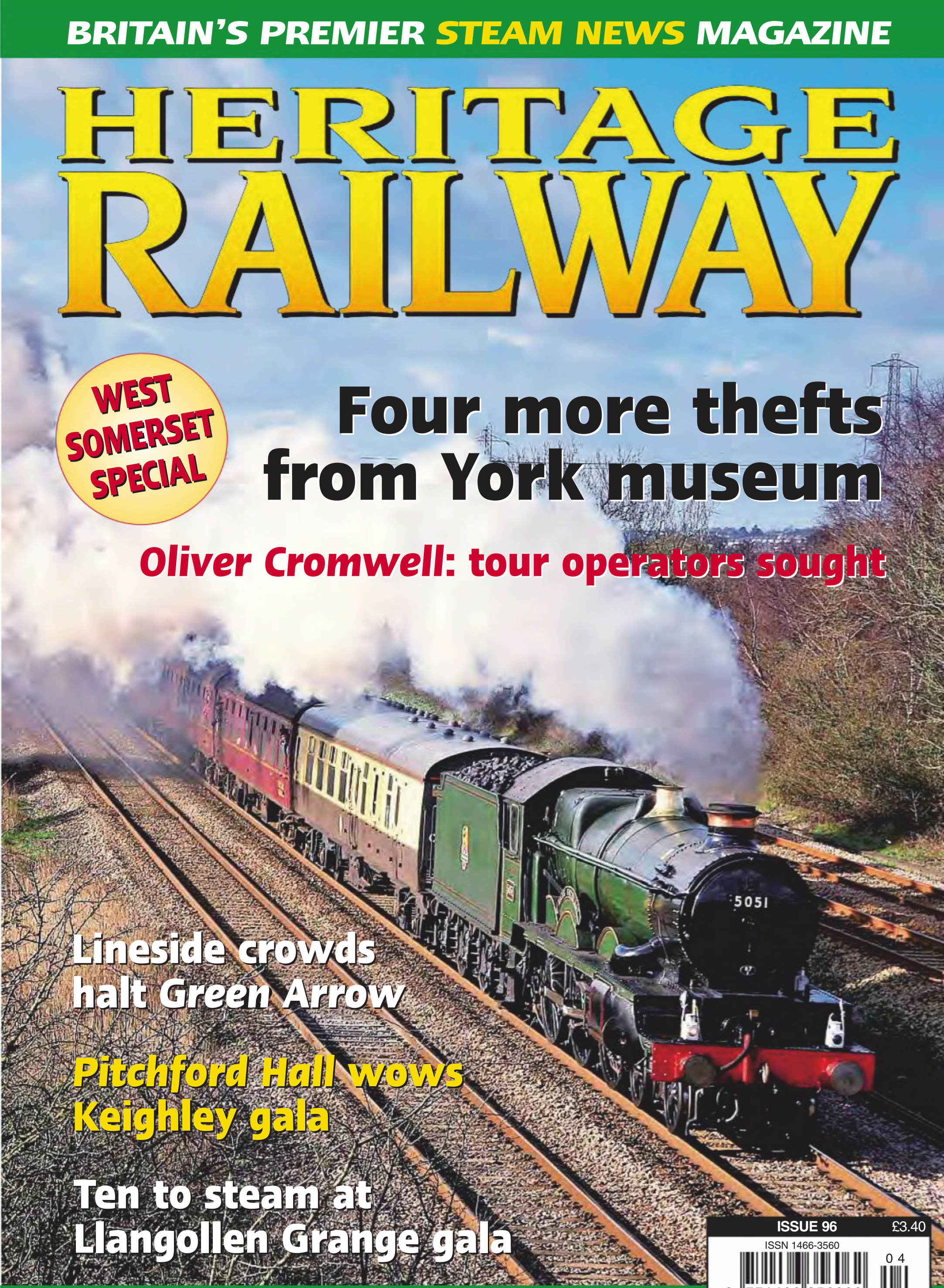
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HERITAGE RAILWAY

WEST SOMERSET SPECIAL

Four more thefts from York museum

Oliver Cromwell: tour operators sought



Lineside crowds halt *Green Arrow*

Pitchford Hall wows Keighley gala

Ten to steam at Llangollen Grange gala

● 'Devon Belle' Car 14 back in Britain

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The West Coast Railway company's LMS Stanier 8F 2-8-0 No 48151 near Ulleskelf with Green Express Railtours' special returning from York to Doncaster on 3 February.
BOB GREEN

ARPIL 2007 **Issue 96**

features

28 WEST SOMERSET: HERE COMES THE BIG ONE!
As an army of enthusiasts prepares to descend on the triple award-winning West Somerset Railway for what has become one of the greatest phenomena in the heritage sector over the past few years – the line's star-studded spring steam gala; Don Bishop, a long-standing WSR volunteer and member of the line's special events planning team, explains the background and planning behind the mammoth event, with its rich variety of visiting locomotives, an intensive timetable and side attractions not found on other heritage lines.

36 HOW TO PHOTOGRAPH... THE LLANGOLLEN RAILWAY
The forthcoming Steel, Steam and Stars gala on 20-22 April, supported by *Heritage Railway*, will be the biggest event to have happened on the Llangollen Railway, and will raise vital cash for the rapidly proceeding project to build a new GWR Grange. J Crosse offers some advice to prospective visitors seeking the finest photographic locations on this stunningly picturesque line.

43 BACKWATERS AND BYWAYS: LONDON AND THE HOME COUNTIES
London and the Home Counties might not be considered the first place to discover steam boltholes over the last three decades, but where else could a broad gauge track be found in a royal park? In the second of an occasional series, Geoff Silcock looks back at steam backwaters and byways in the capital and beyond...

46 *PITCHFORD HALL* ON THE KWVR
Britain's most expensive Great Western Hall stole the show at the Keighley & Worth Valley Railway's hugely successful winter steam gala, while a long-time admirer of the 4-6-0s had the good fortune to make the occasion a real family affair, writes Fred Kerr.

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64 **THE CHANGEOVER YEARS: SOUTHERN SUNSET**
Steam traction finished on BR's Southern Region on 9 July 1967 when the last Merchant Navy ran from Weymouth to Waterloo. Fred Kerr had said his farewells some three months earlier when he spent the Easter weekend travelling on the South Western Main Line; here he recounts his experiences.

70 **MASTER OF THE MAMIYA!**
Attention to detail is what makes the difference between an average railway photograph and an outstanding one. A renowned lineside master of the medium-format Mamiya, Andrew Bell presents a selection of his finest work which illustrates this point.

76 **1501: THE FINAL BOW... FOR NOW**
New Year's Eve 2006 brought down the curtain on the activities of WR 0-6-0PT No 1501 at the Severn Valley Railway. J Crosse pays tribute to a one-time colliery shunter's nine-year stint on serious passenger duties.

Front cover: Newly liveried in lined BR green, and all set for the big West Somerset Railway spring steam gala, GWR 4-6-0 No 5051 *Earl Bathurst* passes Marshfield with Past-Time Rail's 'St David's Day Express' from Swansea to Paddington on 1 March. DON BISHOP

regulars

5 **HEADLINE NEWS**
Mystery deepens over four more thefts of exhibits from National Railway Museum at York; Flour Mill prairie all set for the greatest journey ever made by a GWR 2-6-2T; tour operators sought for Oliver *Cromwell* and *Flying Scotsman*; marooned 'Devon Belle' Car 14 back in Britain – and the ignominious end to Flying Scotsman plc.

10 **NEWS: THE WIDEST COVERAGE OF THE UK PRESERVATION SCENE**
Ten in steam for Llangollen's biggest-ever gala; *Green Arrow* halted by ECML trespassers; streamlined *Duchess of Hamilton* project needs more cash; seven vehicles destroyed in Great Central Railway (Nottingham) inferno; Britain's 'first' public railway rises from the ashes; council offers Loughborough shed site to GCR; EMUs back in traffic on UK heritage lines; storms close 'last' section of S&D in regular use; Prussian blue coaches reappearing at Washford, and the 'lost' GWR coach due back in Britain by the end of March; Class 47 *Sapper* moves to Bodmin, and *Duchess of Sutherland* to head special train for Terence Cuneo centenary.

52 **MAIN LINE NEWS compiled by Cedric Johns**
Sharpness Docks steam shuttles for April; *Nelson* hat-trick for Kingfisher; John Farrow joins Victa Westlink Rail and 'Black Fives' to double head to Stranraer.

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York's marooned Gresley teak coach meets its end.

84 **SCALE HERITAGE RAILWAY**
New Bachmann and Dapol released give major boost to N gauge, while Hornby release Isle of Wight 'Terrier' and a 'donor' locomotive that is now taking its place in the restoration queue!

88 **UP AND RUNNING**
Brian Sharpe's listing of operational standard, narrow and minimum gauge lines with dates of special events, details of driver training courses and locomotives in operation.

98 **NEXT ISSUE**
A major announcement for readers.



SR Merchant Navy Pacific No 35005 *Canadian Pacific* heads towards Alresford during the Mid-Hants Railway steam gala on 3 March. JON BOWERS

HERITAGE RAILWAY

OPINION

I've always been fascinated by springtime festivals, like the Helston Flora Day, Padstow 'Obby 'Oss, or the well dressing in the Peak District. I'm not alone – I know of one well-known locomotive supremo who looks forward with eager anticipation to Shrove Tuesday football at Ashbourne each year.

Maybe this year I might just get round to visiting the Spalding tulip festival.

It's great that centuries-old traditions heralding the coming of a new spring have survived through the multifarious changes that society has undergone over the centuries.

However, we are not just preserving a few quirky old rituals from the distant past for the sake of novelty, but are now very much adding to them.

A classic example in our sector, which coincidentally falls around the time of the spring equinox, is the West Somerset March steam gala.

Just as ancient festivities mark the end of the 'dead months' of winter and the new life that spring heralds, so this splendid event has grown to the point where it sounds a definitive keynote for the launch of heritage railway summer season.

Last year's Somerset & Dorset-themed event was a dazzling triumph. Push the boat and the budget out to get big name and appropriate guest locomotives, and the event will sell out.

After a slow uptake, as we closed for press I was told that this year's event, also being held over two weekends because of its enormous popularity, bookings were running double the figure during the build-up last year.

Such events – and there are many more to come this year, such as those at the Llangollen Railway in mid-April, the Gloucestershire Warwickshire at the end of May and the Swanage Railways' early July event – are every bit as joyous a celebration as the folk festivities of old. Britain has an unrivalled railway history, and while indulging in our hobby, whether it be as a lineside photographer, passenger, volunteer or member of railway staff, give us the chance to revel in the glories of a world-changing past and the splendid machines that it produced.

More immediately, the West Somerset gala has created a holiday season of its own, at a resort where the daytrippers do not normally flock in until Easter. Try finding a B&B room within 20 miles of Minehead!

Maybe the English Tourist Broad, along with local councils who have in the past shown an indifference to railway revival schemes, should be dragged kicking and screaming to Bishops Lydeard and given a compulsory rover ticket, to experience at first hand just what railway heritage can do for them.

Was it really a quarter of a century ago that the WSR was still struggling to make ends meet with services dominated by vintage DMUs and industrial saddle tanks?

Far from struggling to keep its head above water, the West Somerset is now setting the standard for other major heritage lines in more ways than one.

I was equally as delighted to see that by the end of the month, the railway's supporting trust will have brought a reportedly wonderful timewarp of a GWR coach back from across the Atlantic, as I was to see 'Devon Belle' Car 14 arrive at Southampton Docks in late February.

We all owe a debt of gratitude to those who have made such repatriations happen, but we are all still falling into the trap of best preserving what appeals to us the most at the present time, and letting items of paramount historical importance fall by the wayside, or rather, the cyclepath.

If the Yanks had invented the steam locomotive or laid the first line, we would never here the last of it. Yet in deepest Carmarthenshire, well off the tourist track, a small group of diehards have battled to create a venue to mark the site of what has an excellent claim to being Britain's first public railway – the Llanelly & Mynydd Mawr Railway.

Much of the trackbed has been converted into a Sustrans cycleway, but Des Thomas and Co have defied the odds to come up with a laudable heritage centre scheme as can be seen in our News section.

A substantial building is rising from the ashes and plans are in hand to lay a mile of track, while an assortment of rolling stock has been amassed.

It will never be a Severn Valley or Great Central, but maybe it is more so the cutting edge of preservation – striving to the less attractive 'bits' in unfashionable areas if for nothing more than their immense historical importance. We wish this small but clearly dynamic group well – they richly deserve everyone's support.

Robin Jones
Editor

Heritage Railway – now 13 issues a year!

***HERITAGE Railway* is taking its biggest step forward since being launched eight years ago.**

From now on, we will be publishing 13 issues a year, instead of the current 12.

This means we will be on sale every four weeks, as opposed to every calendar month.

There will be no reduction in size or content – far from it.

We will be intensifying our news coverage of the heritage sector, which we believe is second to none.

Founding editor Robin Jones said: "The preservation movement is continuing to grow beyond all expectations – and so are we.

"We pride ourselves on giving a comprehensive coverage of what is happening throughout the entire scene, not just a particular section.

"In recent months we have had even more top photographers and writers come on board as regular correspondents, and we aim to intensify our news service to readers.

"As we approach the landmark of our 100th issue, we feel that the time is right for us to expand."

***Heritage Railway* will continue to be published on Thursdays. The next edition, issue 97, will be out on 12 April, and at four-weekly intervals thereafter.**

Major news which breaks after our deadline will be posted on our website, www.heritagerailway.co.uk

Double headed weekend at ELR

DURING the weekend of 31 March-1 April all East Lancashire Railway trains will be either doubled headed or banked.

The locomotive combination will be from LMS 'Jinty' 0-6-0T No 47324, Jubilee 4-6-0 No 5690 *Leander*, 4F 0-6-0 44422 and 'Black Five' 4-6-0 No 45231.

The normal timetable will be used over the full length of the line between Heywood, Bury and Rawtenstall.

Prince back on Welsh Highland

THE Ffestiniog Railway's England 0-4-0STT No 2 *Prince* is to be the star guest at the official opening of the Welsh Highland Railway (Porthmadog)'s Traeth Mawr extension on 23 March.

The WHR(P), the original revivalist of the line formed in 1964, has completed the relaying of its first stretch of the route proper.

Previously, its movements were restricted to the former standard gauge interchange sidings at Gelert's Farm.



Arriving for the big one: unrebuilt Bulleid West Country light Pacific No 34007 *Wadebridge* is pictured just after arrival at Williton from its Bodmin & Wenford Railway home on 3 March 2007, prior to entering the West Somerset Railway Association workshops for some minor adjustments prior to the line's 17-18 and 22-25 March spring steam gala. It is one of two recently restored ex-Barry wrecks that will star in the gala, the other being GWR 2-6-2T No 5521. A News Focus Special feature on the gala is to be found at pages 28-34. DON BISHOP

Four more thefts from NRM

Exclusive by Geoff Courtney

MYSTERY surrounds a series of thefts which has dealt a hammer blow to the National Railway Museum.

Four items have gone missing from various locations – a nameplate from the replica of *Rocket*, a North Eastern Railway signalbox nameboard and two models.

These thefts come only weeks after it was discovered that the priceless brass number plate from 1846-built Furness Railway locomotive No 3 'Coppernob' had been stolen, and so increase pressure on the museum authorities to improve security and find out who is responsible.

The *Rocket* brass nameplate was fixed to the wooden cladding around the boiler of the 1979-built replica, and is a faithful reproduction of the 'plate fitted to the original locomotive, which was the winner of the Rainhill Trials at St Helens in 1829.

The enamel signalbox board is titled Eskdale Mines, and the two models – both gauge one – are of Southern Railway Schools class 4-4-0 *Winchester* and LNER 0-4-0T No 300. The SR model, described by a model shop owner as 'desirable', is worth an estimated £4000 or more.

Anna Clark, press and public relations assistant at the NRM, said the thefts had taken place since Christmas, and confirmed that the police had been informed and railwayana auction houses alerted.

However, she would not go into any detail, declining to say where any of the items were when they were stolen, whether there were signs of a break-in, whether CCTV had been of help, or if the museum considered there was a link with the 'Coppernob' theft.

This reluctance to talk was in stark contrast to the NRM's co-operation over the theft of the Furness Railway number plate, and inevitably raises suspicion that the museum has information which it feels should not be in the public domain.

While the 'Coppernob' theft could have been the work of an opportunistic thief working in the dark corner where the locomotive was on display, removing the latest items and secreting them out of the building without being seen stretches the imagination.

Schools class *Winchester*, for example, was a live steam model built by Aster to gauge one. This is a 45mm track width, meaning – according to the model shop owner who spoke to *Heritage Railway* – that the stolen model would have been more than half a metre (or nearly two feet) long.

"Not only that, but it would have been very, very heavy – hardly the sort of thing you tuck under your arm and walk past the NRM reception with," said the retailer. "I'd have thought you would need a van to remove it and the other model."

Signalbox nameboards too are large and heavy, while the replica of *Rocket* is situated in the museum's great hall close to the hall's entrance and in full view of the public in the nearby coffee bar – hardly ideal working conditions for a thief.

NRM head Andrew Scott did issue a statement, which was in effect a rehash of what he said when the 'Coppernob' theft was made public and which was reported in *Heritage Railway* issue 94.

"Sadly, we have recently been targeted by some extremely selfish and unscrupulous people who have taken items from the museum, including a replica nameplate, a small nameboard and two models," he said.

"Unlike many museums, where artefacts are locked away behind glass, we try to display collections openly and in good faith for the benefit of the thousands of visitors who come to the NRM to enjoy them at close quarters. It is a very great shame that this trust has been abused.

"Fortunately, theft of items on display is very rare, and the NRM has an excellent track record over its 31-year history. Nevertheless we are, as a matter of course, reviewing our security arrangements following these incidents."

A North Yorkshire police spokesman confirmed that the replica *Rocket* nameplate theft had been reported on 12 January and the signalbox board on 7 February, and that investigations were under way.

However, he said he could find no record that the NRM had reported the missing two models.

So what is behind the thefts? If for financial gain, the items could never be sold on the open market or through an auction house – 'interested in a nameplate from *Rocket*, guv?' is hardly a line which would fool even the most gullible – while the theory that they may have been spontaneous or opportunistic can surely also be dismissed, as removal of the items when the museum was open to the public would have been virtually impossible.

That leads down the path of 'stolen to order', but the implications of that would be horrendous for the NRM.

The museum's reluctance to discuss the matter in full with *Heritage Railway* may or may not be justified, but every railway enthusiast in the country will be hoping it is a sign that minds are being concentrated and a line of positive inquiry being pursued.



The replica *Rocket* locomotive which has had one of its nameplates stolen. NRM

WSR to Budapest: prairie all set for its longest journey

By Robin Jones

THE Flour Mill's newly restored GWR prairie No 5521 may spend a year or more on the continent after its appearance at the big West Somerset Railway spring steam gala.

A veteran of the Minehead branch from the steam era, No 5521 – recently restored to running order at Bill Parker's Flour Mill workshop at Bream in the Forest of Dean and just fitted with a continental-style air pump – is due to be shipped from Hull on 4 April.

It will arrive in Helsinki on 8 April, and continue its voyage the following day, arriving at Gdynia in Poland on 11 April.

From there, it will be hauled by rail to the 'real' steam centre of Wolsztyn, where, thanks to a group of British enthusiasts, the country's state railways have permitted 'real' steam to survive in regular traffic.

The prairie will take its place among several foreign engines taking part in the 100th anniversary celebrations of Wolsztyn depot on 28 April. The addition of the prairie, bought from the West Somerset Railway Association in 1980, has given the event a far wider international significance, and has continued a proud tradition of Great Western locomotives making overseas visits.

Dean Goods 0-6-0s were employed in France during World War One. In August 1927, two months after it was built, 4-6-0 No 6000 *King George V* was shipped to the USA to star in the Baltimore & Ohio Railroad's centenary celebrations. During the celebrations it was presented with a bell and a plaque that are carried to this day, as can be seen by visitors to Swindon's STEAM museum.

In 1989, *City of Truro* visited the Netherlands for the NS150 celebrations at Utrecht to mark the 150th anniversary of the Dutch railways.

There were, of course, the wilderness years of GWR 4-6-0 No 4079 *Pendennis Castle*, from when it was sold in 1976 by Sir William McAlpine to a preservation group in Australia to when it was repatriated for restoration by the Great Western Society at Didcot in 2000 (*Heritage Railway* issue 16).



The Flour Mill's GWR prairie No 5521 at Minehead shed on 24 February, all set for the big West Somerset Railway spring steam gala. Note the large air pump on the side of the smokebox, fitted in readiness for its visit to Poland shortly after its WSR gala appearance – no, it is not a Polish Tkh tank engine in disguise! The locomotive regularly worked the Minehead branch in GWR and BR days, and when rescued from Barry scrapyard, was first brought here for preservation. DON BISHOP

WOLSZTYN PARADE LOCOMOTIVES

Poland
Ok1-359, 4-6-0
Ok22-31, 4-6-0
Tr5-65, 2-8-0
Pm36-2, 4-6-2
Pt47-112, 2-8-2
TKt48-18, 2-8-2T
Ty2-952, 2-10-0
OKz32-2, 2-10-2
Tr12-25, 2-8-0
(Ol12-12, 2-6-2, if repairs finished),
Ol49-7, 2-6-2
Ol49-23, 2-6-2
Ol49-111, 2-6-2
Ol49-69, 2-6-2
(three out of the last four)

England
GWR No 5521, 2-6-2T

Germany
03.1010, 4-6-2
03.2204, 4-6-2
35.1019-5, 2-6-2

Hungary
109.109, 4-6-0

Czech Republic
locomotive to be advised

Happy Valentine's Day for Tornado – but £100K more is needed

THE extra money needed to complete the £2.56-million project to build new Peppercorn A1 Pacific No 60163 Tornado was hovering just above the £100,000 mark as we closed for press.

The gap in funding needed to be bridged to complete Tornado within the next year has shrunk from £112,472 to £101,894 during the past month.

National press coverage as well as the project being featured on local TV – in which the chance to sponsor outstanding components as a Valentine's gift was highlighted – gave a massive boost to the fundraising drive, said A1 Steam Locomotive Trust chairman Mark Allatt.

Meanwhile, work on the project continues unabated at Darlington Locomotive Works and elsewhere. The superheater header casting has been subject to ultrasonic testing at Keighley Laboratories and has been found to be sound. It is now with Multitech where machining is under way.

Great Northern Steam has completed the ashpan, while the new chimney pattern is now at South Lincs for casting.

With regards to the motion, Bedestone has completed the grinding of the inside radius link and it is now with Ian Howitt for assembly to the radius link trunnions, which have been completed by Multitech.

The inside reversing rod lifting arms and cross shaft have been fitted, the reverser cross shaft removed and the arms to drive the inside cylinder reverser and for the balance spring slid on. The final positions will be set on assembly of the rest of the inside valve gear.

The inside big end brasses have been finished machined and are being hand fitted to the crank pin.

The exhaust injector formerly on A4 Pacific Sir Nigel Gresley has had a mounting bracket made and the rear section of the exhaust steam pipe completed.

The brake star stay has been refitted, the front pump and two brake cylinders fitted. Design is under way for mounting the pump governors and for pipework between the governors and the pumps. Great Northern Steam has continued work on the modified cab floor structure design and a trial fit is expected in the near future.

William Cook Cast Products Ltd (the tender sponsor) has cast all the wheels and is in the process of proof machining, while the axleboxes have been cast.

North View has completed the tender tank base and it is due to be fitted to the frames.



Last-minute snags aside, this is what we can expect to see at the end of April and even beyond: GWR prairie No 5521 in service at Wroclaw in Poland. WOLSZTYN EXPERIENCE

Before all of these, GWR broad gauge 4-2-2 *Lord of the Isles* was exhibited at Chicago in 1893.

If all goes to plan, a humble 2-6-2T, withdrawn in 1962 and saved from Barry scrapyard in 1975 that has taken 27 years to restore will proudly fly the flag overseas for the Swindon empire in the 21st century.

If all goes well with its appearance in the Wolstyn parade and the working of associated special trains over the adjacent Polish network, No 5521 will depart from Wolsztyn on 29 April for Hungary, via Slovakia, arriving 3 May. It will be part of a Hungarian heritage train hauled by 1917-built 4-6-0 No 109.109.

No 5521 will remain on display at the Hungarian national railway museum in Budapest until September, when it will take part in the seventh annual Central Europe Steam Locomotive Grand Prix.

Last year's event was featured in *Heritage Railway* issue 91. It features locomotive crews from all over Europe testing their driving skills against each other, and in recent years, a team from the Flour Mill has represented Great Britain, using a borrowed Hungarian locomotive.

This year they will be driving their 'own' engine.

Other than the Grand Prix, no plans have been made to use the locomotive after the Wolsztyn gala event. However, Trevor Jones of the Wolsztyn Experience, which is organising the Wolsztyn gala events, said he hoped to use No 5521 in 2008. Depending on what happens in April, it may be used on a series of 'real' passenger trains to and from Wolsztyn, during which Polish crews give footplate training and experience to foreign visitors, and could also haul special trains across the Polish network elsewhere.

Following initial light engine running at the Dean Forest Railway, No 5521 arrived back at Minehead on 22 February. Back? It was first brought to the WSR at Bishop's Lydeard by the association in 1975 after it was bought from Dai Woodham along with two other small prairies, Nos 4561 and 5542.

The association sold them in the early 80s after acknowledging that it did not have the funds to restore all three of them. No 4561 returned to steam in 1989. Now out of ticket, it was briefly reunited with No 5521 at Bishops Lydeard before the low-loader that had brought the Flour Mill's prairie 'home', in turn took No 4561 to Williton for major overhaul.

The third of the trio, No 5542, returned to steam in 2002.

The Wolsztyn Experience is offering *Heritage Railway* readers the chance to see No 5521 in action, with a day trip to the gala event from Luton airport.

A chartered aircraft will leave at approx 6.30am on 28 April for Babbimost Airport in Poland, from which No 5521 is scheduled to haul a special train 27 miles to Wolsztyn.

The train will arrive in time to photograph five other steam-hauled specials, two from Germany, Berlin and Cottbus and three Polish excursions, from Wroclaw and Poznan.

The British party will have reserved seats on wagons in front of the depot for the parade of locomotives. Up to 17 locomotives will be in steam all charging past on parallel lines in singles and groups, sometimes slowly and sometimes flat out. Trevor said: "It will make the Rainhill Trials seem like a teddy bears' picnic!"

Daytrippers will be able to travel on a Polish special to Nowa Wies Mochy in the late afternoon, before returning to Babbimost and a touchdown at Luton around 8pm. The cost of the day trip is just £199, and bookings can be made on 01628 524876.

Furthermore, Steam Breaks, the group travel sister company of the Wolsztyn Experience, was offering an extended stay tour including the special trip to Budapest starting on 29 April behind No 5521 and No 109.109. The trip, with meals taken in the Hungarian restaurant car, will include visits to Vrutky depot in Slovakia and the national railway museum and Istvantelek works in Budapest. Final details were being drawn up as we closed for press, but the price was expected to be in the region of £600-£700.

Cromwell: who will hire it first?

THE National Railway Museum has thrown down the gauntlet to railtour promoters who want to become the first to run preservation icon BR Britannia class No 70013 *Oliver Cromwell* in the preservation era.

Also up for grabs is A3 Pacific No 4472 *Flying Scotsman*, which will also be available for hire once its main line overhaul is complete at the start of 2008.

The York museum is currently setting up talks with steam tour promoters in preparation for the return to main line operation of the pair.

The launch of *Oliver Cromwell* is particularly significant, as it will be 40 years since it took a starring role in the 11 August 1968 '15 Guinea Special' which marked the end of standard gauge steam haulage under BR.

After spending 37 years on permanent loan from the National Collection at Bressingham Steam Museum in Norfolk, the NRM agreed to a deal by which it would be restored to running order on the Great Central Railway by the Loughborough Standard Locomotive Group and the 5305 Locomotive Association. It is due for completion by the end of this year.

A prospectus outlining the availability of No 70013 and No 4472 has been issued.

Tour promoters who would like to hire either locomotive were asked to lodge expressions of interest with the museum by 15 March, as a precursor to setting up more detailed discussions during April.

NRM head Andrew Scott said: "After the completion of our Giants of Steam programme last year, we said that we would like to work with partners to forge a longer-term rail tour strategy for our National Collection locomotives.

"We are in the unique position of having two of the world's most famous steam locomotives due out of overhaul within weeks of each other and that will provide some equally unique opportunities for the museum and its partners."

Somerset & Dorset 7F for Sheringham

AS we closed for press, efforts to hire Somerset & Dorset Joint Railway 7F 2-8-0 No 53809 for use on the North Norfolk Railway were making progress.

Following the sudden failure of GER N7 0-6-2T No 69621 on 15 February, Poppy Line officials found themselves in need of an extra locomotive while repairs were carried out.

The failure occurred on the last train of the day when the N7's big end retaining pin came out, causing some damage to the small end which came apart.

General manager Geoff Gowing said that talks were being made to see if Butterley-based No 53809 would be available in between hire commitments at the North Yorkshire Moors and Nene Valley railways.

Meanwhile, Sheringham-based LNER B12 4-6-0 No 61572 passed its steam test on 27 February following a long-running overhaul.

New man for NYMR

NORMAN Hugill has been appointed operations manager at the North Yorkshire Moors Railway. Formerly senior signalling inspector for Network Rail, LNE Zone, based in York, he is also safety officer of the Main Line Steam Locomotive Operators Association.

Norman has been an external examiner of Operating grades on the NYMR for a number of years and also a volunteer member of Grosmont shed footplate link. Reporting to the General Manager Philip Benham, Norman's role covers all NYMR train operations, both on the owned 18 miles on the parts of Network Rail covered by the recently granted Licence and Safety Case.

Cleethorpes wins

THE Cleethorpes Coast Light Railway, which is currently building a southern extension, has just been voted the best visitor attraction in Lincolnshire, beating off competition from the National Fishing Heritage Centre and The Collection museum in Lincoln.

Lady Nan is back

BARCLAY 0-4-0ST No 1719 of 1920 *Lady Nan* has returned to steam on the East Somerset Railway for the first time since 1998, following a two-year overhaul.

Blue Peter may visit Barrow Hill

OUT-of-ticket A2 Pacific No 60532 *Blue Peter* may visit Barrow Hill roundhouse for its big LNER steam gala on 10-11 November.

The A2 is currently on static display inside Darlington Railway Centre & Museum.



Right: The body of Car 14 is lifted so that the bogies can be refitted on the quayside. BRUCE D WILLIAMS/WALLENIUS WILHELMSEN LOGISTICS

'Devon Belle' Car 14 home

By Robin Jones

THIRTY-seven years after it became marooned in California, 'Devon Belle' Pullman observation car No 14 is back in Britain – and destined for a new life in traffic on the 'Sunny South'.

Stranded in San Francisco after the failure of Alan Pegler's ill-fated *Flying Scotsman* tour of North America in 1970, it has become the latest item of heritage stock to be repatriated from the USA by the Swanage Railway.

Thanks to financial assistance from Bodmin & Wenford Railway benefactor Alan Moore, who offered to fund half the cost of the repatriation, the Swanage Railway Trust has been able to have the coach shipped back to Britain at a cost of around £18,000.

Proud trust officials were there to watch as Car 14 was unloaded from the 66,532-tonne Wallenius Wilhelmsen Logistics roll-on, roll-off ship *MV Taiko* at Southampton Docks on Monday 26 February, before being whisked away by low-loader to Ramparts of Derby where it will be restored to serviceable condition.

In California, the craftsman-built wooden observation coach with its large picture windows survived in use as an annexe to an office block, and saw service as a café, conference room and store over the ensuing 35 years until it was no longer wanted.

Offered free to the trust, it was transported by road from San Francisco the 500 miles to the port of Long Beach near Los Angeles. The ship departed on 23 January for an 8000-mile journey to the UK via the Panama Canal. Ironically, when the Scotsman trip left Alan Pegler bankrupt, he worked his passage home as a ship's entertainer.

The coach originally served on the 'Devon Belle' Pullman train from Waterloo to Ilfracombe, which ran from 1947 until 1954. It then saw use on charter trains before being repainted into BR maroon and used on the Kyle of Lochalsh line.

It will now be returned to its 1947 Pullman livery

Trust deputy chairman Steve Doughty said: "The repatriation and restoration of the observation coach Car 14 will secure its future and enable it to do what it was built to do; providing passengers with a wonderful way to enjoy the Purbeck countryside from the comfort of a train.

"We will restore it in two phases. The first will be to make it serviceable, with everything beneath the solebar being overhauled, repairs to the roof being carried out.

"Once it is running again, the next phase will be to return the interior to its 1947 condition. Although some refurbishment will be required, Car 14 retains many of its original features, offering the potential to return the coach to near-original condition."

Further support for the repatriation came from Sir William McAlpine, who helped return *Flying Scotsman* to Britain after it became stranded.

Car 14 was one of two vehicles converted by the Pullman company at its Preston Park works in Brighton during 1947 with seating for 27 passengers and a bar for drinks service.

Like sister Car 13, which is in regular service on the Paignton & Dartmouth Steam Railway, it was rebuilt from earlier Pullman cars constructed on ex-LNWR underframes.

It is the third Pullman car to be returned to the UK by the trust. As exclusively reported in *Heritage Railway* issue 17, two Pullman cars which also accompanied No 4472 on the tour, No 246 *Lydia* and No 247 *Isle of Thanet*, were returned from the US National Railroad Museum at Green Bay, Wisconsin, in 2000 for restoration by the West Coast Railway Company at Carnforth.

The pair formed part of the funeral train of Sir Winston Churchill on 30 January 1965.

The trust is now seeking to repatriate a third vehicle from that train, Southern Railway PLV No S2464S, which is currently on display at the City of Industry golf course near Los Angeles, and which has also been offered free to the heritage line.

An appeal for funds to return the van, which carried the coffin of the great wartime leader, remains open.

The trust aims to build a carriage shed at Furzebrook to store its growing collection of historic vehicles, and is awaiting the outcome of talks which, it is hoped, will see Network Rail transfer its now-mothballed section of the Swanage branch to local authority ownership, so it can be included in the heritage line's lease of its existing trackbed. Until covered accommodation is available, *Lydia* and *Isle of Thanet*, which are both privately owned, will remain in storage at Carnforth, but Car 14 which is owned by the trust, will enter service as soon as its restoration is complete.

The Swanage Railway is also home to Drummond M7 0-4-4T No 30053, which was repatriated to Britain from Pennsylvania's Steamtown Museum under the leadership of the late Trevor Heard. The one-time Bournemouth engine made its first run on the Purbeck Line on 6 June 1992, five years after it was returned to Britain and restored at Swindon and the East Anglian Railway Museum.

Donations to the Car 14 and PLV repatriation projects can be made to the Swanage Railway Trust c/o Station House, Swanage, Dorset BH19 1HB or online by debit or credit card via the Trust's website at www.swanagerailwaytrust.org.uk

Off to Derby: Car 14 leaves Southampton Docks on 26 February. ANDREW PM WRIGHT



The interior of Car 14. BRUCE D WILLIAMS



Last fire thrown out for Flying Scotsman plc

By Geoff Courtney

AT LAST – Flying Scotsman plc is no more.

The company which once owned LNER A3 Pacific No 4472 *Flying Scotsman*, and so harboured the dreams and aspirations of steam railway enthusiasts the world over, slid into the past tense – and virtual oblivion – at a short but sometimes testy meeting in London's financial heartland on 19 February.

The offices of the company's advisors, Daniel Stewart & Company, played host to the 11 shareholders who had made the effort to attend and who had before them a resolution that the plc be placed into voluntary liquidation.

Somehow, the setting was appropriate. The City is one of the world's major financial centres, and everywhere are to be found stunning new buildings already created or on the cusp of being so.

Earnest young men and women stride purposefully about with mobiles glued to their ears, and expensive cars convey immaculately suited gents from one meeting to another.

Yet Daniel Stewart & Co is housed in an uninspiring office block currently hidden behind building work, with the Stygian gloom thus created providing a perfect backcloth for the last rites of a company which had raised the hopes of so many but now provoked only sadness and stirrings of anger.

At the top table of the meeting were Flying Scotsman plc chairman Peter Shea, chief executive Peter Butler – making his first visit to London since his debilitating stroke nearly three years ago – Mark Reynolds, who was being proposed as liquidator, and a secretary.

It was Mark, not Peter Shea, who chaired the meeting, a choice which had its shortcomings as at times he was obviously not as well versed in all matters Flying Scotsman as those 11 he faced.

The preliminaries had a double edge about them which set the tone for the meeting. The shareholders were welcomed and thanked for attending, but then told by Mark Reynolds: "We have received 60 proxy votes, including the largest shareholders, so by virtue of that the resolutions will be passed in any event."

Or, to put it another way, thanks for coming folks, but whatever you say and however you vote will make no difference to the outcome, which is already settled.

Mark was then shunted up a branch line when one of the shareholders, Roland Holden, read from a prepared statement proposing that the National Railway Museum, which now owns No 4472, puts up at York a plaque listing the shareholders who had 'saved the locomotive for the nation'.

Peter Shea responded that the company would pass on the request to the NRM, and then another shareholder put the meeting back on track by asking that, if the shareholders were to vote the company into liquidation, shouldn't they have figures in front of them?

To this not entirely unreasonable request, Mark assured the floor that the company was definitely insolvent, to the tune of £127,000.

A few more verbal exchanges then ensued – including one in which Mark said that the company's shareholders did not seem to be demanding anything or were up in arms – and that part of the meeting relating to winding-up the company and appointing Mark Reynolds as liquidator came to bedraggled end.

There were no votes, no show of hands, nothing of a formal nature. One shareholder asked if there were to be votes on winding up the company and appointing Mark Reynolds as liquidator, and Peter Shea said. "Everything is passed. There is no possibility of them failing."

Just as Mark Reynolds said at the beginning.

Except the meeting wasn't over, for then there was to be an auction by Flying Scotsman plc of all the shares in a company called The Flying Scotsman Limited.

The auction tender document stated that the sale would give 'a discerning enthusiast the opportunity to own the company and what might be considered an ultimate item of rail/locomotive memorabilia', but Mark had to admit to his audience that he had received only two written bids – for £50 and £100.

Perhaps there just aren't discerning enthusiasts out there, or perhaps they are all too discerning, and realised that owning the name The Flying Scotsman Limited and nothing else was like boarding a driverless train. Pointless.

Whatever, the egg on Mark Reynold's and Peter Shea's faces was metaphorical but plain for all to see, but the former laboured on under questioning.

He admitted to the hope was that someone would offer £2000-£3000 for the name. "The thought behind it was that there are a lot of enthusiastic people out there, and that there was a good chance someone would buy it.

"If someone was to offer us X we could still do it."

Under further questioning he said that X was a minimum of £1000, and that the offer would be open for 56 days from the date of the meeting.

From the floor, Barnard Humphris criticised Flying Scotsman plc for not passing on information to shareholders, and another said the company had operated on the mushroom principle when dealing with shareholders – 'keeping us in the dark and feeding us fertiliser'.

So it all came to an end, with shareholders moaning and the directors looking glum but doubtless relieved it was over. They had emerged relatively unscathed, except for the need to wipe egg yolk off their faces over the auction farce.

There were no votes, Flying Scotsman plc had slid into liquidation, Mark Reynolds was appointed liquidator, no-one put much value on the name The Flying Scotsman Limited, and the shareholders left with an air of emptiness and resignation.

As they emerged into the daylight the drills were drilling, workmen were shouting, buildings were being built, and financiers were financing.

Everywhere they were signs of invigoration and new life, but for Flying Scotsman plc there was only the rattle of death.

City of Truro for ELR's 20th anniversary

CELEBRATIONS to mark the 20th anniversary of the opening of the East Lancashire Railway are being planned.

The line first opened to the public on 25 July 1987, and on the anniversary day, to be held on 27 July, a re-enactment of the opening day will take place with invited guests on the first train.

Bands will play at Bury and Ramsbottom as happened at the opening.

The following day, the star of the event, GWR 4-4-0 No 3440 *City of Truro*, which has never run on ELR metals, will haul passenger trains.

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News

Streamlined *Hamilton* project needs more cash

A FRESH appeal for up to £20,000 to complete the re-streamlining of Princess Coronation 4-6-2 No 46229 *Duchess of Hamilton* is set to be made.

The locomotive, which entered the preservation era at Minehead when bought as a static exhibit for the resort's Butlin's holiday camp in 1964, is midway through a ground-breaking project to rebuild its original art deco air-smoothed casing at Tyseley Locomotive Works.

The Friends of the National Railway Museum and its 229 Club, a supporting body for the Duchess, stumped up £60,000 towards the project, with a public appeal understood to have raised another £30,000.

However, the public is to be asked to dig into its pockets again because of the original estimates being exceeded.

Tyseley's Chief Mechanical Engineer Bob Meanley has decided that he will need to bring in an outside contractor to bend the metal sheet to construct the front doors of the casing because of their extremely complex geometrical shape. Previous schemes to re-streamline the locomotive have highlighted this to be the most intricate and difficult part of the task.

Bob has identified a suitable firm to which, it was reported, a contract would be awarded during March.

Furthermore, the locomotive's cab was found to be out of position and this has needed rectification work.

The National Railway Museum has ordered that existing pipework in the cab should be replaced because it is badly worn. Officials have also asked for the whole of the inside of the cab, including the tender, should be repainted.

The original estimates for the project have been exceeded because of a failure to find a sponsor for the steelwork.

It is estimated that the extra work may cost between £10,000 and £20,000, and a second appeal is to be launched to cover it.

The project itself will not see the 1938-built locomotive returned to the main line, as it needs an overhaul for its ten-year ticket, having last steamed in 1998. The immediate aim is to re-streamline No 6229 for static display at the NRM in York.

However, all the work being done will be compatible with it being returned to the main line as and when funds permit.

At Tyseley, work has been steadily progressing towards a completion date later this year.

The tender has been streamlined and work on fitting the locomotive skirts was at an advanced stage.

The first step in making the front doors has already been taken, with the manufacture of the foundation ring and its curving to shape.

The front buffer beam and buffers were set to be removed in readiness for the making and fitting of the front doors.

The locomotive was hauled from Minehead over the West Somerset Railway in 1976 as the first part of its long journey back to running order. It left the Great Hall at the NRM to attend the *Heritage Railway*-sponsored Great Gathering open weekend at Crewe Works on 10-11 September, before being taken to Tyseley for the re-streamlining project to start.

Duchess of Hamilton lost its first streamlined casing in 1948, and the last one was removed from the class the following year.

• The project can be contacted via Friends of the NRM, National Railway Museum, Leeman Road, York Yo26 4XJ, tel: 01904 636874.





Above left and right: Rapid progress is now being made in the Welsh Highland Railway (Caernarfon)'s push to Porthmadog. A new bridge at Afon Dylif was installed on 19 February, and the similar Afon Nanmor bridge will be installed later in March. Meanwhile, the Beddgelert station site has been cleared of the vegetation of the last six decades, and work has begun to prepare the site for the construction of a new station and passing loop. The base of the old station building is extant, on the ground, just right of centre in this view. BARRIE HUGHES/JOHN STRETTON

Home needed for Manning Wardle

THE owner of under-restoration Manning Wardle 0-6-0ST No 1317 of 1895 *Rhiwnant* is looking for a new base for it.

Negotiations to take the locomotive to the Kent & East Sussex Railway have broken down, and a line which could complete the overhaul is considered the ideal option.

Anyone interest is invited to contact David Breaker at davidbreaker@aol.com

Up the road

THE Lynton & Barnstaple Railway will be running steam services on both Sundays of the big West Somerset Railway spring steam gala, with Hudswell Clarke 0-6-0WT *Bronllwyd* as motive power.

Pannier back

GWR 0-6-0PT No 1369 is due to return to South Devon Railway action on 6 April, and will feature in the line's 7-8 April Easter Sunday and Monday operations.

Horsted hitching

THE restored 1930s waiting room at the Bluebell Railway's Horsted Keynes station has now been granted a licence for civil weddings.

Junction boost for Fleetwood revival

PLANS to revive the mothballed remains of the Fleetwood branch have been given a major boost with the renewal of the main line connection.

As first reported in *Heritage Railway* issue 85, the Poulton & Wyre Railway Society, a new group which includes seven Network Rail signalmen, are aiming to reopen the five-mile branch from Poulton to Fleetwood.

In late January, contractor Carillion began work to replace the Junction at Poulton on a like-for-like basis, thereby protecting the option of running trains from the branch into and out of Poulton station.

The work was due to continue for eight weekends and finish in early April.

Society chairman Eddie Fisher said: "This marks a huge step forward for the society and our aspirations to return the railway to Fleetwood."

A £25,000 economic study has been commissioned on behalf of the society by the Wyre Strategic Partnership and will be carried out during the summer.

The former Lancashire & Yorkshire Railway line, which last handled passenger traffic in 1970, was subsequently cut back to the ICI plant at Burn Naze, to which the last freight traffic ran in April 1999.

The society wants to run heritage services, and believes that the line, right in the heart of the Fylde Coast, is a goldmine. Local councillors would also like to see community services restored.





GWR 2-8-0 No 3802, another major project financed largely by Bodmin & Wenford Railway benefactor Alan Moore, has not only been coupled with the correct type of tender but the one it pulled back in BR days, thanks to the loan of the one from Toddington-based No 2807. It will run at the gala in BR black as pictured. 6880

Ten in steam for Llangollen's biggest-ever gala

FIVE locomotives are to make their first-ever appearance on the Llangollen Railway during the ground-breaking Steel, Steam & Stars gala on 20-22 April, the biggest event in the history of the premier Welsh standard gauge heritage line.

Bulleid Battle of Britain Pacific No 34081 *92 Squadron*, BR Standard 2MT 2-6-0 78019, WR 0-6-0PT No 9466, GWR 0-6-2T 5643 and 2-6-2T No 4160 have been confirmed for the event, which aims to raise money for the building of a new Great Western Grange 4-6-0, No 6880 *Betton Grange*.

The three-day gala and beer festival will also see the return of Collett 0-4-2T and autocoach No 178.

They will run alongside the Llangollen fleet of WR 4-6-0 7822 *Foxcote Manor*, GWR 2-6-2T No 5199, GWR 0-6-0PT No 6430 with autocoach and what maybe the last appearance of GWR 2-8-0 3802 in BR black – coupled with the tender it ran with in 1963, courtesy of the Cotswold Steam Preservation Group, restorer of sister engine no 2807.

The loco/restoration shed will be open to view progress on Betton Grange as well as long-term restorations of GWR 2-6-2Ts Nos 5532 and 5539 and BR Standard 4MT 2-6-4T No 80072.

There will be many different locomotive combinations and double heading during an intensive timetable, which will also feature the first-ever late-night running at a Llangollen gala. There will be express trains, local stopping services and two autotrains.

Top railway artist Malcolm Root will attend and a painting of *Betton Grange* will be launched, along with a new book by Silver Link Publishing covering the railways of North Wales.

The signalling at Carrog will be fully commissioned, and the station will also have miniature live steam action on four gauges, including a 10 ¼-in-gauge Duchess and GWR 4700 from the Cattle Country Railway. Camping is available at Carrog station campsite.

Visitors will be offered the chance to drive an engine from the Llangollen fleet over a measured mile and ride in the demonstration freight train brake van both during the day and at night

A gala bus service will operate between Ruabon, Llangollen and the car parks.

An on-shed photo-shoot is planned for the evening of Thursday 19 April as a gala warm-up.

All are welcome with an expected 11 engines on shed being prepared for the next day, and catering and beer will be available. A small donation may be asked for.

Lottery grant for Oldmeldrum station move

PLANS by the Royal Deeside Railway to move Oldmeldrum station building to their Milton of Crathes base have been given a £40,000 boost by the Heritage Lottery Fund.

The 1890s-built Great North of Scotland Railway building was taken out of use in 1965 after the Oldmeldrum to Inverurie branch closed.

However, it is similar is design to stations that once existed on the Ballater branch, part of which the society is currently rebuilding.

One of the few surviving original GNoSR structures and protected by Grade B listed status, it was bought by the society in 2002 from CSC Crop Protection, which used the premises as offices for many years.

The total cost of dismantling the building and re-erecting it at Milton of Crathes has been estimated at £118,254.

Deeside Railway managing director Dr Jon Tyler said: "This is a major step forward for the railway which will provide us with vital accommodation at the new Milton of Crathes Station.

"The remainder of the costs are the subject of other grant applications and in-kind contributions. It is hoped that work will start on the project as soon as the outcome of the other applications is known."

Colin McLean, HLF manager for Scotland, said: "The best way to save local buildings is to bring them back into use, and the society has developed an innovative way to achieve this."

Main line buffet car for Minehead

THE West Somerset Railway has recently been donated a Mk3 buffet car by Porterbrook Leasing.

The coach, No 10205, came off lease from Virgin Trains before going into storage.

However, it has recently been repainted chocolate and cream at Oxley.

It will be stabled in the bay platform at Minehead for use during the spring steam gala and then be moved to a permanent home in the loop headshunt overlooking the sea.

Rail bonanza for Sheringham

A LARGE quantity of second-hand track has been donated to the North Norfolk Railway as a result of the £4.5-million project to restore Sheringham's other line – the Network Rail branch from Norwich via Cromer.

The track between North Walsham and Sheringham has been replaced with continuously welded rails.

The old track has now been stored at Holt, and some of it may be used to lay the roads in the new carriage shed taking shape there.

NNR marketing manager Colin Borg said: "We're obviously very grateful for the gift. Original rail is quite difficult to find and can often be expensive."

One out, two in at Bluebell

THE Bluebell Railway is set to withdraw BR Standard 4MT 4-6-0 No 75027 by the end of March for its ten-year overhaul.

Its ticket does not run out until October, but because of several ongoing problems with the locomotive, it has been decided to take it out of service now.

The line hopes to have Bulleid West Country 4-6-2 No 21C123 *Blackmoor Vale* back in action following repairs. It has been sidelined since last summer.

The return of SECR C class 0-6-0 No 592 is set to take place around May.

News

‘Lost’ GWR coach on way back from USA

TWO ‘fairy godmothers’ have stepped in to make one of the West Somerset Railway’s newest dreams come true in time for the end of the line’s big spring steam gala.

As we reported last month, the line’s supporting trust decided to repatriate GWR brake coach No 6705 from the Steamtown Museum in Scranton, Pennsylvania, for use in a planned all-Collett train.

It had to raise £20,000 to pay transportation costs by 11 March, when the coach was due to be shipped from the Nova Scotia port of Halifax.

Since the trust launched the appeal to return the coach, the interior of which has been described as a timewarp from the steam era, two unnamed yet big-hearted WSR supporters came forward – and agreed to provide interest-free loans to cover the journey across the Atlantic.

Thanks to their benevolence, the coach will arrive at Newport, South Wales, in the last days of March, in the company of a load of new Class 66 diesels.

The trust will have to repay the loans, and also find £10,000 for port charges and crane hire, and so its repatriation appeal remains open.

No 6705 was sold in 1967 to an American private collector and eventually found a home at the museum, but recently, the United States National Park Service, acknowledging that the GWR coach has no US relevance and has not been maintained, decided to donate it to the trust’s project.

Negotiations with other vehicle owners to complete a Collett rake of coaches are at an advanced stage, and also continue in respect of an as-yet unidentified site for a carriage shed and museum alongside the WSR.



All set for West Somerset: GWR coach No 6705 on the dockside at Halifax in Nova Scotia. COLIN CONRAD

The trust's fully restored Dean sleeping car of 1897 will be displayed at Bishop's Lydeard Gauge museum during the gala, during which the trust will be hosting an evening of slides and moving images on the event theme of ‘Summer Saturdays in the West’ on each of the two Saturdays, 17 and 24 March at 7.30pm at the Hobby Horse Inn on Minehead sea front.

• The trust can be contacted at info@wssrt.co.uk or at the Railway Station, Williton, Somerset TA4 4RQ.

Carillion contracts lands ELR in the money

THE East Lancashire Railway has signed a lucrative contract with Carillion Construction Ltd in connection with the refurbishment of the Manchester Metrolink system to Bury.

As reported in *Heritage Railway* 94, Carillion has been awarded a contract to replace nearly 20 miles of track on the Bury and Altrincham sections, but needed access from the national rail network.

The ELR fits the bill, with its access of the light rail tram system at Buckley Wells as well as its main line connection.

A contract with the ELR was signed on 16 January this was followed by the first EWS route learning train on the same day.

The following day, a 2000-ton ballast train ran, followed by a track panel train on 18 January with a further ballast train on 7 February.

Sidings to accommodate these trains have been laid on the ELR’s 20-acre site at Buckley Wells.

A two-week training course for ELR, EWS and Carillion staff started on 26 February; a number of extra staff have been recruited by the heritage line for employment on this contract which runs until September.

Ardingly move

THE Bluebell Railway will be sending Pullman car *Lilian* to Ardingly from 7-9 June. No, the former electrified branch from Haywards Heath has not been built, and the occasion is the Ardingly South of England show where the car will be on display.

Below: On its last runs before expiry of its boiler certificate, WR 4-6-0 No 7821 *Ditcheat Manor* is seen on the Churnet Valley Railway near Oakamoor with a Russ Hillier photo charter on 24 February. GEOFF SILCOCK



NYMR firms up Whitby plans

By Roger Melton

FOLLOWING the licence approval and signing of the track access agreement in January, allowing the North Yorkshire Moors Railway to run its own trains over the Esk Valley branch to Whitby, the many tasks necessary to start operations on Network Rail are now being worked through in earnest.

The first crew training runs, using NELPG's K1 2-6-0 No 62005 and a single brake second open E9267, were undertaken from 13 February.

Drivers, firemen and guards, who had already undertaken classroom training and passed the theory side of the new procedures, undertook route learning over the three days.

This included the Esk Valley branch between Whitby, Grosmont, Glaisdale – and Battersby. Most services this year will use Network Rail metals between Whitby and Grosmont only, but the remainder of the route has been included in training for occasional and emergency use.

Training has been supervised by NYMR vice-chairman Chris Cubitt, a long-serving NYMR loco inspector who is also a Trans Pennine Express driver and was steam inspector at Northern Spirit when it ran joint Esk Valley operations with the NYMR in the late 1990s, and Norman Hugill, the NYMR's newly appointed operations manager.

Steam trains will run out of Whitby on over 100 days in 2007. The public service starts on Good Friday, 6 April, and will operate throughout the Easter Week, except the Saturday. Services will also run at special events (although probably to a different timetable) and on 15 April and 14 May before regular running commences to coincide with the school holidays in May.

Two different versions of the timetable will operate. Both feature through trains between Pickering and Whitby.

On lower season dates, the first of these start at 8.45am ex-Pickering to Whitby (diesel to Grosmont, then steam, but through carriages), then at 11am and 2pm from Whitby to Goathland (steam-hauled through services), 12.30am and 4.25pm Goathland to Whitby (steam-hauled through service), finishing with the 5.40pm Whitby to Pickering (steam to Grosmont, diesel Grosmont to Pickering, but carriages are through).

In the peak season, the 8.45am ex-Pickering, 11pm Whitby and 12.30pm and 4.25pm ex-Goathland and 5.40pm ex-Whitby are all the same as the off-peak services and will use a short set of four or possibly five coaches.

However, the Peak timetable also features additional services using a full seven-coach set. This runs at 12.20pm from Pickering to Whitby (through service, possible locomotive change at Grosmont, returning at 2.15pm from Whitby to Pickering (through service, possible locomotive change at Grosmont).

The 2007 timetable leaflet now published includes a larger number of timetables because the main tables operate as both 'with Whitby' and 'without Whitby' versions.

The timetables also show Northern Rail connections between Whitby and Grosmont, and arrangements will continue enabling use of NYMR trains one way and Northern Rail on the return.

Past passenger surveys indicate removal of the need to change trains at Grosmont will greatly increase the popularity of through trains, while Goathland has always been seen as a major attraction for passengers travelling from Whitby.

With the service needing two sets of coaches, the NYMR has had to register more vehicles to operate on Network Rail. This has also involved extending the exemption from the ban on Mk1 vehicles operating on Network Rail to cover practically the entire NYMR Mk1 fleet, including the Pullman train.

However, at present only 13 vehicles will actually receive the minor modifications (secondary door locks – necessary to gain exemption from the ban on use of stock with hinged doors – and buckeye lower shelf brackets being the main ones) and actual registration to run.

The plan is for the shorter set to eventually be in 1950s carmine and cream livery (although two vehicles will be blue/grey until time permits a repaint) and the longer set will be mainly BR maroon. The actual vehicles are Set 1 (carmine and cream): Nos 9267*, 3872*, 4455, 4252 (*blue/grey – to be repainted when time available); Set 2 (maroon): Nos 274, 4817 (being repainted), 4786, 5000, 1823, 4290, 3860; two more coaches, yet to be identified, will also be registered to act as spares.

Locomotives operating this year are expected to be 'Black Five' 4-6-0 No 45407, B1 4-6-0 No 61264, K1 2-6-0 No 62005, BR Standard 4MT 2-6-0 No 76079, plus possibly S15 4-6-0 No 825 (if retyring work is completed in time) and two others later in the season, details of which are to be confirmed. Other locomotives, starting with 'Black Five' No 45428, will be TPWS fitted as they go through overhaul.

The first passenger train will be a shareholder special, which will also be the press launch, on 3 April. This will be worked by No 62005.

Nos 61264 and 75029 are expected to join the roster in April. Locomotive availability permitting, it is planned to avoid the need to change the locomotive on Set 2 at Grosmont by having two main line approved locomotives in use on peak days.

13

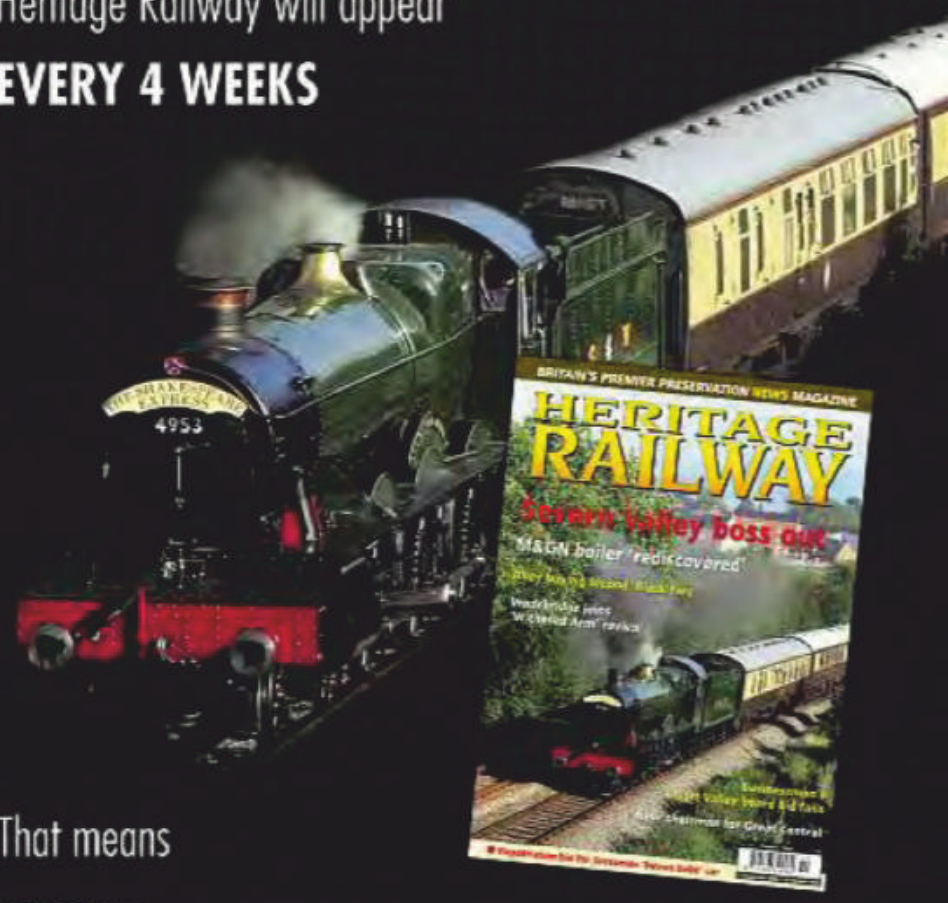
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News

Scottish classics 'won't be trapped forever'



By Hugh Dougherty

THE man in charge of moving 4000 exhibits from Glasgow Museum of Transport to the collection's new building at the city's Yorkhill Quay has promised that the five historic Scottish main line locomotives currently on display and bound for the new venue, won't be trapped forever as static exhibits.

Project manager Lawrence Fitzgerald, also manager of the present museum at Kelvin Hall, has revealed that the museum is currently negotiating to bring a South African Railways 15F 4-8-2 steam locomotive, built at the North British Locomotive Company's Queen's Park Works in 1945, back to its native city as a star exhibit in the new museum, which is due to open in 2009.

Lawrence said: "The 3ft 6in gauge locomotive, works number 3007, was one of 60 built in Glasgow for SAR. It is currently at Bloemfontein and has been identified for us by a consultant as suitable for static museum display.

"Glasgow was famous for its locomotive exports. Having this locomotive as part of our collection would allow us to illustrate one particular theme of railways in Glasgow where they provided work for the builders and were exported worldwide."

The project manager said that the use of themed displays for all exhibits, is the way forward for the museum to make best use of its vast display space which has been designed without pillars.

Left: *Gordon Highlander* and the Jones Goods inside the existing museum.
HUGH DOUGHERTY

New terminus for 13-gauge museum

By Geoff Courtney

STEAM-hauled trains will be a frequent sight at Britain's newest railway station, which is on course to open in the summer.

The station, named Cragside, will be the new terminus for the extended 2ft gauge line at Amberley Working Museum in West Sussex, home to more than 30 steam, diesel, electric and petrol locomotives.

The line currently runs from near the museum entrance to Brockham station, but the new 380-yard extension will take it in a loop round the top end of the 36-acre site to Cragside, giving visitors a journey of nearly half a mile.

Cragside will comprise a single platform, two tracks, a head-shunt and a run-round loop, and has been so named because it alphabetically follows Amberley – the station near the entrance – and Brockham.

Costs for the whole extension and station project have been kept to a minimum due to the almost exclusive use of volunteer labour, a point picked up by Sandy Wilson, the museum's marketing manager.

"The abilities of our rail group volunteers never fail to stagger me," he said. "Their commitment to the museum's narrow gauge collection is faultless, and the quality of their work to enhance it is inspiring.

"Cragside and the track extension will add a whole new level not only to the collection, but to our visitors' understanding of the entire museum site."

No fewer than 13 different gauges are represented in the collection, making it the most comprehensive of its type in the country.

Steam-hauled trains regularly run throughout the museum's season, which extends from mid-March to the end of October. In 2006 there were 30 steam dates, and there is expected to be a similar number this year.

No definite date for the extension and station opening has been set, but it is hoped the four-year project will be completed in time for the annual railway gala weekend on 14-15 July.

The new station is close to the museum's recently opened six-track railway exhibition and conservation hall, which was part-funded by a £108,000 Heritage Lottery Fund grant and houses a working restoration and repair area where visitors are able to see work in progress.

Amberley is set in old chalk pits which were in operation from early Victorian times until 1969, with the museum opening a decade later. It is dedicated to the industrial heritage of the locality, and in addition to the railway collection there is wide range of exhibits, including road transport and industry. It is also home to a number of resident craftspeople working to traditional methods.



Left: Cragside station under construction, as Amberley Working Museum gets bigger and better.
GERRY CORK

More potential awaits in Darjeeling

THE London-based Darjeeling Himalayan Railway Society and the 125-year-old line's owner Indian Railways have drawn up a blueprint to attract a bigger number of tourists.

Representatives of the two organisations met in the southern terminus of Silguri, where the society's tour manager, said that the legendary 2ft gauge line has unexploited potential to draw visitors.

Indian Railways have been renovating the track from New Jalpaiguri station to Darjeeling, with food plazas being pencilled in Ghoom, which at 7407ft is the highest point of the journey.

A museum of the British-built line is also being developed at the hill station of Kurseong.



Lawrence Fitzgerald, manager of Glasgow's transport museum project, has raised big hopes that some of the classics which became famous during the late Pat Whitehouse's *Railway Roundabout* TV series will steam again. HUGH DOUGHERTY

Lawrence said: "We can't display items to their full potential at present as we're housed in a 1930s-designed exhibition hall and the way the locomotives are displayed is very cramped.

"We plan to display them thematically with other items of transport, such as trams, cars and commercial vehicles so they can be used to spark off reminiscences.

"We've done a lot of research on who actually visits us and it shows that 80 per cent of visitors are family groups, and, of the remaining 20 per cent, just 10 per cent could be classified widely as enthusiasts.

"While we will display technical details of locomotives, for example, we will also use computer technology to explain what they did and to show videos of them in action. That way we'll make them accessible within the stories we're attempting to tell, and we'll ensure that everyone from children to disabled visitors will be able to access footplates."

Lawrence also outlined plans to make it possible to remove locomotives, perhaps for restoration to working order, from time to time.

"We would want to swap our Great North of Scotland Railway 4-4-0 *Gordon Highlander* for the North British Railway *Glen Douglas*, currently with the Scottish Railway Preservation Society at Bo'ness, and it could be that *Gordon Highlander* would be put back into running order.

"I'm not saying that we would pull locomotives in and out frequently, as you have to take into account the logistics of moving machines around 50 tons, but the way the new museum is designed would allow some movement in the collection and I'm sure that enthusiasts will welcome that."

Also going to the new venue is the existing museum's popular Glasgow Subway station, as well as every item in the railway collection which includes signals, totems, seals of early railway companies, tickets and uniforms.

Lawrence also said that he looked seriously into the possibility of running a steam locomotive on and around the new museum site at Yorkhill Quay – and there was even thought given to building a rail connection to the nearby Strathclyde Transport Glasgow north bank electric line, while a plan was examined for a working tramway to take visitors between the new museum and the refurbished Kelvingrove Art Gallery and Museum.

"There was plenty of dock track on the quayside," said Lawrence, "But we own the museum site only and it wouldn't have been feasible to have run a locomotive as we would have had to go on to sites owned by developers and it was clear they wouldn't have wanted a steam locomotive near their new, prestigious flats, so we had to let that one go, and that was before we even started to look at health and safety requirements.

"The connection to the national rail, network on the electric line, would have involved us in a multi-million scheme to bridge the existing Clydeside Expressway, and that was ruled out on cost.

"The tramway fell because of a low bridge under the railway, but the good news is that we will have a large display space outside the new museum and we plan to use that for vintage steam rallies, so who knows what might develop in the future. And not many people realise this, but our new site is the birthplace of former LNER paddle steamer *Waverley* as it was Inglis and Co's shipyard, so we're going to approach the Waverley people to see if they would like to berth it alongside us."

Meanwhile the Liverpudlian who has made Glasgow his home for 13 years, is concentrating on the logistics of working out how quickly he can move 1998-built Caledonian Railway 4-2-2 No 123; Highland Railway Jones Goods 4-6-0 No 103 of 1894; Glasgow & South Western 0-6-0T No 9 of 1917 and *Gordon Highlander* (1920), along with seven Glasgow trams, sundry ship models, a subway station, an entire 1930s street, around 50 cars, one trolleybus, two buses and several traction engines and commercials, to their new home by 2009.

"We're very excited about the move and it will be good for our railway collection," said Lawrence. "The Scottish Railway Preservation Society is being very helpful to us in many ways and their advice and storage space will be invaluable to help us complete the move."

That move might not be far in distance terms – you can see the new museum site just down the road on the banks of the Clyde from the present museum – but for Lawrence and the staff of Glasgow Museum of Transport, it's a journey of discovery and a chance to move the railway and other collections into the 21st-century museum world.

The concept is of visual displays, interpretation and the explanation of the social context of everything from the steam locomotives to a chevron sign used to market the original Glasgow 'Blue Trains', and even a mosaic of the coat of arms of the Glasgow & South Western Railway, rescued from the old St Enoch Station Hotel, and set in stone, literally, in the current museum's floor, to ensure that every last ounce of information about the age of steam takes its rightful place in a museum which aims to bring the past to life for the visitors of today and visitors yet to come.

Standing outside the museum's present home at Kelvin Hall, and pretending to 'lift' a large picture of *Gordon Highlander*, which advertises opening times, down from the wall, Lawrence quipped: "If it was as easy as this, it would be fine. But the real move will be just that bit more challenging!"



The popular Glasgow Subway station exhibit will find a new home in the new museum. HUGH DOUGHERTY

Sapper moves to Bodmin

THE Bodmin & Wenford Railway Diesel Group has confirmed that it has struck a deal with an unnamed operator, thought to be Harry Needle, to exchange its pair of Class 20s for the famed Class 47/3 No 47306 The *Sapper* which is currently stored in St Blazey depot.

The group's statement notes that the locomotive will be moved to the railway's site where, subject to an assessment of the Class 47/3's condition by all parties and their satisfaction with the condition of the locomotive and components, it will stay and arrangements put in hand for the move of the group's pair of Class 20s, Nos 20166/20197, to their new home.

The BWR is holding its next diesel gala over the weekend of 24-25 March when it is expected that Class 08 No 08444, Class 20 No 20166, Class 37 No 37142 and Class 50 No 50042 will be at work while on the Saturday night a special fitted freight will operate behind No 20166 carrying passengers in the brake van where pre-booked food can be eaten and drinks bought from a bar set up inside.

News

Chiltern's steam special to Marylebone

CHILTERN Railways is to run a special between Birmingham Moor Street and Marylebone, on Saturday 5 May behind Tyseley's GW 4-6-0 No 4965 *Rood Ashton Hall*.

The 'Chiltern Steam Express' will depart Moor Street at 8.35am, arriving Marylebone 12.23pm. Passengers are given the choice of returning with the train, departing at 5.03pm or alternatively, travelling home by the 'Chiltern Clubman' departing Marylebone at 5.50pm.

The 'Chiltern Clubman' also provides an alternative morning departure from Birmingham, departing Moor Street at 8.55am.

Interestingly, the 'Clubman' departs later than the 'Express' from both the day's departure points but arrives before the steam special. This is explained by the fact that 'Chiltern Clubman', designed to provide daily services between London and Birmingham, is cleared to run at 100mph whereas *Rood Ashton Hall* is restricted to 60mph.

Tyseley is supplying rolling stock for the steam special. Coaches include dining facilities. Both trains call at Solihull, Dorridge and Warwick Parkway en route to Marylebone.

Tickets can be obtained by calling 01494 420155.

Duchess comes south for Cuneo anniversary

By Cedric Johns

THE Princess Royal Class Locomotive Trust's Stanier 4-6-2 No 6233 *Duchess of Sutherland* will make a rare visit to South Western lines on Saturday 28 April when it departs Waterloo for Yeovil Junction.

The train, 'The Cuneo Centennial', planned in conjunction with the Cuneo Society, and PMR Tours, is running to mark the 100th anniversary of the birth of the world-famous railway artist.

Departing Waterloo, the 'Centennial' calls at Hounslow, Staines and Woking for what, hopefully, will be a smart run down the main line to Basingstoke despite a water stop at Winchfield.

Swinging right under the Worting Junction flyover, the Duchess heads onto Salisbury – water stop – before tackling the 15-mile climb from Wilton to Semley. After rattling down through Gillingham, the 4-6-2 continues on the switchback route via Buckthorn Weston Tunnel, Templecombe and a passenger stop at Sherborne.

On arrival at the junction, No 6233 will be serviced and turned at the Yeovil Railway Centre where passengers can view the permanent display of Cuneo's works, housed inside the venue's former Great Western exchange goods shed.

Terence Cuneo (1907-1966) is famous for his vibrant paintings of many subjects including railway, military, ceremonial, equestrian, wildlife, industrial subjects and portraiture.

According to his daughter Carole – president of the Cuneo Society – his biggest triumph was to be chosen as the official artist at the coronation of HM Queen Elizabeth II. The resultant painting now hangs in Buckingham Palace.

Awarded an OBE and later CVO, he was granted the freedom of the City of London, in 1993. Today, a large statue of Terence Cuneo stands on the Eurostar balcony at Waterloo station.

The centenary of Cuneo will be celebrated by many events and exhibitions this year, said Carole.

• PMR Tours will be running railtours behind No 6233 from Sheffield to Scarborough via York, steam from Derby-Scarborough-Derby, Saturday 5 May. Stockport to Didcot, steam from Derby to Didcot, Saturday 26 May. Kettering to Holyhead, steam Crewe to Holyhead, Saturday 9 June and Lincoln to Carlisle via Shap, steam Crewe-Carlisle-Crewe, Saturday 23 June.

Rockers sought for GCR Sixties gala

THE Great Central Railway is appealing for rockers to meet a group of mods at its 24-25 March 1960s gala.

Event co-ordinator Lynn Hill said: "We're adding vintage vehicles and period displays to our big mixed traction event, but now we're going one step further.

"We've already recruited some mods (and hopefully their mopeds) and it would be nice to find a gang of former rockers. "We don't want any troublemakers though!

Hopefully we can find a gang happy to reminisce about their misspent youth – rather than relive it!"

There will also be a diesel-only day on 23 March.

On the other days, three steam locomotives and three diesels, including visiting Class 27 D5401 will work an intensive timetable on a 'Changeover Years' theme.

Moorsline becomes East Coast Main Line!

THE North Yorkshire Moors Railway's new season of special events will have a definite East Coast Main Line feel – including recreation of a 1949 Anglo-Scottish express.

The eagerly awaited LNER Festival of 28-29 April and 4-7 May will feature two A4s Pacifics including home-based No 60007 *Sir Nigel Gresley*. (No 60019 *Bittern* is unlikely to be finished in time, but is hoped to visit the NYMR in the future).

Also running will be LNER B1 No 61264 and K1 No 62005, while negotiations were continuing for two more LNER locomotives that would have been seen around the southern stretches of the ECML.

The April weekend will also see a massive model railway exhibition at Pickering's Conference Centre, with a shuttle bus service between the station and the exhibition.

Meanwhile, the NYMR 20-22 April diesel gala will have an English Electric theme.

At least one Deltic (D9009 *Alycidon* from the Deltic Preservation Society) will feature, alongside Class 31 No 31108 and Class 20 No 20227 and the first Class 37, D6700 from the National Railway Museum.

Home-based locomotives will be Class 24 D5061, Class 25 D7628 (back in traffic after a major overhaul), Class 40 D200 and No 50027 and the line's Class 101 DMU, expected to be operating as a three-car set for the first time.

In addition, either Class 40 No 40145 or Deltic No 55022 *Royal Scots Grey* will be attending the gala, and working trips on the Esk Valley branch on the Saturday and Sunday, which may include runs to Battersby.

Evening services will operate on the Friday and Saturday.

Nene Valley diesel gala breaks records

WHILE other railways have abandoned diesel galas as passenger numbers are less than on normal steam days, the Nene Valley Railway has bucked the trend and recorded all-time record passenger figures for any weekend on the line, at its 3-4 March diesel gala, Thomas weekends included!

Three visiting preserved main line diesels included Class 33 No 33065 *Sealion* from the Spa Valley Railway, Class 56 No 56003 from the Gloucestershire Warwickshire Railway, and making its debut in heritage-era passenger service Class 56 No 56098 from the Northampton & Lamport Railway.

These complemented resident main line diesels D306 *Atlantic Conveyor* and No 56057 *British Fuels*.

A treble-headed round trip by Class 14s D9516, D9520 and D9523, was followed by the unprecedented spectacle of the three Class 56s treble heading an eight-coach train of continental stock.

Despite not returning to Wansford until as late as 7.45pm in torrential rain on the Sunday, there was still a healthy complement of passengers on both days.

Services operated to an intensive and imaginative timetable from 8.30am both days, using three trainsets, a vacuum-braked BR Mk1 rake, a four-coach set of Danish stock, and four French/Wagon-Lits coaches.

Class 56 No 56098 made its debut in passenger haulage in preservation at the Nene Valley Railway diesel gala on 3 March. The red-stripe Railfreight-liveried engine crosses the swollen River Nene, double heading with resident No 56057 *British Fuels*, First GBRf Metronet No 66718 *Gwyneth Dunwoody* is on the rear. DARREN FORD





LNER V2 2-6-2 No 4771 *Green Arrow* roars through Stallingborough on the outskirts of Grimsby with the Railway Touring Company's 'Great Central' tour from King's Cross on 3 March. DAVID ENEFER

Sightseers stop *Green Arrow* on Stoke Bank

IRRESPONSIBLE members of the public were blamed for bringing the East Coast Main Line to a standstill after trespassing to get a glimpse of a railtour hauled by Gresley V2 2-6-2 No 4771 *Green Arrow*.

The Railway Touring Company's 'Great Central' special on Saturday 3 March was halted at Tallington after reports were received by control about people walking on the line at Stoke Bank.

It appeared that enthusiast linesiders and cameramen were not responsible, but 'ordinary' members of the public who merely wanted to watch the train go past and showed no awareness of or regard for rules regarding trespass.

The incident had a knock-on effect with delays caused to scheduled services, and once again compromised the future of steam operations on the East Coast Main Line, causing concern to Network Rail and the Train Operating Companies.

A railtour operator, who declined to be named, called on 'genuine' enthusiasts who see trespassers to ask them to leave railway property – and if they refuse, report the incident to the authorities.

"Most enthusiasts have long since got the message that you do not go lineside," he said. "It is beholden to all responsible enthusiasts to ensure that this does not happen.

"You cannot understand the mentality of people who turn up to watch a train go past and have to stand on the railway line to see it.

"If you see someone doing something wrong, tell them so, and if they don't respond, then report them to the authorities."

The train, diesel hauled from King's Cross to Peterborough, where No 4771 was waiting, was due to visit Grimsby Docks and Immingham, bound later for Deepcar on the former Great Central Sheffield-Penistone line.

The delay incurred at Stoke Bank was further compounded by an extended water stop at Lincoln, the tour having to then follow a timetabled service on the Lincoln to Grimsby route.

After leaving the main line at West Marsh Junction, Grimsby, an operational problem on the little-used freight-only Immingham loop resulted in further delays, now totalling some two-and-a-half hours, in turn resulting in the Deepcar leg being cancelled, and the train being routed to Doncaster via Gainsborough Central.

Crowds were present along the lineside through much of the tour's journey through Market Rasen and north Lincolnshire because of the rarity of steam on the route.

Green Arrow came off the train on arrival and passengers were taken back to King's Cross behind a diesel.

Superb ales!

THE Devon Diesel Society will be holding a real ale festival from 7-9 April in a bid to raise funds for the restoration of the group's Class 50 No 50002 *Superb*.

The overhaul of the 'Hoover', which celebrates its 40th birthday this year, is expected to take up to two years to complete.

Around 20 different ales and traditional cider will be on offer during the festival with the main bar located in the goods shed at Staverton.

Elidir to move to Leighton Buzzard

REPATRIATED Avonside 0-4-0T No 2071 of 1933 *Elidir* is to be restored to running order at the Leighton Buzzard Railway.

The former Dinorwic slate quarry engine, repatriated last year by Graham and Judith Morris, is currently on display at the Locomotion museum in Shildon.

One of preservation's 'lost' locomotives, it was sold in 1966 by the quarry to a lawyer in Toronto, Canada, and then disappeared from public view until 2005, when the current owners agreed terms for its return. As no work was done to it in Canada, it is still in as-withdrawn condition.

Elidir was originally built to 2ft gauge as a contractor's engine, being used initially on the construction of Burnhope reservoir, County Durham, and was sold to Dinorwic in 1949. There, it was converted to the slightly narrower Welsh gauge.

It will be on static display at the LBR's 8-9 September steam-up weekend, still in original Dinorwic livery, prior to the start of its overhaul including gauge conversion during the winter.

The September event may also see War Department Baldwin 4-6-0T No 778 (No 44656 of 1917) in steam following restoration by the Greensand Railway Trust.

And for the next one!

THE West Somerset Railway will be holding a special 'Changeover Years' gala on 15-17 June reflecting the transfer from steam to diesel hydraulic on the Western Region.

The event will be biased towards heritage diesels with Western, Warship, Hymek and Class 14 locomotives in action.

The guest locomotives will be Warship D832 *Onslaught* and Class 14 D9520.

Home-based Class 52 D1010 *Western Campaigner* will return to action, while on the Saturday only, visiting maroon-liveried D1015 *Western Champion* will run.

Recently arrived Class 47 D1661 *North Star*, previously No 47840, will make its public debut.

Auto trains or DMUs?

THE Dean Forest Railway is to recreate the unique atmosphere of GWR rural backwaters with seven special vintage and heritage days this year.

The mainstay of traffic will be GWR 0-4-2T No 1450 and matching auto coach No 178, with half the line being worked by the steam auto train and half by Class 108 DMU. The aim is to allow passengers to compare the early 20th century ambience of the auto train with the 1960s functionality and panoramic views of the DMU.

The auto train will also be in action on the branch line gala days of 13 May and 4 August.

Big screen Spa

THE Spa Valley Railway was wondering if it had achieved a preservation first with the booking of an entire cinema for a social event.

The event on 16 April, which is open to all, will feature a bar, displays about the railway and a one-and-three-quarter-hour presentation of video and film material, much of it previously unseen.

The event is to be held at the Sevenoaks Playhouse in London Road, Sevenoaks, Kent, at 8.15pm, and tickets are available by calling 01732 461008.

News

Peak Rail achieves two-train running

PEAK Rail intends to offer two-train operation for the first time next year.

Christopher Jacquier, HM Principal Inspector of Railways for the Office of the Rail Regulator, visited the line on 26 February, and approved the newly commissioned two-train working system at Darley Dale.

He also praised the heritage railway as a 'slick operation' and said he was impressed by the work that has been undertaken.

For the past year, volunteers and staff have worked hard installing the loop and signalling arrangements to ensure that the new system could be fully commissioned and brought into use. The project has been overseen by volunteer Dominic Beglin.

However, the railway has no plans to introduce two passenger train working this summer, but is looking to 2008.

By then, it is hoped that the overhaul of Robert Stephenson & Hawthorns 0-6-0T No 7597 of 1949 *Zebedee* will be completed, ensuring that the railway has at least two operational steam locomotives available for traffic.

Furthermore, due to the need to upgrade the down platform at Darley Dale, trains heading towards Rowsley South will not stop at Darley Dale station this year, although Darley Dale will still serve services heading towards Matlock Riverside.

It is planned that the platform at Darley Dale will be upgraded in the future to allow down services to stop at the station.

Ravenglass viaduct gets facelift

A £600,000 Network Rail scheme to refurbish Ravenglass viaduct on the Cumbrian Coast Main Line has begun.

The project will involve repairing steelwork, grit blasting and painting, and will be carried out when trains are not running. However, the public footpath to the viaduct will be closed in the meantime. The work, which follows last year's successful refurbishment of Leven viaduct, should be completed by June.

The viaduct falls within a Site of Special Scientific Interest, which is home to protected wildlife species including migrating birds, water voles and great crested newts.

Leighton Buzzard old timers wanted for reunion!

A HUNT has been launched for veterans of the Leighton Buzzard Railway who have lost touch with the preserved 2ft gauge line.

The railway celebrates its ruby anniversary this year, and chairman Mervyn Leah is keen to track down as many founder members as possible in the hope they can join in the celebrations, which are planned for the summer.

It was on 17 January 1967 that a small group of railway enthusiasts met the management of sand quarrying company Joseph Arnold & Sons, which owned and operated the then Leighton Buzzard Light Railway.

That meeting was the start of what is today one of the country's leading narrow gauge lines, for the enthusiasts were given the go-ahead to operate passenger trains at weekends, when the quarries were not working. The first public train ran in March 1968.

"We still have a surprising number of the early pioneers in our membership today, and several others made contact in 2003 when we re-enacted our first train of 35 years earlier," said Mervyn.

"Now we would like to see as many as possible join us for another reunion. We are confident they would be amazed at what they started!"

He said he expected the celebrations to take place on an evening or a Saturday in June, when the festivities would include a buffet and a commemorative train.

One possibility is the re-enactment of a 'wedding special' which ran for a founder – and current – member on the occasion of his marriage.

Anyone interested is asked to contact Mervyn at the LBR headquarters at Page's Park Station, Billington Road, Leighton Buzzard, LU7 4TN, or at info@buzzrail.co.uk

Marketed as 'England's friendly little line', the LBR currently has 400 members, and runs nearly three miles from Page's Park to Stonehenge Works.

Wirksworth revival 'halfway'

By Robin Jones

WIRKSWORTH branch revivalists are aiming to have half the line open to passenger trains by the summer – but need to raise £40,000.

Branch operator WyvernRail plc has appealed for more share capital to 'do a proper job' on bringing the long-mothballed section of the line between Gorsey Bank – the southern limit of 'starter' heritage services – and the midway station of Idridgehay, four miles from Wirksworth, up to passenger-carrying standard.

The line has been tamped but trains are currently limited to a 10-tonne axle loading, which means that only the line's DMUs and Class 122 'bubblecar' will be allowed to run over the section in the first instance.

However, it is planned to open to the next station along, Shottle, a mile south of Idridgehay, in 2008, with the line upgraded to 25 tonnes, allowing locomotive-hauled trains… and paving the way for regular steam.

WyvernRail has begun building two extra platforms at Wirksworth in a bid to accommodate the anticipated demand for heritage trains once the line is fully open to the main line interchange station at Duffield in 2008.

The original Midland Railway line had just one platform. However, one of the platforms will be used for the passenger shuttles up the Ravenstor incline quarry branch.

"When complete, we will have as many platforms as are available to Midland Mainline at St Pancras, while we will have 2/3 the number of platforms as Derby!" said WyvernRail director Neil Ferguson-Lee

Gorsey Bank level crossing is to revert to traditional gated operation, while Idridgehay's crossing will continue to be automatically operated.

At Shottle, the old yard siding has been reinstated and it is now used for storing engineers' wagons. A 'down' refuge siding has been created and this will become a run-round/passing loop when Shottle and then Duffield reopen.

"Once we reach Idridgehay, we think we will have an influx of people wanting to bring their locomotives here," said Neil.

"We have had lots of informal inquiries but we have kept them at arm's length because we are not in a position to take anything at the moment."

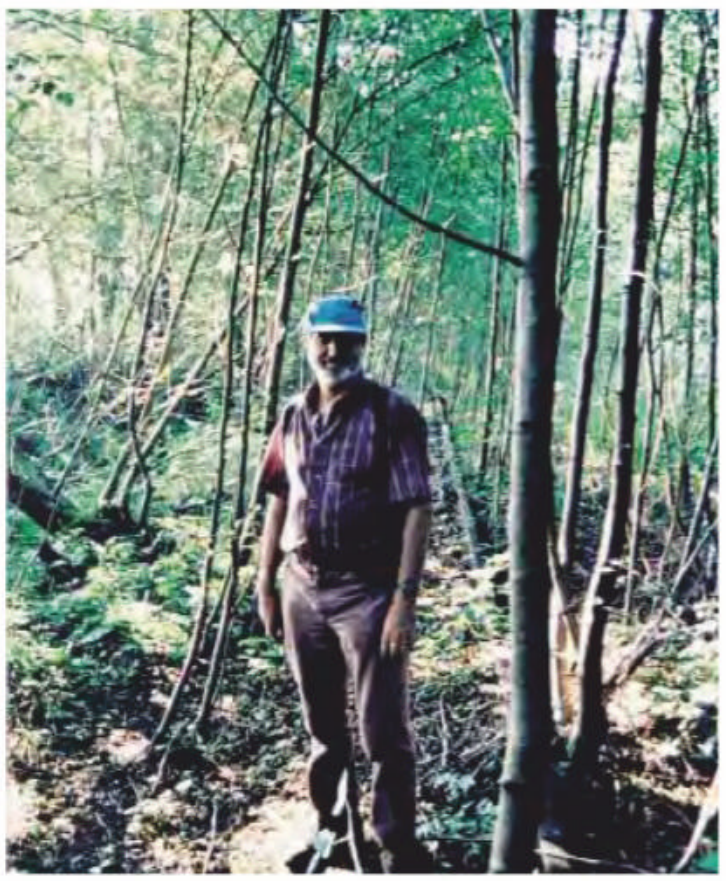
Passenger services on the section of the line restored so far, including the incline, will recommence at the beginning of April.

• Would-be investors in the railway are invited to write to: WyvernRail plc, Wirksworth station, Station Road, Wirksworth, Derbyshire DE4 4FB.

Right: The same area in September 1999, when Wirksworth station was buried beneath a jungle of foliage and sceptics said that restoration of the mothballed branch, then still officially part of the national network, by volunteers would be all but impossible. WYVERNRAIL

Below: A DMU runs over the recently tamped stretch at Alton Manor, two miles south of Wirksworth on 31 December and shows a DMU on the tree clearance work that has served to open up the area after decades of neglect. WYVERNRAIL







Early steam era *Lion* will not steam again, but go on static display in Liverpool's new museum. BRIAN SHARPE

Lion returns to Liverpool for static future

LION has made its last journey from Manchester to Liverpool, and will roar no more.

The famous 1838-built 0-4-2, star of *The Titfield Thunderbolt*, has been on loan to the Museum of Science & Industry in Manchester for the past eight years.

Now the locomotive, which once ran on the Liverpool & Manchester Railway, returned to Merseyside by lorry on 27 February.

There, it will undergo conservation work and go on display as a star exhibit in the new Museum of Liverpool.

Nick Forder, transport curator of the Manchester museum, said: "As *Lion* is one of the two oldest surviving locomotives to bring passengers, freight and livestock from Liverpool to the site of this museum, it is particularly sad to see it leave."

In 1837, the LMR commissioned two locomotives, *Lion* and *Tiger*. *Lion* ran for 20 years before being sold in 1859 to the Mersey Docks and Harbour Board to work as a stationary pump. Rediscovered in 1923, it was restored to working order for the centenary of the opening of the LMR in 1930.

As well as rail revivalist Ealing comedy *The Titfield Thunderbolt*, *Lion* appeared in other films including *Victoria the Great* in 1937 and *The Lady with the Lamp* in 1951.

Electric collection goes to NRM

ENGINEERING consultants Atkins has presented a collection of commemorative East Coast Main Line plaques to the National Railway Museum.

The plaques, which mark landmarks in the electrification of the line two decades ago, were formally handed over to the York museum on 6 March.

Among the collection is a plaque unveiled by Margaret Thatcher on 7 February 1987, marking the 12,000th mast going up at Peterborough.

Another was unveiled by HRH Princess Alice, the Duchess of Gloucester, on 8 May 1987 to mark the inauguration of the London to Peterborough stretch of electrified line. NRM curator of collections David Wright said: "The electrification of the ECML was a landmark event in the development of railways in this country; these plaques illustrate the story very well.

"We believe this to be the only collection of its kind and, as such, its importance to the history of this major route can only grow."

Atkins recently donated signalling equipment to the Yorkshire Rail Academy, a partnership venture between the National Railway Museum and York College, which provides education, training and skills development for the rail industry.

Tenterden in Tour de France steam 'first'

By Geoff Courtney

SIX-wheeled steam locomotive power will greet two-wheeled human power when the world's top racing cyclists visit the UK in July.

Competitors in the Tour de France will be speeding through Tenterden on 8 July during the London-Canterbury leg of the event, and the Kent & East Sussex Railway, which is based in the town, will be laying on a special welcome.

As the cyclists stream over the railway's Cranbrook Road level crossing near Tenterden town centre, a 'Terrier' A1X 0-6-0T – expected to be 1872-built No 3 *Bodiam* – will be standing at the gates with a rake of vintage carriages, whistling a salute and sending them on their way.

And that will not be the railway's only involvement in what will be an exciting day for this picturesque town, for after racing over the crossing the competitors and their vast entourage will congregate in the town centre for a sprint section of the race.

With parking a big problem in Tenterden at the best of times, the railway has seized the initiative by laying on a DMU to provide a park-and-ride operation between nearby Rolvenden station and its Tenterden terminus.

Passengers will be able to park next to Rolvenden station in a field which will be opened especially for the occasion.

KESR general manager Graham Baldwin explained: "I contacted the Tour de France organisers with my idea after I learned the competitors were coming to the town, and they were keen to do it.

"The level crossing salute should be fun – I am sure it will the first time competitors in the Tour have been saluted by a steam engine – and the park-and-ride will be a great help to spectators, as roads will be closed for more than three hours during the event."

Graham said the cyclists would reach 50mph in the sprint through the town – "that's twice the speed of our trains!"

• The KESR is to be linked with the national network's Headcorn station for the first time in 53 years, during the Colonel Stephens gala on 5-7 May.

Passengers on selected London-Headcorn trains will be met by cars provided by a local private-hire company and driven to Tenterden station.

KESR general manager Graham Baldwin said: "We may not be able to run trains between Tenterden and Headcorn any more, but this will be the next best thing.

"The cars will follow a route not far from that originally run by steam trains between the two towns until passenger services ceased in 1954, including passing the old Biddenden station."

Another year for No 29

NORTH Yorkshire Moors Railway-based Lambton 0-6-2T No 29 has had its boiler certificate extended to the end of 2007.

The existing 10-year ticket had expired in January but an extension has been granted. The locomotive was retubed two years ago.

News

Seven vehicles destroyed in GCR(N) inferno



Right: Three years ago it was a DMU car that was gutted – and now an irreplaceable collection of seven vintage buses has been destroyed in a suspect fire at the Great Central Railway (Nottingham)'s headquarters. NTHC

By Robin Jones

SEVEN historic vehicles have been destroyed in a suspicious fire at the headquarters of the Great Central Railway (Nottingham).

The blaze swept through part of the Nottingham Transport Heritage Centre at Ruddington in the early hours of Wednesday 21 February – and gutted seven vintage buses.

It is not the first time that vehicles have been damaged by suspect fires at Ruddington, the last major incident occurring when a DMU centre car was destroyed three years ago.

The inferno started in the centre vehicle in the row of seven closely-parked vintage buses which were being stored outside the centre's main Bus and Coach Group building, said spokesman Denis Chick.

This vehicle was the last surviving Daimler/Leyland Fleetline double decker, and was once part of the South Notts company fleet. It was reduced to a chassis frame.

Other local vehicles caught in the inferno were the group's now almost unique Nottingham City Transport Renown No 370, believed to have been one of two in existence and which had been fully restored at the centre in the late 1990s.

Another Nottingham City Transport destroyed was Northern Counties Leyland Atlantean No 523, representing the 'standard' Nottingham vehicle with unique front end design specified by the city. All three of these vehicles were in excellent running condition with No 117 due for repaint in 2007.

Also involved in the blaze were an ex Barton Plaxton Supreme/Leyland Leopard, a Wrights of Keyworth Bedford YRT/Plaxton and a Midlands example of an Albion Lowlander with Northern Counties body from the South Notts fleet. Its top deck was burnt out.

An AEC Reliance/Willowbrook from Rules was destroyed down to the waistrail.

Firefighters were called to the station around 6.25am, but by then the blaze was well alight. They managed to stop it spreading to the main depot building, where other classic buses escaped with smoke damage. However, an NCT Atlantean bus, which was stored inside the group's restoration and storage facility, suffered heat damage with buckled panels and some paint blistering due to the intense heat that penetrated through the steel roller shutter door.

The buses were covered by insurance, but the group can expect only the market value of each, and not the cost of rebuilding them. All that can be salvaged from the wreckage is four engines.

Denis said: "Seeing the sight of seven historic vehicles reduced to their frames makes you sick to the bottom of your stomach.

"Even more stomach churning is the thought that five to 10 more minutes and the fire would have penetrated the building and destroyed everything.

"Years of costly restoration and maintenance carried out by volunteers were obliterated in just 30 minutes through wanton vandalism that should be punished most severely. But I suppose if they're caught, reflecting on other cases that you see today, the judge may simply be so gracious as to stop their pocket money!"

The team is working hard to regroup in time for the season's opening at Easter. On 6 May, the East Midlands Transport Gala will be held at Ruddington for buses, trucks and cars.

Local police told the group that officers had interviewed three teenagers who had been camping near the railway during half-term week.

Prussian blue coaches reappear at Washford

By Peter Trenchard

A KEY project to restore two 19th-century Somerset & Dorset Joint Railway coaches is reaching a crucial phase at the base of the Somerset & Dorset Railway Trust's Washford headquarters.

The painstaking task is reaching its final stages, and the trust needs more volunteers with relevant skills to bring the 20-year restoration to fruition.

The project began in July 1986, when the body of 1886-built S&D six-wheeled first-class carriage No 4 arrived at Washford station on the West Somerset Railway.

Since the 1930s, it had been used as a changing room at a recreation ground at Templecombe.

It was the first ex-S&D vehicle body to be rescued, but shortly after it was discovered, several other ex-S&D vehicle bodies came to light. The first, near Sturminster Newton, was another first-class carriage, No 5, very similar to No 4.

Some composites were later found near Highbridge. There was no more space for these at Washford and they were even more rotten than No 4, but their owners let the S&DR Trust recover components and reusable timber from them.

In 1987, Washford was the only S&D restoration base. Most of the active volunteer and financial support for S&D preservation favoured work on the locomotives.

The rescue of two original wooden buildings, development of track and essential groundwork and erection of a shed also absorbed much time and money.

However, a small team began conservation work on coach No 4 with wire brushes and cuprinol, under a tarpaulin.

In 1990 and 1991 new longitudinal timbers were placed along the bottom of the body and it was jacked and clamped back to its original rectangular shape. No 5 yielded the missing compartment partitions.

In 1992 the Somerset & Dorset Railway Trust's steam crane lifted the body onto an ex-LNWR six-wheeled chassis and No 4 was at last able to enter the shed.

Work continued on replacing and joining up side frame timbers. In September of that year replacement of the external panelling began. The original cracked mahogany panels were recycled to make replacement exterior mouldings. No 5 provided a replacement end.

There was another distraction in August 1994. Two third class coach bodies, which had been part of a residential property in Sussex, were donated to the Trust and moved to Washford. They were in better general condition than No 4.

They brought much additional information, particularly about liveries, and some original components. Work so far has been limited to study, conservation and, later, recovery of standard components which have helped the ongoing work on No 4.

Three LMS steel-framed six-wheeled chassis arrived in 1996. Two, from fish vans, went under the third class bodies. The other provided a closer match to the original appearance of No 4's underframe. The LNWR underframe, with its characteristic Wolverton features, found a home in Buckinghamshire.

Between 1997 and 2001, Neil Pankhurst, the project leader, continued the painstaking task of reconstructing No 4's doors from the partly rotted originals. Five door frames sent away for commercial repair returned with a variety of curves in their lower halves. Fitting the frames

Beattie well tank stars in Spa Valley gala

THE National Railway Museum's LWSR Beattie well tank is to make its first visit to the Spa Valley Railway.

No 30587 will take a starring role in the Tunbridge Wells West line's extended 18-20 May spring gala.

The gala, which will have a strong Southern theme, marks the 10th anniversary of the heritage line.

The 1874-built veteran restored at Bill Parker's Flour Mill Colliery workshop is due to arrive from Bodmin General in the week leading up to the first May Bank Holiday weekend, and is scheduled to haul trains on Sunday 6 May and the Monday.

The gala, originally planned for two days, will feature an intensive timetable and will include shunting and preparing and positioning stock with steam, tasks usually performed on the line by diesels.

There will be opportunity to ride on the line's recently-restored Southern Railway Queen Mary bogie brake van between Tunbridge Wells West and Groombridge, the first of a series of brake van specials for 2007.

The Saturday and Sunday will see an early morning van train to Groombridge and mixed trains with the railway's van fleet throughout both days, plus shunting at both Tunbridge Wells and Groombridge, making the most of all available engines. Advance booking is required for the popular Saturday evening fish and chip specials.



The North Norfolk Railway's new carriage storage sheds are rapidly taking shape at Holt, and await the return of the now unique Gresley Quad-Art set from the West Coast Railway Company's restoration base at Carnforth. GER J15 0-6-0 No 65462 passes the site on 18 February. BRIAN SHARPE

Darlington Stephenson plaque 'off the track'

A PLAQUE marking one of the landmarks of world railway history is to stay in place in Darlington – even though it is wrong.

When engineer George Stephenson met rail pioneer Edward Pease, their talks led to the formation of the world's first steam-hauled public railway, between Stockton and Darlington.

A plaque commemorating the occasion – but with the wrong date and the wrong details, has been attached to the wrong building in High Northgate for the past 86 years.

The sign is fixed outside what was believed to have been Pease's servants' quarters. The talks with the *Rocket* inventor were held in the kitchen next door.

However, Darlington Borough Council does not intend to amend the error.

A spokesman said: "The plaque is on the correct building where Pease and Stephenson met. However, since then, the house has been divided into four separate properties."





to the shape of the body curvature led to much time consuming work. By the beginning of 2007, five of the eight doors have been fitted and are largely complete, and work continues on the other three.

Also, since 2003, on the more complete north side of No 4, droplights and glazing have been fitted, bolection mouldings are in place, door and commode handles are ready, step irons are bolted to solebars and await footboards (which are in store). Several undercoats have been applied, and a little blue paint in honour of recent S&D anniversaries.

Three main tasks for the future are: the roof, the interior and the chassis, including vacuum brake cylinder and linkages and a refurbishment of the axleboxes and other running gear. There are several smaller tasks on the outside of the body: fitting brass strips to the door edges, lamp irons, cornice, mouldings and so on.

The rate of progress from here will very much depend on the availability of volunteers with the skills and enthusiasm, and anyone interested is asked to contact the Somerset & Dorset Railway Trust at info@sdrt.org.

*The trust's Washford base will be open during the West Somerset Railway's spring steam gala on 17/18 and 22-25 March.

Above left: Soon we may have a Somerset & Dorset wooden-bodied rake to go behind 7F 2-8-0 No 88! One of the coaches under restoration has reached primer stage in the Washford workshops. SDRT

Above right: Prussian blue livery is applied to part of the restored coach body as a test. SDRY

News

Britain's 'first' public railway rises from the ashes

By Robin Jones

A HISTORICALLY important scheme to restore part of what is claimed to be Britain's first public railway is set to have its first track laid this year.

Major strides have been made by the modern-day Llanelli & Mynydd Mawr Railway towards the creation of a heritage centre on a former colliery site at Cynheidre, with a mile of track running from it.

Last June, the Carmarthenshire site was cleared with the help of Monmouthshire Royal Engineers (Militia) using heavy machinery, and construction work on a three-road stock shed/temporary heritage centre, financed by a grant from the Coalfields Regeneration Social Enterprise Trust, is well advanced. The building will be extended later this year.

Planning permission has been granted for a larger heritage centre to cost in the region of £500,000 and which will be constructed within the next five years.

The revivalists have bought around 23 acres of land, and the first quarter-mile of running line is due to be laid later this year.

At the outset, it is planned to offer DMU trips along the line, but steam haulage is planned for a later date. The railway's Avonside 0-4-0ST No 1498 of 1906 *Desmond* has been moved from Llanelli to the Llangollen Railway for restoration, while an application has been made to the Heritage Lottery Fund for its overhaul.

The railway has a two-car Class 117 unit, No L720, and might also use its four-wheeled Sentinel (Rolls Royce) diesel shunter No 10222 to haul some passenger trips.

It has acquired a sizeable collection of stock, including North British 0-4-0 diesel shunter No 27654, a GWR 'Toad' brake van, and the remains of two Victorian GWR six-wheeled carriages.

Its latest acquisition is Mk2 RFB first-class buffet car No 1206 which was bought for the line by builder Costain Ltd. The buffet car will become a stationary café alongside the heritage centre.

The low-profile revival scheme has fought for several years to get started, after earlier attempts to save a longer stretch of the mineral-only line were thwarted by Sustrans, which has turned much of it into a long-distance cyclepath.

The revivalists, who argued that part of the line must be preserved because of its importance as a landmark in terms of global transport history, eventually won a deal with the cyclepath developer in which it would be allowed to rebuild a mile of track.

The standard-gauge line which existed on the formation until Cynheidre Colliery closed in 1989 was a descendant of the 4ft gauge horse-worked Carmarthenshire Tramroad, which was established in 1802 by Act of Parliament and began running trains in 1803 – before the Surrey Iron Railroad, popularly held to be Britain's first public line.

While the Act of Parliament sanctioning the construction of the Surrey line was passed in 1801, the Carmarthenshire Tramroad was running trains two months before traffic on its English 'rival' began.

The first section of the original line ran between Carmarthen Docks and Cwmdydyche (Furnace), being extended northwards by 1806.

The top end of the Carmarthenshire line had fallen into disuse by 1816 and the whole operation had closed down by 1827. Several schemes to revive it were put forward, but it was not until 1875 that it was rebuilt as a 13-mile standard gauge line by the Llanelly & Mynydd Mawr Railway Company and opened in 1883. The section of trackbed at Cynheidre is not part of the 1803 section of the Carmarthenshire Tramroad, but lies on a later extension.

One of the original stone blocks which held the tramroad rails in place was recently unearthed by the revivalists during clearance of the Cynheidre site, and will now take pride of place in the heritage centre.



The new three-road stock shed/temporary heritage centre at Cynheidre taking shape. LMMR





Above: One of the original horse tramroad stone blocks rediscovered at Cynheidre. LMMR

Left: Costain Ltd site agent Nigel Hancock (right) hands over the Mk2 RFB buffet car to Llanelli & Mynydd Mawr Railway director Des Thomas. LMMR



Railway artistry: a painting by Malcolm Root of LNER B17 class No 61658 *The Essex Regiment* on an up express near Colchester in the mid-1950s.

East Anglian first for railway art

SOME of the country's leading railway artists are to debut their latest work in the spring when they make their first-ever visit to East Anglia.

Bressingham Steam Museum near Diss, Norfolk, will be the venue for the prestigious Guild of Railway Artists 'railart' exhibition, from 5 May until 1 July.

Household names from the world of railway preservation who are involved with the guild include its patrons – Sir William McAlpine and Pete Waterman – while artists John Austin, Philip Hawkins and David Shepherd are fellows.

The chief executive is Frank Hodges, who – although not an artist himself – helped to form the organisation in 1979.

It now has 180 members at home and abroad, of whom 140 are artists and 40 friends of the guild, and the paintings are done in a variety of media, including oils, acrylics, gouache, pastels, watercolour, pen and ink, pencil and even computer-derived imagery.

"We have mounted many successful 'railart' exhibitions throughout the country, but this will be our first visit to East Anglia," said Frank. "Being new territory for us, we are greatly looking forward to it."

The majority of paintings on show will be new, and all will be original – there will be no prints. Most of the 50 or so expected to be on display will be for sale, at prices ranging from around £100 to about £5000. The subjects will be mainly steam.

One guild member who welcomes the decision to mount the exhibition at Bressingham is Malcolm Root, who lives in nearby Essex. He is planning to unveil a major new work there, but isn't yet revealing what the subject will be.

Bevan Braithwaite, chairman of the Bressingham trustees, said: "We are delighted the guild has chosen us for its next exhibition – there are so many different styles, and it will be a great show.

"These railway artists are fantastically clever at re-creating atmosphere, and I am in awe of their skill and patience."

Entry to the exhibition will be included in the normal Bressingham entry fee.

Taff Vale goes GWR

TAFF Vale Railway six-wheel coach No 220 has been transformed into its later identity of GWR No 3846.

The Victorian carriage is now in a livery that it never had the chance to carry before it was withdrawn from service.

Originally restored by Brynteg School, the coach has been brought up to first class condition by the Gwili Vintage Carriage Group. It will join the line's summer service trains.

Anger at Glasgow station demolition by Tesco

THE demolition by supermarket giant Tesco of an 1896-built Caledonian Railway station in Glasgow has sparked a storm of protest in the city's west end.

Conservation groups were calling 'foul' after demolition teams moved in on Sunday 28 January to reduce the former Partick Central station, street-level buildings to rubble, despite the fact that Tesco, which is seeking planning permission to build a supermarket and student flats on the platform-level site beneath the street, had yet to receive the green light for the project from Glasgow City Council.

Historic Scotland, the Glasgow Building Preservation Group and railway heritage groups had backed conservation of the station building which saw its last train in 1964 on the former line running from Stobcross to Dumbarton.

Anne McChlery, director of Glasgow Building Conservation Trust, said: "There are numerous examples throughout Britain of railway buildings that have been converted to modern use preserving a sense of history. It is very sad that that has not happened here."

A Tesco spokesman said that repeated vandalism to the ticket office had given the company no choice but to demolish the building, a claim refuted by local campaigners.

Double boost for *Cromwell* overhaul

YET more progress is being made in the restoration of preservation icon *Oliver Cromwell* at Loughborough.

Following the re-wheeling of the chassis of Britannia class 4-6-2 No 70013, as reported last month, it has been announced that a manufacturer has come forward and agreed to produce the 288 new roof stays required for the firebox.

Meanwhile, in response to a previous appeal a manufacturer has come forward.

Furthermore, the overhaul has been boosted by the provision of project and programme management software by manufacturer 4c Systems Limited.

The software will ensure that key tasks are completed in sequence and valuable volunteer labour can be properly assigned.

Great Central Railway general manager Bob Crew said: "Steam engines have many thousands of parts and each bit needs to be put back together in the right order. Normally the person leading a restoration project keeps the plan in their head, but 4c systems software means the whole project can be written down and updated as progress continues."

He added: "In an ideal world we shall be raising steam within a year."

Cholsey back up to line speed

CHOLSEY & Wallingford Railway volunteers have completed the trackwork for the run-round loop in Cholsey station's bay platform.

The loop will allow the line to operate branch services with just one locomotive rather than being top-and-tailed. Shunt-and-release procedures will continue at Wallingford.

The line urgently needs 40 tons of clean ballast to consolidate trackwork at Cholsey where remaining tasks include connecting-up ground frames and interlocking.

The project, undertaken in the past few weeks by a team of volunteers, completes the extensive spot-resleepering of a third of the line – allowing 25mph operations once again.

Medway festival

THE award-winning Historic Dockyard Chatham will host to the sixth Medway Festival of Steam and Transport on Easter Sunday and Monday, 8-9 April.

The event features working steam locomotives on the dockyard's internal standard gauge system, steam cranes in action, traction engines and rollers, working demonstrations and the resident preserved warships.

Aveling & Porter locomotive *Sydenham* of 1895 will be running alongside the dockyard's resident engine, 1941-built Robert Stephenson & Hawthorns 0-4-0ST *Ajax*.

An added attraction on both days will be trips on Britain's last remaining coal-fired paddle steamer the *Kingswear Castle*.

Pannier returns

WR 0-6-0PT No 9681 was set to re-enter Dean Forest Railway traffic at Easter following tyre profiling work at the nearby Flour Mill workshop in Bream.

Owner the Dean Forest Locomotive Group aims to run the locomotive for one or two seasons when the tyres will be replaced and a full repaint will take place.

Works manager

THE Ffestiniog Railway has appointed former policeman Tony Williams as the new Boston Lodge Works manager.

He began volunteering on the line in the early 90s, and after he retired from the police came to work at Boston Lodge nearly five years ago.

Horwich fame

LANCASHIRE & Yorkshire Railway locomotives which were built at Horwich Works could be adopted as new street names for the town, councillors have suggested. A working party has been set up.

Butterley's best

THE Midland Railway-Butterley recorded a 10 per cent increase in passenger numbers during 2006, making the year the busiest in the history of the venue.

News

Barry railway to launch own main line tours

By Geoff Courtney

THE recently renamed Barry Island Heritage Railway – formerly known as the Vale of Glamorgan Steam Railway – has received a triple boost.

Firstly, formal agreement has been reached with Network Rail for the use of a main line connection at Barry station, on the Cardiff-Bridgend line, following nearly two years of negotiation. The railway is thus the first preserved line in Wales to have a direct link with the national network.

Secondly, the 500-metre eastward extension, to a new station next to a Morrisons supermarket on Barry waterfront, is due for completion next month, giving a running line of nearly two miles.

The £250,000 cost has been met by the Welsh Assembly, the European Union, and the Vale of Glamorgan Council.

Finally, the Barry-based rake of six push-pull ex-Gatwick Express carriages, delivered last year, is to be re-registered for main line work and will be used for tourist and special steam and diesel trains on the national network.

Backers of the line hope that the railway, albeit much shorter, will do for the northern coast of the Bristol Channel what the triple award-winning West Somerset Railway has done for the south.

Vale of Glamorgan Welsh Assembly member Jane Hutt, and Margaret Alexander, leader of Vale of Glamorgan Council, recently visited the railway to see how work on the extension was progressing.



Morrisons, here we come! From left: Andrew Dakin (Pride in Barry), John Buxton (project manager), Jane Hutt (Welsh Assembly), Margaret Alexander (Vale of Glamorgan Council) and Brian Mills (Barry Island Heritage Railway), inspect work on the 500-metre extension. MARK LANG

Jane Hutt said: "I was delighted to see for myself the work on this next important phase of the railway.

"Every year I am impressed by the number of visitors and local people it attracts, and how many volunteers work so hard running the trains, operating the stations and visitor centre, and maintaining the track.

"I am sure that this new extension and platform will attract even more visitors to Barry, and continue to be an important part of the regeneration of our town."

Jane Hutt and Coun Alexander were greeted on site by the project manager, John Buxton of railway engineering company Cambrian Transport, and Andrew Dakin, Pride in Barry regeneration ambassador.

With the extension due to be completed by April, it is hoped to run the first passenger trains by late spring or early summer. For the present, the Morrisons station will comprise just a single platform, although a GWR-style waiting room is also planned.

Andrew Dakin said the new developments should help the railway, which links Barry Island with the town across the causeway, to thrive. The extension takes it nearer to its eventual goal of reaching the present Barry Dock station, where a new transport interchange is to be located.

Ironically, the railway circles the site of the former Woodham Brothers scrapyard, where the survival of so many scrap main line locomotives made possible the UK heritage sector as we know it today.

"There are many developments incorporated in the dockland regeneration, and the railway effectively provides the 'necklace' that links these new attractions, improving access and increasing economic activity in the town," said Andrew.

John Buxton, managing director of Cambrian Transport, said he was pleased to be supporting the regeneration of a town with such a well-known railway history, and was enjoying engineering the extension.

"I hope to see the main line connection regularly used by the ex-Gatwick Express carriages, which we funded, providing excursions for local people as well as boosting the town's tourism potential.

"Those carriages and our two Class 73 locomotives – soon to be three – could also be useful on the extension, as they can operate as a push-pull unit."

Tyneside to Vietnam by rail

A TEAM from Tyneside's Monkwearmouth Station Museum has embarked on a rail journey to the furthest place that can be reached by rail from nearby Sunderland.

Members of the team set out on 25 January destined for Ho Chi Minh City, formerly know as Saigon, 9300 miles away.

One of their aims is to forge links with national railway museums across the globe, including the China Railway Museum in Beijing, the Railway Museum in Belarus and Moscow's Metro Museum.

The group will also visit schools along the route, to help set up links with schools back in Sunderland.

They are scheduled to arrive in Vietnam on 6 March.

A Sunderland to Saigon exhibition will be staged this summer when Monkwearmouth Station Museum reopens following its £900,000 refurbishment, which was part funded by a Heritage Lottery Fund grant of £497,000.

The museum will then have seven new galleries, many with interactive displays, and focusing on the history of travel and transport in Tyne and Wear.

The neo-classical station building was opened in 1848 as the Sunderland terminus for trains from Gateshead and Newcastle, and also to mark the election of railway magnate George Hudson as MP for Sunderland.

It closed in 1967 and was bought by the local council for conversion into a museum, including the restoration of the original booking office which had remained unchanged from 1866. The museum opened in 1973, and includes two items of rolling stock, a NER brake van from 1915 and a LNER CCT van from 1939.

By Geoff Courtney

IN railwayana circles, the f-word causes as much unease as in any other walk of life. It may be whispered or spoken in lowered tones, but ideally it should never be aired in public.

Fake – or, or if you prefer, forgery – is a taboo subject which dares not speak its name.

It may therefore have caused a considerable amount of surprise, and indeed even consternation, when Greg Norden, one of the most respected and upstanding of those at the heart of the railwayana scene, launched his new venture the Travelling Art Gallery.

No, it's not a road show touring the country with displays by railway artists, and nor is it Greg flogging paintings at railwayana auctions from the boot of his car.

The Travelling Art Gallery sells (wait for it) reproduction carriage prints. Not only the originals which actually adorned railway carriages either side of WWII, but mainly reproductions.

Not any old reproductions, mind you, but state-of-the-art, fine art giclee prints digitally and individually reproduced from Greg's own mint condition originals.

I can already see the serried ranks of brows being furrowed, tuts being tutted, and whispers being whispered, as those who like to control the railwayana scene feel another rein being loosened from their grip.

Already one high-profile dealer and collector has expressed to me his bemusement at what Greg is doing, feeling it will assuredly undermine the current carriage print market and lead to these reproductions becoming part of the mainstream and even being passed off as originals.

Such a reaction is understandable, but does a disservice to Greg.

Understandable because 'fakes' is a touchy subject, and because the railwayana market is in a state of flux at the moment, resulting in nervousness simmering only just below the surface.

Competition among auction houses and dealers is fierce and becoming ever more so, and while daggers aren't yet drawn – well, not in public at any rate – everyone is eyeing everyone else, and stepping out of line is viewed with as much opprobrium as from of a sergeant major on the parade ground.

But it does Greg a disservice for a variety of reasons. The first is that, as the owner of the largest collection of original carriage prints in the UK, Greg would be the last to want to undermine the market.

Secondly, those who deal with him would recognise him as a straight, open

Welsh Highland Railway ex-South African Railways NGG16 Garratt No 138 approaches Rhydd Ddu with the 10.50am from Caernarvon on 18 February. RICHARD BELL

Greg Norden – a prince among prints



Greg Norden – proving there's a real art in carriage prints.

guy who has become an authority on a fascinating part of railwayana collecting, and holds it dear to his heart.

But let the man himself defend his decision. "Like railway posters, many of the original carriage prints are now very scarce, and preservation societies, art lovers, interior décor designers and fans of a bygone Britain have suggested that images from my collection be made available to a much wider audience," he said.

"I was also aware that one or two non-collectors were thinking of producing and selling reproductions, and I was concerned how this would be done and whether it would mess up the market and encourage deception.

"So I decided to launch my own, but with certain safeguards to differentiate them from originals and so safeguard the market. The initial response from collectors has been most positive."

Those safeguards, said 52-year-old Greg, included thicker art paper than the originals, a thin black border round the actual painting which is not found on the originals, and a clear clarification on the front directly beneath the painting that the print was produced by the Travelling Art Gallery.

Finally, in a piece of Greg Norden individualism, each print has hidden within it Boris the spider.

"I wanted something different and hit on the idea of the spider, rather like Terence Cuneo and his mouse," explained Greg. "I used to be a fan of The Who, who of course recorded the number *Boris the Spider*, so that's the name I decided on."

More than 500 original carriage prints were produced, some pre-WWII but a majority after. Virtually the whole of the country was covered, the most numerous being Yorkshire with 48 different scenes, followed by Suffolk (33) and its neighbour Norfolk, with 22. Even unfashionable Essex had 17.

They were the work of more than 60 artists, many of whom were members of the Royal Academy and other institutions, and the scenes they portrayed ranged from sea to mountain, and from city to hamlet.

Greg, who formerly worked in the freight train planning departments for the Southern region and subsequently the Western region, first became interested in the subject in the early 1970s, when he acquired a small collection from a former railwayman who had rescued them from a skip at Waterloo station.

From that his interest became a full-time passion, leading to a book – *Landscapes Under The Luggage Rack* – which has become the carriage print collector's 'Bible'.

The auction record for an original print is £1200, achieved at Sheffield in 2005 for a painting by John C Moody of the Hertfordshire town of Hitchin.

Greg's reproductions come in a little cheaper – at £19.50. Complete with Boris the spider.

News

Council offers GCR shed site

THE GREAT Central Railway has received a major boost with the local council giving it first refusal to buy the site for the proposed relocation of the Workington locomotive shed.

The site is a former refuse tip a quarter of a mile to the east of the existing Loughborough loco works.

A spur would have to be built from the original GCR formation to the site, and the canal bridge immediately to the north of the present works would have to be renovated to allow it to carry trains once more.

A short section of missing embankment to the north of the canal bridge would also have to be rebuilt. However, both the embankment and canal bridge are essential phases of the line's ultimate goal – the spanning of the Midland Main Line to link up with the Great Central Railway (Nottingham).

Senior members of Charnwood Borough Council voted on 15 February in favour of a report which said that the heritage line should have first refusal on the land.

The relocation of the existing shed, which blocks the old formation, is seen as a planning gain, as it is now surrounded by private housing.

"Creating a new shed will be a significant tourist attraction in its own right, and help solve the problems of lighting up steam engines next to bedroom windows," said GCR general manager Bob Crew.

Having the right of refusal on the land means that the Workington shed project team can talk with confidence to potential funders about investing in the scheme.

The Railway Heritage Trust has already pledged £100,000 towards the building costs.

Project manager Hugh Milton said: "The first refusal is really important – the result of two years of quiet backstage negotiations with an understanding and supporting local authority.

"The right of refusal lasts up to five years so there isn't a moment to lose. Right now we must start drawing up detailed plans, get on site to investigate the ground conditions and work towards winning planning permission.

"Let's give some fine main line locos a proper home, and create an educational legacy for the nation – the chance to see a real working steam shed just as it would have been in the glory days."

Workington shed has already been dismantled with components recovered and placed in storage ready for re-use. The new shed is planned to have eight roads capable of housing 16 locomotives with vastly improved engineering facilities

The railway has launched an immediate appeal for donations towards the cost of the first stage of planning and site investigations.

Donations can be sent to the David Clarke Railway Trust at 1 Leicester Road, Loughborough LE11 2AE.

EMUs back in traffic on UK heritage lines

By Fred Kerr

THE last 12 months became the year of modern traction as far as many heritage lines were concerned – although many visitors would have remained in blissful ignorance of it.

The 'modern traction' was actually slam-door EMU trainsets, many of which had been withdrawn from the main line following directives requiring the withdrawal of such stock from main line use.

The availability of so many Mk1 vehicles, many fitted with air brakes, saw full trainsets being snapped up by both old and new heritage lines.

The Churnet Valley Railway gained 4VEP No 3822; the Dartmoor Railway took 3CEP unit No 1198 and 4CIG unit No 1394; the Dean Forest Railway 4CIGs No 1392 and No 1499; the East Kent Railway 4CEP No 2325 (aka No 7105, the first production 4CEP trainset for the Kent electrification); the Great Central Railway 4CIG No 1394 for use with the National Railway Museum-owned Class 33/1 No 33116; while the newly-established Eden Valley Railway took delivery of 4CEP units Nos 2311 and 2315 within hours of their withdrawal from service with South West Trains.

Not all withdrawn EMUs that went into preservation saw immediate service; 4CIG No 1753 (originally unit No 7327) now resides at Ellough Airfield near Beccles in Suffolk. No progress seems to have been made on its restoration.

Many of the sets will need some refurbishment work before being used in service.

However, the East Kent Railway's No 2325, the Eden Valley Railway's No 2315 and the Great Central's No 1394 were used on services during the year.

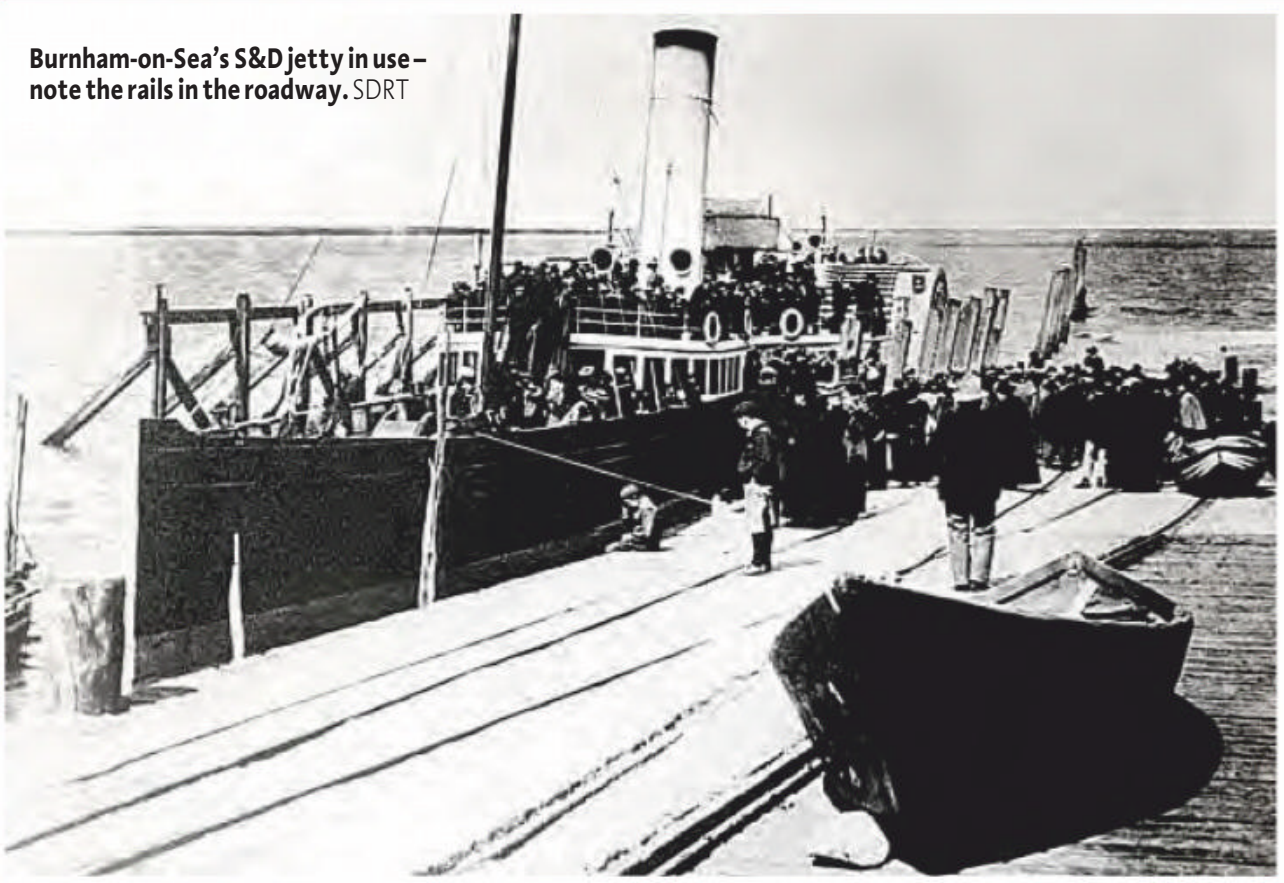
South West Trains still retains two trainsets (3CEP units Nos 1197/99) for use on the Lymington branch and 4VEP unit No 3417, which is still seeking a permanent home within the heritage movement. Class 306 suburban unit No 306017 is stored at Ilford Carriage Sheds on behalf of One Anglia, which gained this as part of its takeover of Anglia Trains at the last change of franchise.

Other EMU trainsets in preservation include the historic 4COR unit No 3142 (three coaches moved to the East Kent Railway, one coach on display at the London Transport Museum at Acton); the NRM's 4SUB unit No 4732 stored at Coventry Airfield; 2EPB unit No 5759/6259 stored at the East Kent Railway; and the recent purchase by the Suburban Electric Railway Association of Class 501 vehicles Nos 61183 and 75186 from the MOD at Marchwood to join existing vehicle No 75186 at Coventry.

Of equal importance, although less obvious, has been the purchase of individual TSOs Nos 70262, 70273, 70284, 70292, 70294, 70296, 70300, 70346, 70508, 70510, 70512, 70527, 70531, 70547 and 70549 for use as hauled stock.

Finally, 4CIG buffet car No 69339 has been bought from Coventry to fit into the GCR's unit No 1393.

Storms close 'last' section of S&D in regular use



Burnham-on-Sea's S&D jetty in use – note the rails in the roadway. SDRT

By John Smith

NEARLY 150 years after the line was opened, the last surviving part of the original Somerset & Dorset Joint Railway main line – and the legendary system's westernmost extremity – has been taken out of public use.

Following extensive damage suffered by gale-force storms in the Bristol Channel in early January, Sedgemoor District Council has ordered emergency repairs to the roadway on Burnham-on-Sea's jetty – which once carried trains to waiting ships parked alongside.

The jetty was 900ft long, built by the Somerset Central Railway (which later became the Somerset & Dorset Railway) and opened on 3 May 1858.

The railway itself had opened on the 17 August 1854 to run from Glastonbury (by Snow's timber yard) to Highbridge, terminating at the wharf (by the cattle market). Those instrumental in getting the railway built were George Reed, a prominent Burnham resident, George Warry, of the Manor House, Shapwick, and James Clark, the shoe maker at Glastonbury.

The railway was extended in 1859 to Wells, Priory Road, terminating opposite the Sherston public house, and the other end of the line was in



With the Bristol Channel in the background, GWR 0-6-0PT No 6412 works away from Dunster on the West Somerset Railway with the 10.25am from Minehead on 21 February.
DAVID HOLMAN

NRM 'best outside capital' as visitors soar

THE National Railway Museum was the most popular museum outside London last year, latest figures from the Association of Leading Visitor Attractions have revealed.

A total of 902,149 people visited the York museum last year, a rise of 17 per cent.

It beat the city's internationally renowned cathedral, York Minster, which clocked up 895,000 visitors.

NRM head of commercial development Judith Whitaker said: "Although our visitor figures have been steadily rising for a number of years now, there is no doubt that new attractions, such as the Norwich Union Yorkshire Wheel and the Flying Scotsman Story, have been a major factor in helping us to achieve this major increase."

Britain's top attraction last year was Blackpool Pleasure Beach, which recorded more than 5.7-million visits.

The least popular was Scotland's National Museum of Costume, which was visited by just 10,717 people.

1858 extended to Burnham-on-Sea, the station being built behind Abingdon Road.

The holiday traffic necessitated the building of a second platform, long enough to accommodate 10-coach trains. From this station, track was laid across the Esplanade on to the jetty with a point laid on the wooden part of the pier, allowing two sidings to run down the jetty.

The majority of the jetty was constructed of stone and the top covered with cobbled stones. The down gradient was 1-in-23, making it impossible for locomotives to run down this jetty, especially when the rails were wet. So railway rolling stock was lowered up and down the jetty by a wire rope through a ring set in the stonework at the top of the pier – in 1884 rollers were ordered to be laid down between the rails for the protection of the wire rope on the jetty.

The railway ran a passenger service to South Wales from 1858 to 1888, using a purchased paddle steamer, the *Ruby*.

Alongside the jetty, a large sluicing pond was built which filled up on every full tide. After the tide had gone out, gates were opened allowing the water to flow down the south side of the jetty, washing the mud and sand away to maintain a deep channel for the boats. The pond gates were then closed, enabling the sluicing pond to fill again on the next tide.

However, the unsuitability of the jetty for large boats to berth was soon brought to the railway's costly notice when in 1863 the *Ruby*, which was trying to berth in the river mouth at the end of the jetty, got its bow stuck in one river bank and its stern in the opposite bank. As the tide fell, the inevitable happened – the boat broke in half and was a complete wreck.

Between 1884 and 1888, the railway owned a large wooden paddle steamer, the Sherbro, which carried cattle and market produce as well as passengers to and from Cardiff.

The railway then suspended these operations, although occasional pleasure steamers berthed at the jetty for many years. There are photographs of, among others, the *Waverley*, part of the Campbell's fleet. Cargo boats from other companies, however, continued to use Highbridge Wharf until about 1950.

The original Burnham-Evercreech-Bournemouth route of the S&D was relegated to branch line status after the Bournemouth-Bath main line was opened.

The short section of line from Highbridge to Burnham finally closed in 1962, and on 7 March 1966, services on both S&D through routes ended.

At some time in the 70s or 80s, after they had survived in place for about 100 years, the rails and cobbled stones on the jetty were removed and the top levelled and Tarmac laid. The last resurfacing, between tides, took place only last year.

For those visiting Burnham now, many of the large wooden mooring posts can still be seen, but all traces of the sluicing pond have gone.

At the top of the jetty on the Esplanade, the Reed's Arms can be seen. This was originally built by George Reed for the benefit of railway travellers visiting the town. Carved in the stone work at the rear of the building was 'The Reed Arms' but this is now covered by an extension to the building.

A little further inshore, at the end of Pier Street, we find on our left-hand side the Somerset & Dorset public house, which has pictures of the old station hanging on its walls.

Opposite, behind Somerfield, next to the gates to the Lifeboat Yard, is a small white building with a hipped roof which is currently being refurbished. This was originally the Lifeboat House where the Philip Beach was housed. This lifeboat was given to the RNLI by Mrs Beach, in memory of her husband.

The lifeboat was moved on a trolley mounted on rails. The rails from the Lifeboat House were joined by a point to the railway line between the station and the jetty, enabling the lifeboat to be pulled from the Lifeboat House on to the main railway line and then pushed across the Esplanade. Providing the tide was right, the boat was launched down the railway jetty!

What would the Health & Safety Executive say today about this bizarre arrangement of the lifeboat and passenger trains sharing the same length of railway track?

*John Smith is museum curator of the Somerset & Dorset Railway Trust based at Washford station, where shunting demonstrations will be taking place during the big 17/18 and 22-25 March West Somerset Railway gala.

West Somerset: here comes the big one!

As an army of enthusiasts prepares to descend on the triple award-winning West Somerset Railway for what has become one of the greatest phenomena in the heritage sector over the past few years – the line's star-studded spring steam gala; Don Bishop, a long-standing WSR volunteer and member of the line's special events planning team, explains the background and planning behind the mammoth event, with its rich variety of visiting locomotives, an intensive timetable and side attractions not found on other heritage lines.

GWR 4-4-0 No 3440 *City of Truro* climbing Washford bank near Black Monkey Bridge on 20 March 2005. It was near here on the Saturday of the 2005 gala that No 3440 slipped to a stand causing long delays.

WSRA-owned GWR small prairie No 4561, currently out of service awaiting a ten-yearly overhaul, rounds Roebuck curve with the GW coaches borrowed from the Severn Valley Railway in March 1997.



The WSR has maintained a good working relationship with our colleagues at the Bodmin & Wenford Railway and a number of their locomotives have visited the WSR galas. Here GWR pannier tank No 4612 passes Liddymore on 17 March 2005.

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It was while working a firing turn on Somerset & Dorset Joint Railway 7F 2-8-0 No 53808 (in S&D black as No 88 at the time) on the West Somerset Railway back in 1995, when the subject of the 30th anniversary of the closure of the S&D came up with my driver for the day, Bill Montieth. We chatted about the unique character of the S&D line and how much the WSR had been able to preserve of that character.

The WSR had recently been able to increase its axle loading from 17 ½ tons to 25 tons in order to be able to run bigger locomotives to cope with its increasingly heavy trains; indeed No 71000 *Duke of Gloucester* had recently been at work on the line.

It was this fact that encouraged us to talk about the possibility of having some more ex-S&D locomotive types together for a gala weekend to mark that closure anniversary. Bill had always liked the Bullied Pacifics, being a predominantly Southern man. Some of the larger BR Standards would also be able to work on the line now.

We talked the idea through some more while we worked our train to Minehead and back that day and agreed to take the idea to the WSR's then managing director, Mark Smith.

This we duly did and Mark was in support of the idea as it would confirm the axle load increase that he had worked hard to achieve. He took the plan to the WSR plc board and convinced them that we could turn a profit from such an event and that it would elevate the WSR up the heritage railway league tables.

We had to decide when to hold the event, the actual anniversary would fall on 5-6 March – when it could still be cold, and trains would all need steam heating of course.

Would we be able to attract sufficient passengers at that time of year? Could we get the permanent way department to complete all their winter maintenance tasks in time to have the line open again that early?

It was decided that this was achievable, so the date was fixed for the first weekend in March 1996. With Mark's help we managed to get all the WSR departments on board with the idea and work commenced planning the event.

My first task was to source suitable guest engines to give the event an S&D feel. The WSR only had the resident 7F in its fleet as suitable at that time, although GW Collett 0-6-0 No 3205 was based on the line at the time it was out of service under repair.

I contacted a number of locomotive owners and host railways to see what might be available and at what cost. I also needed to establish the cost of low loader movements for these engines to and from the WSR. As might be expected some of my target fleet were unavailable, most of those we contacted thought we must be mad to consider moving an engine down to Somerset just for a gala weekend!

We eventually agreed on Bullieds No 34105 *Swanage* (from Mid Hants), No 34039 *Boscastle* (Great Central), LMS 4F No 44422 (Churnet Valley) and BR Standard 5MT No 73096 (Mid Hants), which along with our 7F would give the gala event a very distinctive S&D flavour.

In order to run sufficient trains to make a workable timetable, we would also have to run one of our GWR Manors. Our 7F would also need to be reverted to BR black livery to fit the theme as we wanted it.

Other areas that needed looking into included renaming the stations to some of those on the S&D route and coming up with a working timetable to match the theme. Car parking was clearly going to be an issue so extra shuttle buses were laid on from Taunton station to encourage more people to travel to the event by train or park in Taunton and take the bus to Bishops Lydeard.

A lot of hard work was put in by all the staff and volunteers on the WSR and a hugely successful event resulted with such delightful scenes created as double-headed 7Fs and Bullied Pacific, 4F and Standard 5 etc. A record number of passengers were carried and receipts brought in a healthy profit for the WSR.

So far from being a one-off event we then sat down afterwards and considered what we might do as follow up in 1997… and so the WSR's annual 'mega' spring galas were born. In the meantime we opted to hire in a 14XX tank and autocoach for our 1996 autumn gala to keep the momentum going.



Prairie No 5542 passing Doniford Halt with autocoach No 178 in tow on 28 December 2003 during that year's winter steam gala. The auto trains using Mike Little's coach No 178 have proved a regular and popular feature of our galas in recent years.



GWR 4-6-0 No 6024 *King Edward I* approaching Crowcombe with a Minehead to Paddington excursion on 19 May 2005. This train was a way of working No 6024 (and No 5029 *Nunney Castle*) away from the WSR following their spring gala appearances.

For 1997 we considered we ought perhaps to give the Great Western its line back, having converted it to LMS/Southern for the S&D bash. My own main aim was to see the cream of the GW make a visit to the line – we had the 25-ton axle loading after all!

Many, including some of our staff, thought that this could not be achieved, mind you we had our doubters before the S&D gala over the ability of a Bullied Pacific to deal with the steep climbs and curves of the Minehead branch – but they did!

We decided to move the date of the event back a little into late March to give more time to our PW gang to complete their annual winter work programmes and hopefully to increase the chance of getting some reasonable and slightly warmer weather – it had snowed on the first day of the 1996 event!

I went in search of visiting locomotives again and this time also contacted railtour promoters with a view to getting them on board to work trains to/from the WSR with some of the planned visiting engines as this could be to their and the WSR's benefit. My top desire was to attract the King (No 6024 *King Edward I*) and a Castle and to see them side by side at Minehead. Understandably the King's engineering manager, Steve Underhill, was at first cautious and so he agreed to visit the line well before the event to see for himself what the branch was like. He was impressed and immediately felt that the curves etc would not present any problems and so agreed to the visit of No 6024. Tyseley agreed to allow No 7029 *Clun Castle* to visit. Flushed with that success I went in search of a suitable Hall and we agreed the hire of No 4920 *Dumbleton Hall*, which subsequently stayed on the WSR for two-and-a-half years, so along with our resident Manor 4-6-0s Nos 7820 & 7828 we now had the first Manor, Hall, Castle and King meeting – all in working order and hauling trains – in preservation.

No station renaming took place for the GW event, but we did hire in two proper ex-GW coaches from the Severn Valley Railway to strengthen our own fleet. The cost of bringing in these two vehicles was assisted by the making of the film *The Land Girls* which used them for some scenes shot at Crowcombe station.

The event was blessed with much better weather than the 1996 one and the solely Great Western fleet again attracted record numbers to the line. We had created a monster!

We then had to decide as to how we were going to keep the momentum going and follow up these two hugely successful events. Meetings were held regularly to discuss ideas, options and ways in which we could fine tune the event to improve it still further and learn from any operational problems that did come about.

Over the next seven years we ran a variety of themes for the now established annual event, including branch line, where the Minehead line regained something of its historical flavour of a busy holiday line to the seaside.

A popular one for us has been to recreate the feel of the busy summer timetables of West Country routes. We have also had further occasions when all four surviving GW 4-6-0 types have worked together on the line – I can't wait until the day when we can host a Saint, Manor, Grange, Hall, County, Castle and King together, one day perhaps!

A tremendous variety of locomotives has visited the line over the past 11 years for our galas, including most of the GW tank and tender types, Bullied Pacifics, both unrebuilt and rebuilt light versions and Merchant Navy, LNER B1, and Midland 4F, 'Black Five' and 8F 2-8-0 and BR Standard 4 2-6-0s, 4MT and 5MT 4-6-0s, Britannia and 9F 2-10-0s. Probably the LMS and LNER types have been least common as there is not such a variety of types available and they don't often fit our mainly West Country themes, which I believe most enthusiasts expect and prefer to see in Somerset.

I would, however, like to see an LMS Pacific work through to Minehead and of course perhaps soon we will see an A4, with three of the type available for main line work in the not-too-distant future. The new turning facility at Norton Fitzwarren and that planned at Minehead should soon see it become much easier for such locomotives to make short visits to our line on railtours without having to work in extra tours to turn the engine or resort to low-loader haulage, which is not really suitable for finely tuned main line-registered locomotives.

In 2005 we decided to elevate the event still further and went again for a purely Great Western theme with no less than 12 locomotives working our trains, These included another of the King's regular visits, No 5051 Earl Bathurst (also making a repeat appearance), No 4936 *Kinlet Hall*, No 7822 *Foxcote Manor* and No 3440 *City of Truro* ably supported by Nos 1450, 6412, 4612, 9466, 5542, 5553 and 9351.

The upward trend of passenger numbers continued and we again had the busiest weekend we had yet seen. Unfortunately some delays were experienced that year when *City of Truro* slipped to stand on Washford bank causing long queues and crowding at some stations while the line was cleared and the timetable recovered as best as was possible.

The huge success of that year's event led the special events planning team to sit down and evaluate how we could take the spring galas forward and overcome some of the crowding issues and indeed the parking problems now occurring at Bishops Lydeard.

With the planned big S&D gala for March

2006 we could see some problems might occur. The WSR plc board decided that the event should be extended to cover two weekends, rather than one, to help spread the load, a move which the special events planning team was cautious of at first due to increased costs.

However we examined the figures and issues and agreed that it could be viable to extend the event to cover two weekends in 2006 if certain actions were followed through.

We also contacted a parking contractor to come and take on management of the car parking at Bishops Lydeard for the first time and arranged for more shuttle buses to run between Taunton station, the new Silk Mills Park and Ride site and Bishops Lydeard. It was agreed to stage the event on 17-19 and 23-26 March. To ease overcrowding on the trains themselves we agreed the hire of the Scottish Railway Preservation Society's rake of maroon Mk1 coaches; these would also help with the theme as our more usual WR chocolate-and-cream stock was not common on the S&D routes! This set was worked south by FM Rail which gave us a tremendous amount of support for the event and also ran a number of railtours in connection with the theme. Sadly, as has been well documented, one of these trains went horribly wrong at Exeter when a slippage occurred.

Many people remembered the 1996 S&D event and eagerly waited us to announce our list of guest engines this time round. A great benefit for this 40th anniversary was that both surviving 7Fs, Nos 88 and 53809, were available for service – just! Therefore we could run two 7Fs together for the first time in over 46 years – the last time thought to have been in July 1959!

Added to this, 4F No 44422 had recently returned to steam, so we could already offer three genuine ex-S&D locomotives. This time I wanted to add a 9F to the roster, which had been left off of course in 1996. With two 9Fs thought to be available, but in the end under repair, this in itself proved to be something of a nightmare. The full story of getting one to the WSR for the event would take a page on its own!

The scenario included me standing on the town bridge in Llangollen, where I had gone to attend a photo charter, at 9pm in freezing conditions on my mobile phone, as it was the only place I could get a decent mobile phone signal, trying sort out what the latest position was – with only a few days to go! Help from Steve Latham at Crewe, Bob Allen at the Mid-Hants Railway, Ian Crowder at the Gloucestershire & Warwickshire Railway and Jeremy Hoskins, owner of Nos 92212, obtained suitable parts to get David Shepherd's No 92203 *Black Prince* to the event – thanks guys.

In addition I arranged for Bullied Battle of Britain No 34067 *Tangmere* to attend (it had in fact worked on the S&D once in 1964!) to represent the unrebuilt Pacifics and Ian Riley's BR Standard 2-6-0 No 76079 and LMS 'Black Five' No 45407 plus the Midland Railway-Butterley's BR Standard 5MT No 73129 which, along with our home-based BR Standard 4MT 2-6-4T No 80136, would make nine suitable locomotive types to fit the S&D theme.

All of our resident GW fleet would be stabled out of service for the event – how many heritage lines would dare do that?

A regular feature of the spring galas are a small number of photo charters run with some the guest engines to help cover the costs and of course to take advantage of the rare photo opportunities presented. I ran the 2006 programme under my own Steam Recreations brand and four days of charters were ultimately run, recreating three different classic S&D double-headed combinations, although unfortunately, as in 1996, the weather for these ▶



A regular feature of the WSR gala events is the running of the 'Quantock Belle' dining train set to provide extra catering such as popular All Day Breakfasts. Here the set is hauled past Bicknoller as part of a Minehead to Bishops Lydeard working behind GWR 2-6-2T No 5553 on 2 October 2005.



The King No 6024 *King Edward I* has been a regular visitor to the WSR since its first appearance in 1997 and has almost made the line one of its bases for when working trains in the West Country. Here the engine heads towards Watchet at Doniford with the Bristol Channel coast behind on 18 March 2005.



Something the WSR is able to recreate from certain lineside angles is the appearance of a heavy express working over the South Devon banks. Viewed from low down at Churchlands curve, WR Manor No 7820 *Dinmore Manor* and GWR Castle No 5051 *Earl Bathurst* very much give the impression of working on a main line rather than the Minehead branch!



With the Quantock Hills as a backdrop, the WSR's mogul from prairie rebuild No 9351 (ex-No 5193) pilots 'sister' large prairie No 5199 from the Llangollen Railway past Nethercott on 30 September 2004. This was the first year that the autumn gala was put back to the end of September/early October from its former mid-September date to avoid clashes with other galas and give WSR staff a breather between the busy peak summer season and the gala.

was less than ideal!

Stations were again renamed after S&D locations by the WSR's restoration and maintenance staff at Bishops Lydeard. The ambitious timetable put together by the operating department included the ability to operate some quite authentic top-and-tail 'wrong way' departures at Bishops Lydeard which was carrying the identity of Templecombe for the event – a nice touch.

Meanwhile in the background the commercial office team at Minehead are always busy each winter with the approaching galas dealing with hundreds of telephone enquiries and sending out advance tickets, working timetables and events information and lineside photo passes.

An excellent effort in 2006 resulted in advance ticket sales far exceeding those of past years, which is always a reassuring thing in case the weather is very poor (it is March after all!) and casual day visitors are put off. The event of course proved to be a huge success and was without the doubt the biggest event in the enthusiast calendar for 2006.

So all the crowds have gone home, the hired-in engines and stock start to depart for home, though this is often spread over several weeks, and the railways starts to return to some form of normality.

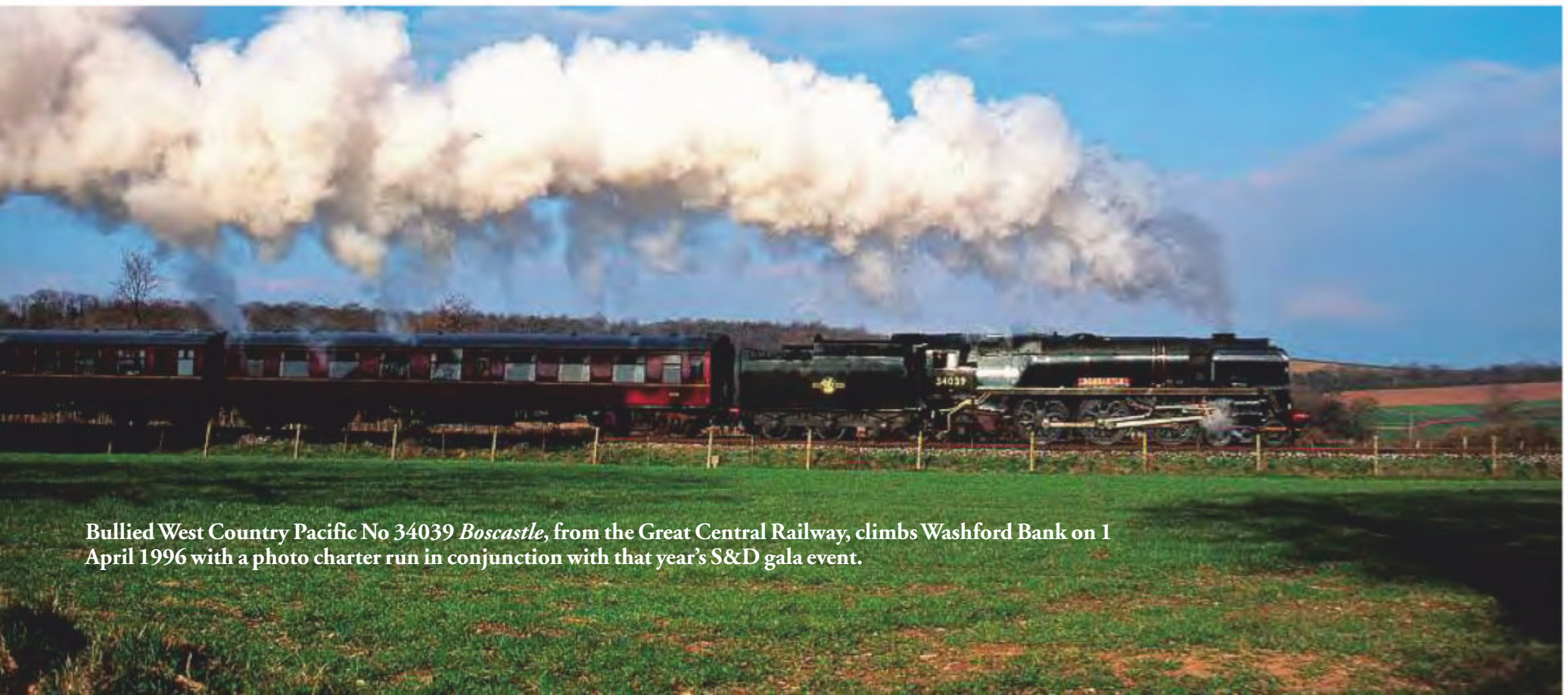
The special events planning team then meet again to discuss the event, the figures and returns are studied and the gala is assessed for what was good, what was bad and what can be learned for the future.

Unusually the team had a meeting part way through the 2006 gala to assess the first weekend and try to prevent any bad points from being repeated for the second weekend. I myself missed this meeting as I was shunting until 10.30pm, getting the stock ready for the ill-fated main line trip the following day and our group chairman Richard Jones was driving a steam locomotive until late that evening. It was good to hear that no major problems had occurred on the first weekend and discussions centred around plans for the mini gala to be known as WSR 30, to celebrate 30 years since the reopening of the first section of today's WSR, on 29 April to 1 May 2006. Budgets were discussed for this and other future events, even down to the autumn 2006 event in October.

By mid-April all of the figures from the S&D event were collated and were available for discussion at the next special events planning team meeting; these showed that well over 9000 passengers had been carried, a considerable increase on 2005 and we had successfully avoided overcrowding issues by running the event over two weekends. Revenue was comfortably up on 2005 despite that year itself almost doubling the revenue generated in 2004.

It was reported that the weather had been mainly bitterly cold and that this had almost certainly put off a good number of 'casual' visitors, often non-enthusiast locals, to the event. Would we have coped so well if more had turned up? Costs of staging the event were of course also significantly up, but all were well covered and we were still able to report a good profit to the railway's board.

Staffing issues were also discussed and



Bullied West Country Pacific No 34039 *Boscastle*, from the Great Central Railway, climbs Washford Bank on 1 April 1996 with a photo charter run in conjunction with that year's S&D gala event.



At the immensely popular March 2006 Somerset & Dorset gala are LMS 4F 0-6-0 No 44422 piloting 7F 2-8-0 No 53809 in a classic S&D combination working uphill past Nethercott on 19 March 2006. The coaches have been digitally changed to red/cream (rather than brown/cream) to give the scene a more authentic S&D feel.

examined, as we had almost run short of qualified safety-critical staff and the railway's volunteers had been stretched at times. The new car-parking contractor had done a good job at Bishops Lydeard and this would be repeated at future events. The shuttle buses from Taunton had also worked well but some areas needed improvement here. Overall a job well done and it was agreed to repeat the two-weekend format for the 2007 event. The dates for 2007 were confirmed for the whole of the year.

The special events planning team also has responsibility for the WSR's other special events throughout the year, with the exception of Thomas the Tank which is managed by the office in Minehead.

The autumn 2006 gala did not have a specific theme, but attracted a record number of visiting engines – including SR 4-6-0 No 850 *Lord Nelson*. A major addition for this event was to be the first through shuttles from Network Rail at Taunton to Bishops Lydeard. These were provided by First Great Western using a spare Class 158 Sprinter unit. However, the special events planning team decided to still run the shuttle buses as at the spring event and employ the car-parking contractor again to ensure no problems were experienced in this area.

I will now take a look at what goes on behind the scenes to bring about these mega steam galas by taking a look at the planning for this year's Summer Saturdays in the West gala on 17-18 and 22-5 March.

By the middle of last summer, the gala theme had been agreed, and a working paper was again prepared by myself for discussion at a forthcoming special events planning team meeting. This document included an initial list of engines that could be attracted to the gala that will fit the theme, and detailed how we might get these to/from the WSR.

Time is of course also spent discussing these other elements of the galas such as signage for the shuttle buses, a shuttle bus between Dunster village and station, sales and promotional stands on our stations, art exhibitions, model railway opening hours, demonstration goods trains, dining train facilities available, the regular Dunster yard shunting demonstration and locomotive shed opening times.

All of these elements need to be brought together to make a final programme for the gala and be put into our publicity leaflets which must be printed well in advance for distribution around the railway and elsewhere before the event. Advertisements need placing in the railway press; this is always difficult as the list of visiting locomotives is usually expected to be included in these, but we are often not able to confirm these until much closer to the event!

The paper explains the theme and the thinking behind it, such as the intent to cover the former GW and Southern lines in the West Country as well as to a more limited degree the Somerset & Dorset. This would allow us to deploy a good mix of engines including this year, all of our home fleet.

A mix of main line and branch passenger trains could be considered and for a change the goods diagram this time will be covered by a perishables/van train instead of our heritage goods rake which will be employed on the Dunster shunt workings.

Railtours and what may be possible and which operators we could work with is also covered at this early stage as is the marketing required and ticketing arrangements. An initial approach was made to locomotive owners and host railways as well as the Scottish Railway Preservation Society to see if the maroon set might be available again.

By the time we passed the autumn gala, plans were well in hand for what we would be able to offer the following spring. An initial list of locomotives showed our home fleet of Nos 6412, 5553, 9351, 3850, 88 and 9351 plus the return home of freshly overhauled large prairie No 4160. Guest engines brought in specifically for the event included West Country No 34007 *Wadebridge*, GWR Castle No 5051 *Earl Bathurst*, which the Great Western Society had kindly agreed to repaint into BR lined green livery, GWR 4-6-0s Nos 7802 *Bradley Manor* and 7822 *Foxcote Manor* – we had wanted a Hall but none was available for this event, Southern 4-6-0 No 850 *Lord Nelson*, small Prairie No 5521, which was once stored on the WSR following initial purchase from Barry scrapyard by the WSR Association and 9F No 92203. Engines also on the initial research list but not ultimately available or thought unsuitable on this occasion included B1 No 61264, Schools 4-4-0 No 30926 *Repton* and King Arthur 4-6-0 No 30777 *Sir Lamiel*.

The SRPS maroon set was available to hire and costs had been agreed. It was hoped to utilise this set on some main line steam tours as happened last year, but for a variety of reasons this has not happened and it is only likely to see use on a couple of diesel-hauled excursions – a wasted opportunity. As a result, the hire of the set has been rather expensive for the use it will receive, however it is a very necessary part of our programme to provide enough seats on our trains during the gala. We are very grateful to the SRPS and Victa Westlink Rail for their help in this matter.

Railtours were agreed with Past-Time Rail for 10 March to bring in No 7802 *Bradley Manor* from Hereford to Minehead and it was hoped to bring No 5051 in on a railtour also, but this was not taken up by any of the tour promoters. Thoughts of either running a tour with No 7802 and No 5051 double headed or back to Didcot with No 5051 after the event also did not materialise. It was however agreed with FM Rail



A regular feature of WSR galas over the years has been the running of a heritage goods working. Various train formations have made an appearance and here a short pick-up train of milk tank, box van and brake van behind 4F No 44422 heads gently up Washford Bank at Black Monkey Bridge with the snow-covered Brendon Hills behind on a cold morning in March 1996.

to accept a diesel-hauled charter from Sheffield to the gala on Saturday 24 March. This train will still operate despite the problems at FM Rail as such operations have now been taken over by Victa Westlink Rail.

The through shuttles between Taunton and Bishops Lydeard were again desired. However First Great Western was unable to help on this occasion. It was therefore considered a good idea to run a steam/diesel top-and-tailed shuttle to provide this service on the two weekends as we have available three main line registered engines and a set of main line-registered rolling stock.

Work was carried out to work out costs and pathing details by Victa Westlink Rail for these trains but in the end an agreement was reached with Virgin Trains to provide a Voyager unit for these shuttles at no cost to the WSR, Virgin taking the revenue to be earned from them.

At this stage the timetables for the event need to be agreed and finalised, taking into account available locomotives and rolling stock, through excursions, Autotrain workings, the Dunster shunt and the Taunton shuttle trains. The operating department spend many hours working these out and then present them at a special events planning team meeting for discussion and amendments thought desirable. The train formations for the event have to be agreed by this stage from the vehicles available for service at Minehead.

By this time the locomotive line-up is more or less confirmed and it now remains to get the transport to and from the WSR arranged.

Quotes are obtained for road haulage of No 7822 from Llangollen and return, the initial date agreed however had to be changed due to it being requested for a photo charter on 12 March at the WSR. GWR prairie No 5521 will be moved from the Dean Forest Railway to the WSR for the event at the beginning of March and is expected at the time of writing to do some running in prior to the gala. A haulier is arranged for this move and will also be required to move the engine on again after the event, maybe to Hull docks if the engine's planned visit to Poland goes ahead.

No 7802 will be worked to the WSR on its Past-Time railtour on 10 March, so once the times and pathing are agreed for this train that is covered. It will however need moving back home after the event by rail and this has to be arranged with a main line operator. No 5051 will need to be moved to the WSR by rail and so quotes were obtained from two potential operators, the West Coast Railway Company being awarded this contract. The operator will also be working the locomotive back to Didcot on 26 March, not ideal, but it is required to take part in the 'Great Britain' railtour programme starting on 31 March. No 850 *Lord Nelson* would be moving back south from its fitting of OTMR and TPWS equipment and main line trials in the north of England by West Coast in time for the event.

No 34007 *Wadebridge* has had some initial teething problems at Bodmin and some concern was raised as to its availability to attend after all. However after some discussion between the parties involved the engine will move to the WSR in early March for further finishing touches to be made and then commence a little running in before the gala. The B1 No 61264 was no longer considered available on this occasion as the proposed railtours to bring it south never materialised. Transport and dates have however been agreed to move No 4160 home to the WSR in time for the event. Many hours are spent on this element alone as you can see.

The loan of 9F No 92203 had been agreed and transport arranged. However, due to a late locomotive availability crisis at the Gloucestershire Warwickshire Railway, the engine is now not available. A replacement was being sought as we closed for press.

The colour promotional leaflet was produced around December and a new poster produced. Updates were sent out to the railway press and the various websites that carry WSR updates. Radio advertisements were arranged to promote the event to as wider an audience as possible. Road signage for people arriving in the area by car will direct people to the Silk Mills Park and Ride facility for the bus link to Bishops Lydeard.

All of this activity goes on in the offices in Minehead and at special events planning team members' homes.

The commercial office in Minehead is busy taking advance bookings and sending out large numbers of advance information packs. A lot of enquiries are received for help in finding accommodation in the area for the gala and details are given out. The event does bring in a much-needed boost to the local tourist economy, out of season, with most B&Bs and guesthouses fully booked plus the Butlin's camp taking its share.

Meanwhile an additional Saturday evening slide and film show has been organised by the supporting West Somerset Steam Trust at the Hobby Horse Inn in Minehead for both weekends with Peter Gray and Mike Arlett as guest speakers.

So we are almost there. Another mega gala is about to unfold.

After it is over, a meeting in April will be held to discuss the figures and start work on the autumn event and we've gone full circle! Then for another special events planning team meeting – and next year's spring gala! □

One of the most expensive engines to hire in for a gala event, due to the high cost of its restoration to working order, is LNWR Super D 0-8-0 No 49395. The WSR hired the engine in for its Autumn 2005 event and here on 2 October it is passing Bicknoller with a morning Minehead to Bishops Lydeard train. Again the coaches have been digitally altered to red/cream to make a better match for the BR black-liveried engine.



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28th April 2007

Note revised date



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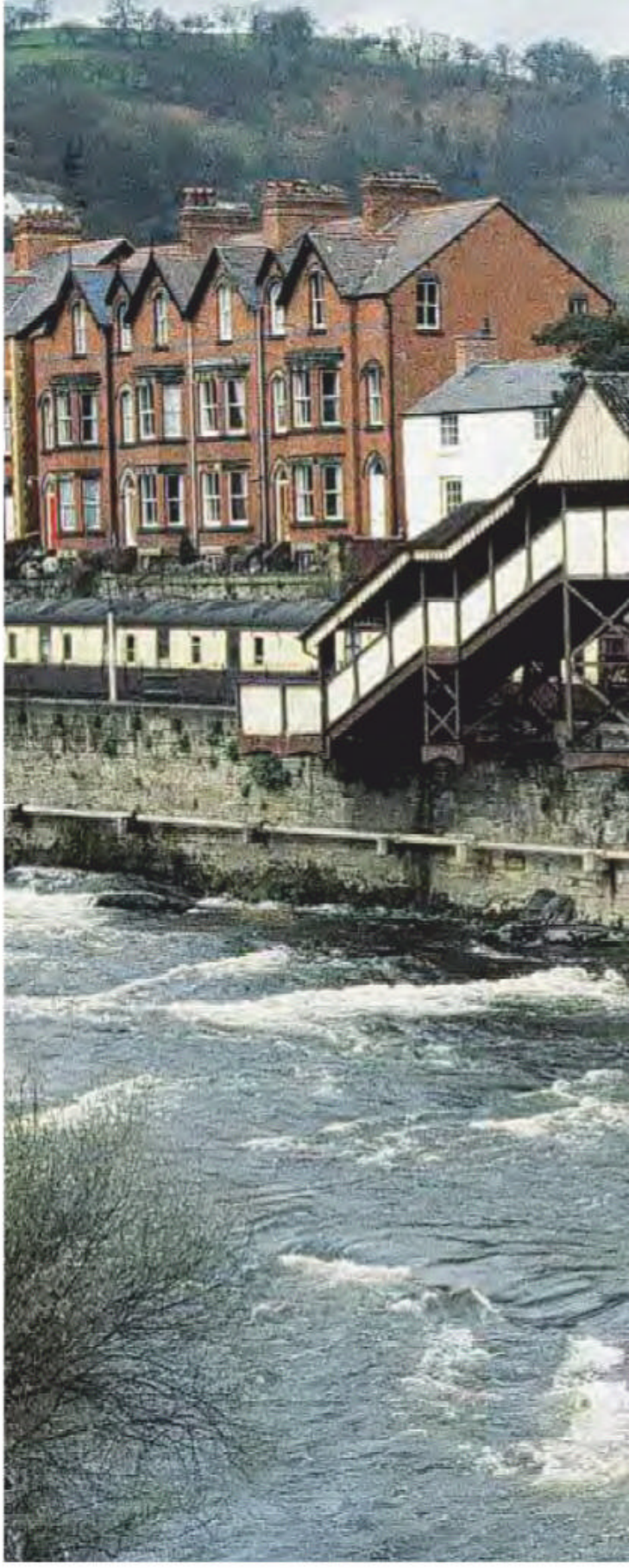
Sold £800

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GR3075O4H



Above: Former resident, prairie No 4141 starts the journey westwards. Except in the depths of winter the light is useable for most of the day at this spot. PAUL CHANCELLOR



Right: Location A: Llangollen station. A visitor to the line back in 1992 was GWR 2-6-2T No 4566 from the Severn Valley Railway. When facing east this view is possible from the river bridge, best taken before noon. PAUL CHANCELLOR



Location B: Foot crossing and field. If you like strongly backlit views then this is the location for you for the first train of the day in winter. WR 4-6-0 No 7822 *Foxcote Manor* passes Goods Junction.
PAUL CHANCELLOR

If you enjoy walking and like some semi-mountainous scenery as a backdrop to your photographs then a day out at the Llangollen Railway in the heart of Wales could be just the thing for you.

As the railway's title suggests it starts at the picturesque town of Llangollen and runs for approximately six miles to Carrog. This country idyll is some 2 ½ miles short of the next target for the line, the town of Corwen. It is a typical GWR secondary route which used to connect Wrexham, leaving the Chester-Shrewsbury line at Ruabon, with Bala where the line split with the northern arm going to Blaenau Ffestiniog and the southern route going to Barmouth.

In so doing the route utilises the Dee valley, which for most of the existing length of the line is quite narrow and hemmed in by high hills. It is also a very crowded valley in places as in addition to the railway and wide river there are two roads and a canal for part of the way. One of the roads is the busy and none-too-wide A5 trunk route while for the most part the other is a narrow country lane and therein lies the challenge of the line.

There are few public footpaths that go near the line, while the lanes and the A5 are generally too narrow or not safe to park on, so once a parking place is located it can be a long walk to the desired location. Close access to the line can

How to photograph... the Llangollen Railway

The forthcoming Steel, Steam and Stars gala, supported by *Heritage Railway*, will be the biggest event to have happened on the Llangollen Railway. J Crosse offers some advice to prospective visitors seeking the finest photographic locations on this stunningly picturesque line.

be had, but clearly permission from the landowner and/or the railway needs to be obtained to reach some of the locations described in this article.

Essentially the valley of the River Dee runs straight east to west but as the railway follows the course of the river there are some short pieces of track where it is actually running south-north and vice versa. In my view the railway is at its best in the spring and autumn and there are also some nice winter shots to be had, but at the eastern end of the line photo opportunities tend to be limited to the morning in the early and late seasons due to the depth of the valley. However at the Carrog end of the line there are photo opportunities for most of the day as the valley widens out.

While the line's resident fleet of operational steam locomotives normally numbers around four, it has entertained many visiting locomotives over the years, especially for the gala events. It also has a large fleet of heritage diesel types which have dedicated operating days and it is of course home to the unique Wickham DMU set, among several other DMU cars that are operational. Passenger stock is made up almost exclusively of former BR Mk1s but there is a good selection of freight vehicles available for the operation of an authentic goods train.

So let's take a journey along the line. The Llangollen terminus is unique in preservation in terms of the views that can be obtained and if your preference is for static shots then there are



Below: Location C: Berwyn. A head-on view using a telephoto lens can be obtained from the east end of Berwyn station as the train approaches. Engines normally work until they are quite near to the platform end due to the gradient. A 1994 visitor was LMS 4F 0-6-0 No 4422. PAUL CHANCELLOR

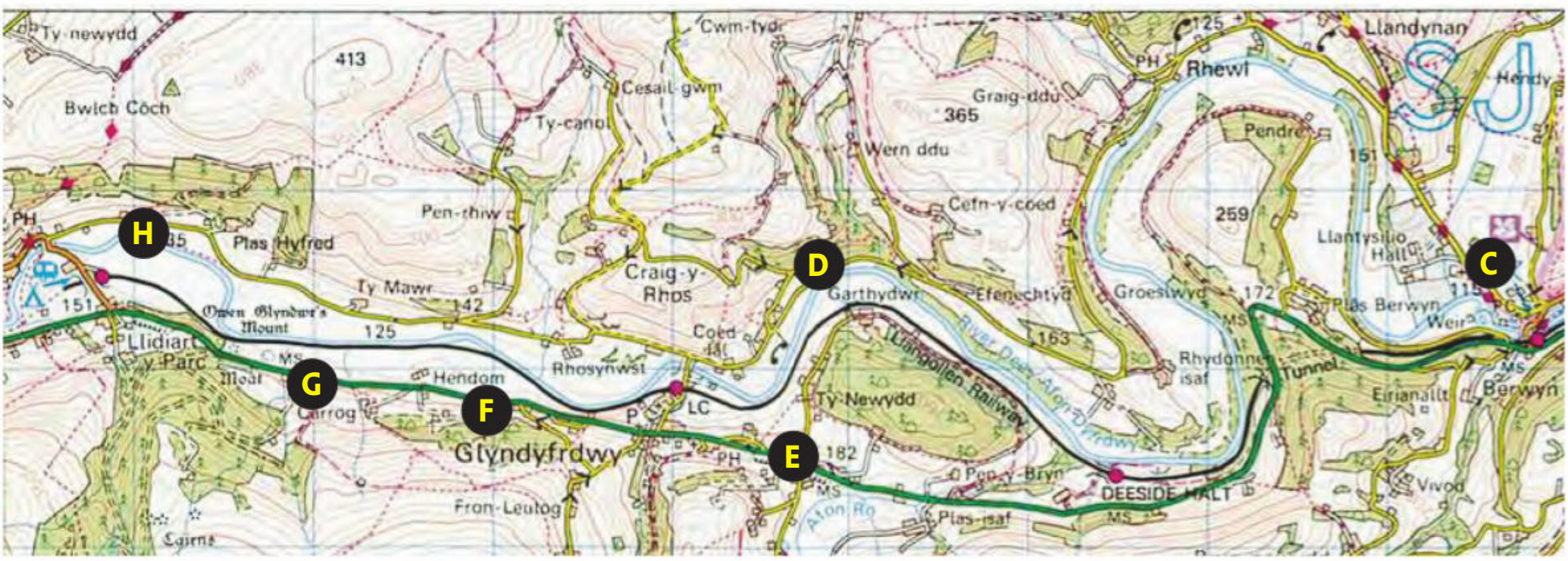




Above: B. Perhaps the best-known view on the line is this, with the train making its only crossing of the river. Here we see GWR 2-6-2T No 5199 in action in February 2004. In early and late season the window of opportunity to get this shot is quite narrow, probably only the departure at noon getting the sun high enough to clear the hills but still on the right side of the track. PAUL CHANCELLOR

Left: B. Either by walking across fields from the A5 or walking up the track from the crossing you can capture a westbound train as it comes off the river bridge. Here No 7822 *Foxcote Manor* crosses the bridge. BRIAN SHARPE

opportunities to capture engines in the station from the road and river bridge to the east of the site. The station platforms are 'S' shaped and thus there are pictures to be had with the light on the right side of the train for much of the day in one part of the station or the other. Trains can depart from either platform and while not perhaps looking completely authentic, departures from the north side platform give plenty of width for a shot. There is also a bridge at the west end of the platforms accessed by



Right: C. This less-frequently seen view of Berwyn is only possible with the light late in the afternoon and into the evening as BR Standard Class 4MT 2-6-0 No 76079 heads west. PAUL CHANCELLOR COLLECTION

ramps which in themselves provide some useful vantage points.

The line leaves the station in a cutting and starts to turn towards the north and passes the shed. Public access is not normally allowed to the shed area. At this point the river is to the south of the line and the A539 is on the north side. There are views from this road for early service shots, provided the carriage sidings are clear. Continuing further along the road it crosses the canal. At this point there is a track to the left that goes down to the line and also leads into a field on the other side of the track. Some excellent backlit shots can be obtained in the winter at this crossing point while the well-known view of the train crossing the river is obtained from the field. Depending on the type of picture that 'does it for you' there are several options in this area provided that the hedge alongside the track has been cut!

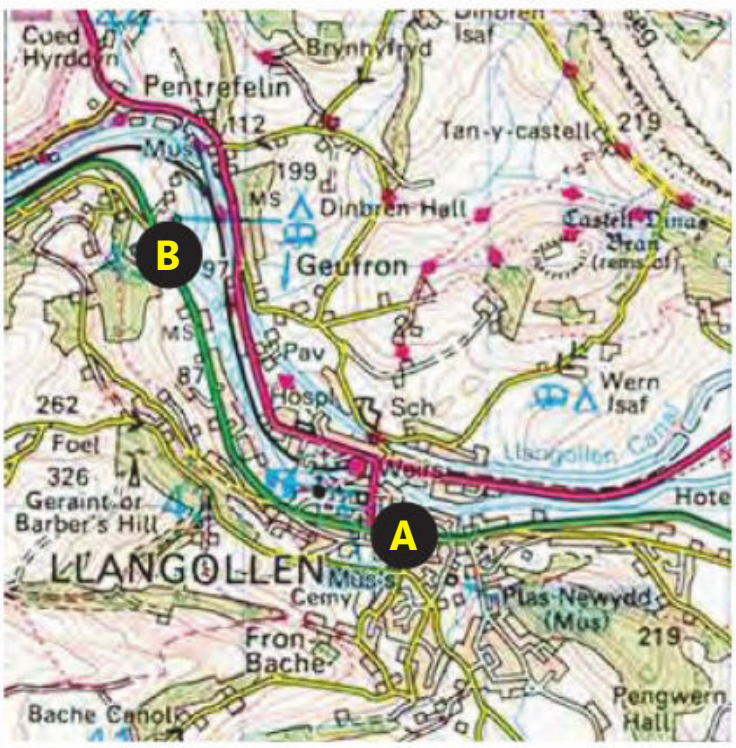
As the line comes up to the river crossing it starts to turn to the south-west and climbs all the way to Berwyn station. For most of this climb the line is squeezed between the A5 and the river with trees on both sides. If following the line by car then continue on the A539 and turn left onto the B5103. Just before reaching the river bridge there is limited parking, if you wish to take pictures at that station.

At Berwyn, with a west-facing engine there is a telephoto shot, after about midday from the platform end of the train coming up the bank.

Right: C. On an overcast day the going-away shot from the north side of the line at Berwyn is always possible, but the view really comes to life when the sun is out so that requires a late afternoon departure. LMS 'Jinty' 0-6-0T No 7298 depicted here, spends most of its time disguised as Thomas the Tank Engine these days. PAUL CHANCELLOR COLLECTION

Below lrigth: C. The well-known view of Berwyn station taken from the A5. Much time and money has since been spent extending the platform. The chain bridge can be seen behind LMS 'Black Five' 4-6-0 No 44806 on a goods working in 1999. PAUL CHANCELLOR COLLECTION

Below: Reproduced from the Ordnance Survey Landranger Maps 117: *Chester & Wrexham, Ellesmere Port*, and 125 *Bala & Lake Vyrnwy*. © Crown copyright. All rights reserved: AM57/06.











Above left: Location D: Garthydwr. One of the more remote spots on the line is Garthydwr. Here we see GWR 0-6-0PT No 7754 quite late in the day heading east. It is also possible to take trains in both directions for most of the day from the field seen behind the engine, providing that the hedge has been kept cut. PAUL CHANCELLOR

Left: E. The line has seen some impressive, if inappropriate visitors. LNER A4 Pacific No 60009 *Union of South Africa* approaches Glyndyfrdwy. BRIAN SHARPE

There is also the other well-known view of the train in, and departing from Berwyn which is taken directly off the side of the A5 which the B5103 joins at this point. If trains are running westbound after about 4pm in summer, then there are some nice pictures to be had from the north side of the river with the possibility of the going-away view with the famous chain bridge in the foreground.

For the rest of the journey the line is sandwiched between the A5 and the river although it does wander some distance from the A5 at times. On departing from Berwyn the line continues to climb and the combination of hills and trees makes it difficult to get photos with the sun on the engine in this area.

At the point where the A5 forms a hairpin bend the line dives into a tunnel before emerging far below the road in the valley bottom. If you like long distance shots there is a picture to be had from the A5 looking straight down the track in the valley bottom. This would be for an engine facing Llangollen. If you want access to the track there is a footpath leading down from the road on the right side about half a mile further on sign posted to Deeside Halt. There is a passing loop at this location.

Beyond here the line swings around the other side of a hill to the road, passing Garthydwr

Left: Location F. A5 west of Glyndyfrdwy. There is the best part of a mile of line to pick your spot from here although caution needs to be exercised with an eastbound train approaching the fixed distant at the Glyndyfrdwy end, as the engine is quite often shut off in anticipation of the station stop. No 7754 keeps steam on at the signal on this occasion. PAUL CHANCELLOR





Above: G. No 44806 is seen west of Glyndyfrdwy with a heavy hoar frost in the field. PAUL CHANCELLOR

Above right: Location H. Carrog. Taken about half a mile east of Carrog station there are some pleasant views from the lineside around these curves eastbound. The curve just behind the brakevan is the location for the evening glint pictures. No 7754 on a photo charter in April 2003. PAUL CHANCELLOR



Right: H. GWR 2-8-0 No 3802 arriving at Carrog station. PAUL CHANCELLOR

before reaching Glyndyfrdwy. A minor road and track lead down to Garthydwr while at Glyndyfrdwy the minor road leading to the station crosses the line via a level crossing. Provide you get the right car in the picture, there can be some interesting shots of trains on the crossing, which has authentic period gates. Best results would be obtained with a tank engine as tender classes seem a little too long to get a pleasing view.

From shortly after coming out of the tunnel, right through to Carrog, there are minimal gradients on the line so shots with steam on can be obtained for trains in either direction.

The section that follows, provides the opportunity for some fine shots if you like to take 'train in the countryside' pictures as, by working off the side of the A5, fine views of the line can be obtained with one or two fields between the camera and the train with the hills in the background.

The valley widens out still further as the train approaches the Carrog terminus, with the access road crossing the line at the west end of the station. Close up views can be had of the train in the very picturesque station here, as well as long distance shots of it arriving and departing. With the necessary permission, walking through the field or along the track a little, back towards Llangollen, provides the location for some of the superb evening glint shots that have been taken on this line.

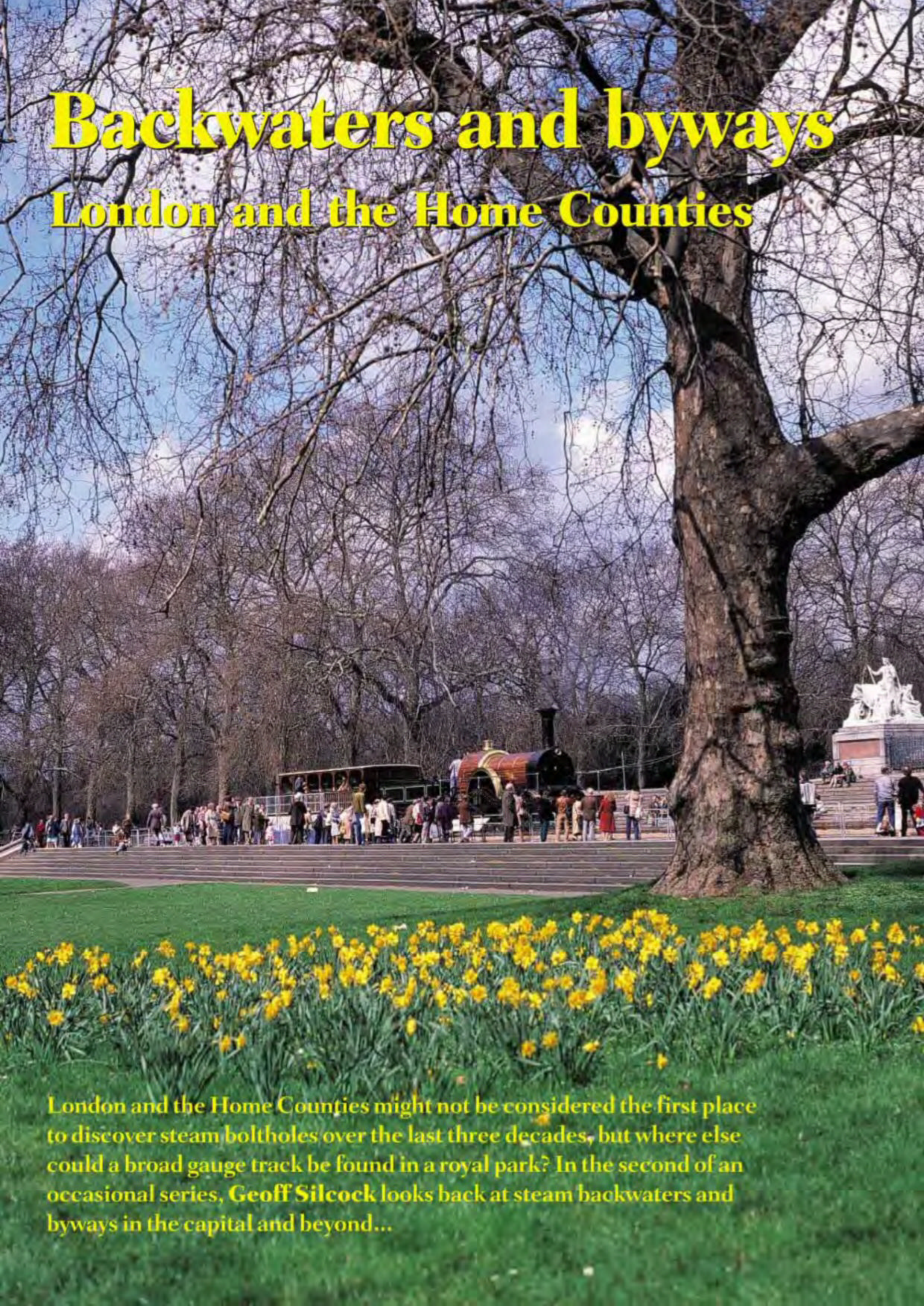
With such a major gala event coming up, perhaps it is time to don the walking boots and hope for some crystal clear spring light, to see and photograph this magnificent line at its best. □



Right: H. GWR 0-4-2T No 1450 arriving at Carrog late afternoon. PAUL CHANCELLOR

Backwaters and byways

London and the Home Counties



London and the Home Counties might not be considered the first place to discover steam boltholes over the last three decades, but where else could a broad gauge track be found in a royal park? In the second of an occasional series, Geoff Silcock looks back at steam backwaters and byways in the capital and beyond...



Above: With the Albert Memorial in the background, 4-2-2 *Iron Duke* is seen at the end of the short length of running line in Hyde Park, and surrounded by apple blossom and daffodils on the Easter Bank Holiday weekend.



Railway preservation is not just about 'Premier League' outfits like the North Yorkshire Moors, West Somerset and Severn Valley railways, or indeed, heritage lines at all.

Far beyond the major players in the movement, all sorts of backwaters and byways have arisen or appeared over the years to capture the flavour of a bygone age, even on a very small scale or transient basis.

There are the mothballed lines yet to receive loving care and attention from their would-be restorers, railways laid on private land, or industrial lines when a very rare open day recaptures the flavour of internal systems of half a decade or more ago.

The initial celebrations for the ill-fated Great Western Railway 150 event gave the impetus to run the Brunel broad gauge replica *Iron Duke* 4-2-2 in Hyde Park in central London over Easter.

A similar event occurred with the National Railway Museum facsimile of the 1829 Rocket several years earlier. The celebratory event was marred somewhat in midstream by the announcement that Brunel's works in Swindon was to close.

As reported in *Heritage Railway*, crowds flocked – by invitation only – to one of Britain's best-known private railways in June last year to celebrate the 70th birthday of one of the movement's leading lights, multi-millionaire enthusiast Sir William McAlpine.

His wonderful Fawley Hill Railway in leafiest Buckinghamshire played host to the National ▶

Left: Broad gauge 4-2-2 *Iron Duke* becomes the centre of attraction in Hyde Park by the Albert Memorial on 9 April 1985.

Above right: In a scene unimaginable five years ago, the National Railway Museum 0298 class 2-4-0WT No 30587 ambles through the bottom meadow of Fawley Hill during a series of proving runs on 6 July 2006.

Right: With the connecting line in the foreground climbing at a daunting 1 in 14 away from the bottom meadow at Fawley Hill, the visiting 2-4-0WT meanders towards one of Sir Bill McAlpine's GWR halts deep in the shade.









Left: Peckett 0-4-0T No 1631 of 1923 as KESR No 12 *Marcia* approaches Bodiam on 30 May 1981 with the shuttle train consisting of the 1864 District coach and London & North Western brakevan... shades of the conventional 'Terrier' and mixed train.

Railway Museum's Beattie 2-4-0WT No 30587, by courtesy of Bill Parker and the Bodmin & Wenford Railway.

While the formidable and unique 1-in-13/14 gradient on the private line is well known to visitors, the meadow that runs beyond, with 'only' 1-in-30 against the grade in the valley below, shows how byways like the Wenfordbridge mineral lines in Cornwall, which the long-obsolete Beattie well tanks made their own, had looked half a century ago.

An interesting diversion in the early summer meadow was not only the four species of deer, but also a colony of pot-bellied Vietnamese pigs and rhias (small emus), plus a raucous territorial peacock thrown in for good measure!

More than a quarter of a century ago, the Kent & East Sussex Railway's western-most 'half' was still very much a backwater, the rails still intact but years away from opening to the fare-paying public.

In 1980-81 the Thameside area of its supporters association attempted to run over the surviving trackwork, from its then present westerly terminus of Wittersham Road through to Northiam and on to Bodiam itself.

This was to stake the KESR's future claim to Bodiam, by running trains over the Whitsun Bank Holiday Sunday and Monday on a few hundred yards of track from the station to the west, and within sight of the castle itself.

The only steam engine capable of traversing the perished track in between was the diminutive 12-ton Peckett-built 0-4-0T named *Marcia*, which was also No 12 in the KESR operational fleet at the time.

The entourage for the London area's expedition to Bodiam for Whitsun 1981 consisted of Marcia, an 1864 ex-District Railway four-wheel composite coach, a three plank wagon for coal and spares etc and two pre-Grouping brakevans.

This was followed up by the relatively new (in byway terms) ex-BR Waggon und Maschinenbau four-wheel railbus, which would also run a shuttle service from Bodiam station to the nearby Great Dixter House over the weekend.

It is interesting now to reflect that the present day KESR timetable gives a journey time of 45-50 minutes for the complete trip out to Bodiam from Tenterden, while the pioneering journey that Whitsun from Rolvenden to Bodiam took six hours longer.

A steam locomotive brought back to one of the bastions of the internal combustion engine in the new millennium was brought about by a meeting of minds with the management of Fords at Dagenham, to run an internal steam passenger service for their employees during an open day on Saturday 19 May 2001.

In exchange for providing the locomotive, carriage and crews, coal etc, a Sentimental Journeys photo charter would run the following day, which would also feature many invited 'steam age' cars from the 50s and early 60s.

Interestingly, only one Peckett 0-4-0ST, No 6 had run at Fords, at the Briggs body plant

Above left: Bodiam Station at the turn of the millennium awaiting its second coming.

Left: And with visiting 'Terrier' 0-6-0T No 55 *Stepney* at the refurbished Bodiam Station during a Sentimental Journeys photo charter on 8 May 2006.

Above: Against the new millennium landscape of the A13 at Dagenham, and the central Ford lake, Ford 'No 6', alias Peckett No 2087, makes steady progress with a load of 'flats' on 20 May 2001.

Right: On 20 May, 'Ford No 6' gets to grips with a train of 'flats' at the strangely named Sickle Corner, near the latter day diesel shunter depot, and to the east of the main plant.

opposite, with the others being six coupled saddletanks of basically the same type.

The Peckett 0-4-0ST involved was No 2087, which is normally situated at the Buckinghamshire Steam Centre at Quainton Road. The preparation entailed having its present lining temporarily taped over, with the 50s Ford logo substituted on the saddle tanks.

The main track at the Ford plant is laid out in a circle, with sidings to various works areas and the jetty radiating from it.

With direct train links to the continent and other Ford plants in the United Kingdom, incoming trains of both vehicles and parts containers are split and reassembled around the clock, and served by a motley fleet of diesel shunters, with several of the senior drivers having served their time on steam locos into the early 60s.

The centre of the Ford plant itself is formed by a lake, and is designated a nature reserve, complete with warden and wildfowl.

To the north, part of this area is now dissected by the newly-constructed Stratford-bound Channel Tunnel line, as well as the overhead A13 through Dagenham, from which regular users on 20 May that year may have been surprised to see container 'flats' being shunted around the plant, seemingly by a Ford steam locomotive.

The last two locations are situated on private property, and permission should be sought in relation to intended visits. □





Right: The evening rush hour on 20 May 2001 takes on the look of 1961, as Ford 'No 6' passes three heritage Anglias at Sickle Corner on the circular railway system at Dagenham.

Pitchford Hall produces rich pickings

Above: GWR 4-6-0 No 4953 *Pitchford Hall* waits at Keighley with a goods train on 17 February. FRED KERR

Below: Seen from the brakevan, GWR 4-6-0 No 4953 *Pitchford Hall* nears Oakworth FRED KERR



NEWS FOCUS
SPECIAL

THE Keighley & Worth Valley Railway's long-serving driver Nick Helliwell had a treble reason to celebrate this year's winter gala.

After many years of trying and six hard months of negotiations, he was able to see a GWR Hall appear on 'The Valley' for the first time when Dr John Kennedy's No 4953 *Pitchford Hall* appeared as the 17/18 February event's star guest.

Furthermore, Nick was rewarded with the privilege of being rostered as the first driver during the Saturday timetable.

And to make his celebrations complete, his rostered fireman for the day – selected purely on merit – was his daughter Frances, providing the rarity of a father and daughter crew in steam preservation.

When *Pitchford Hall* arrived on the previous Thursday evening after a light engine move from Tyseley Locomotive Works, it became the 103rd guest locomotive to appear on the KWVR.

Britain's most expensive Great Western Hall stole the show at the Keighley & Worth Valley Railway's hugely successful winter steam gala, while a long-time admirer of the 4-6-0s had the good fortune to make the occasion a real family affair, writes Fred Kerr.





Above: GWR 4-6-0 No 4953 *Pitchford Hall* is assisted by L&Y 'Ironclad' 0-6-0 No 957 on the morning goods away from Haworth on 17 February. TREVOR LAW

Below: LMS Ivatt 2-6-2T No 41241 climbs away from Keighley with a passenger working. CLIVE HANLEY



***Pitchford Hall* is seen again on the goods train in the valley between Ingrow and Damems.** BEN COLLIER

However, it needed to be subjected to clearance tests before finally being confirmed as fit to operate on the line without apparent restriction.

The presence of the Hall and the benefit of good weather attracted large crowds who came to sample the usual mix of a variety of steam hauled services varying from branch line to main line stock and watch a variety of trains operating between Keighley and Ingrow.

Although the timetable had the usual frequency of services between Keighley and Oxenhope, the normal addition of freight and local train services between Keighley and Ingrow/Damems tended to concentrate activity on the lower lengths of the line where access and parking are easier.

The through trains were operated by a pair of trainsets comprising the five-coach suburban rake and the six-coach Mk1 rake that included the RMB which has recently been returned to front line service.

Its presence was greatly welcomed by passengers with bacon butties proving particularly popular on the sunny but chilly weekend.

The Hall worked the usual guest engine diagram that began with the round trip of the morning goods train starting from Oxenhope, then taking up a diagram using the Mk1 trainset that included the mid-afternoon Keighley – Oxenhope non-stop service.

No 4953, said to be the most expensive of its class after its overhaul cost its owner around £1-million, was supported as usual by the home-based locomotives including Ivatt Class 2 2-6-2T No 41241, LMS 'Jinty' 0-6-0T No 47279, BR Standard 4MT 2-6-4T No 80002, Lancashire & Yorkshire Railway 2F 0-6-0 No 957 and Taff Vale Railway 0-6-2T No 85 working both singly and in tandem during the course of the weekend.

Provisional figures announced by the heritage line indicated that the gala had generated £35,000, with 3000 tickets having been issued over the two days.

It was expected to produce a profit of around £25,000 once all expenses had been met. □







Above right: The KWVR gala brought about the remarkable crewing by a father and daughter team in the shape of Nick and Frances Helliwell, who were rostered to crew the Hall on Saturday 18 February; the pair were photographed on the footplate during a short break at Oxenhope. FRED KERR

Right: GWR 4-6-0 No 4953 *Pitchford Hall* passes LMS Ivatt 2-6-2T No 41241. FRED KERR

Over page: GWR 4-6-0 No 4953 *Pitchford Hall* rounds the curve towards Oakworth with an early morning goods train on 17 February. CLIVE HANLEY


4953



Compiled by Cedric Johns

Duke still runs despite Grayrigg closure

BACK on the main line after winter servicing, carried out at Bury, unique BR 8P 4-6-2 No 71000 *Duke of Gloucester's* first trip, heading the Railway Touring Company's 'Cumbrian Coast Pullman' from Preston on Saturday 24 February, was directly affected by the Grayrigg tragedy.

Instead of returning from Carlisle via Shap as planned, the previous day's Virgin Trains' Euston-Glasgow train derailment meant that the Duke and train returned via its outward route, Carlisle, Workington, Sellafield, Grange-over-Sands, Carnforth and Lancaster to Preston.

RTC's Nigel Dobbing said that the reversal added time to the return journey but he thought that all passengers (the train was full) had enjoyed their day out.

His immediate concern was that a second trip of the 'Pullman' booked over the same route, including Shap, on Saturday 10 March, would also be affected. Based on advice received from Network Rail we were able to suggest that the West Coast Main Line would be reopened by then…

Studying the Duke's booked main line programme for the period March-August, this year, RTC has gained the lion's share of the engine's services. Apart from three – possibly four – Steam Dreams' trips in June and July, the first on 23 June, a positioning run from York to London, RTC virtually monopolises the 4-6-2.

Following the 'Cumbrian Coast Pullman', 10 March; No 71000 is booked to head RTC trains from York to London, 24 March; Paddington-Bristol, 6 April; Bristol-Preston, 8 April and Newport-Fishguard-Newport, 26 May.

Then comes the big one. On Monday 28 May, *Duke of Gloucester* is down to work the Westbury-Plymouth-Westbury leg of RTC's 'The Devonian', which departs from Paddington to Westbury behind a diesel.

This will be the third or fourth attempt to actually work the 4-6-2 over the South Devon banks and, for good measure, in both directions. It should be a sell-out occasion.

On 9 June, the Duke is back up north, heading RTC's Preston-Carlisle trip, returning via the S&C. On 16 June, it's Doncaster-Carlisle and the Settle-Carlisle route.

Steam Dreams has No 71000 running south, York-London on 23 June, Victoria-Bath and Bristol, 27 June, Victoria-Stratford-upon-Avon, 3 July.

The engine is also on standby for a possible 'end of Southern steam' trip to Exeter or Weymouth on 8-9 July.

Back with RTC, the 4-6-2 heads a Leicester-Scarborough excursion on 21 July and Liverpool-Carlisle outing on 28 July.

If confirmed, RTC's proposed fortnightly York-Leeds-Wakefield-York- Scarborough trains and fortnightly York-Carlisle trips will be hauled by the Duke.

Duke locomotive trust spokesman David Briggs said that nothing has been booked from September onwards, but it seemed a reasonable bet that the engine will be back down south for Steam Dreams' December 'Christmas Carol Specials'.

'Black Five' double header to Stranraer

RECALLING days when the LMS ran overnight Irish boat trains from St Pancras to the west coast port of Stranraer via Glasgow and Dumfries, Ian Riley is thinking of following part of the route with a 'Black Five' double header sometime after Easter next year.

The engines, the much-travelled No 45407 *The Lancashire Fusilier* and Ian's latest acquisition, No 44871, now under overhaul at Bury, would head the train – starting from Glasgow – with his BR Standard 4MT 2-6-0 No 76079, attached to the rear for banking duties.

"What a train that would be," he chuckled. "We would be able to take 12 bogies with all that power!"

For a train of that weight, all that power would be needed. Departing St Enoch station, the two 4-6-0s would quickly face the 1-in-111/90 climb up to Port Eglinton Junction. That is just for starters; after Ayr the road stiffens to three-and-a-half miles at 1-in-88/70/90. Later, it gets even steeper.

Having tackled three miles at 1-in-54 from Girvan to the summit tunnel, the 2-6-0's fireman would have a brief respite before bending his back for the final push, seven miles of continuous climbing at 1-in-67/73/69/70/80/69/67/80 from Pinwherry up to the summit, 21 miles from Stranraer.

As Ian says, it would be some (unique) train. Planning? First, No 44871 has to gain its ticket (target date, Easter 2008) before plans for the route can be submitted – coaling and watering three engines poses quite a headache – and then some brave railtour promoter enlisted to sell all those tickets…

However, that is for the future, Ian has his hands full at the moment. The heavy overhaul of 2-6-0 No 76079, a piston and valve examination and running repairs to No 45407, a complete re-tyring job for the North Yorkshire Moors Railway's S15 4-6-0 No 825, work on *Flying Scotsman's* copper firebox (on schedule) the restoration of No 44871 and the forthcoming, eight-week annual overhaul and small tube replacement for Bulleid 4-6-2 No 34067 *Tangmere* provides plenty of work for his engineering team.

Because of an extended completion date for No 76079, it is more than likely that 'Black Five' No 45407 will visit the Cornish and Devon branches for Past Time Rail's branch line extravaganza on 25-29 March.

The 4MT 2-6-0 is expected to be ready in time to double head with No 45407 the Railway Touring Company's 'Central Wales Explorer' on 21 April.



Steam Dreams search for locomotives

STEAM Dreams' new chief executive Graeme Bunker is planning to expand the company's future railtour business by developing the 'Cathedrals Express' brand image, selling what is already a proven concept in the centre of London's overseas tourist market.

Backed by a small group of professional businessmen, all of whom are steam enthusiasts, as first reported in our News section last month, he recently led a successful bid for a 'significant (but not controlling) share' in Steam Dreams' main line operations.

Formerly with Network Rail, Virgin Trains and Arriva Trains Wales, Graeme, who runs his own railway consultancy, said that he will be based in Steam Dream's Albury (Surrey) offices two or three days each week.

Asked about rolling stock – the original Green Train set is, as we reported last month, now at Carnforth, following the West Coast Railway Company's buy out – he says that he expects that this year's 'Cathedral Express' will run in green livery but not necessarily composed of all the original coaches.

Currently listing 32 departures – there may be more – Graeme's immediate concern was to acquire sufficient locomotives to head the trains from April until mid-December.

Unrebuilt Battle of Britain 4-6-2 No 34067 *Tangmere* is booked to work the first outing, a circular luncheon trip around Kent and Sussex, on Wednesday 25 April.

On Wednesday 9 May, Lord Nelson enters the frame, heading a trip from London to Salisbury, Bath and Bristol then, on Wednesday 16 May, the Maunsell 4-6-0 takes a 'Cathedrals Express' to Canterbury, possibly returning via Martin Mill bank and Dover.

Troubled King Arthur, No 30777 *Sir Lamiel*, was scheduled to start a fairly lengthy tour of Steam Dreams' duty, Wednesday 30 May, when the 4-6-0 is booked to work a train to Cranmore – assuming that the boiler repairs, currently ongoing at Loughborough – were completed in time.

Operator fights Hull-Scarborough locomotive ban

SINCE Network Rail in effect banned locomotive-hauled trips on the Yorkshire Coast Line, running between Hull and Scarborough, because it claims that the poor condition of the track will not take heavy trains, Nick Harvey of Green Express Railtours, has been contesting the issue.

"Bridlington and Filey are holiday destinations and local DMU services are often full at the height of summer," he said. "With the line downgraded it means that locomotives hauling coaches cannot be used despite the fact that these represent the only spare rolling available.

"Network Rail should inform local authorities and MPs about the condition of the track. In other parts of the country, Devon and the Scottish Highlands, local authorities have enabled steam trains to run as a way of stimulating local economies."

When Nick suggested that heavier trains be allowed to run at lower speeds, Network Rail replied by saying that steam locomotives rarely used the route and by placing speed restrictions in place it would slow local services down, causing people who use the trains everyday to complain.

Yet Nick believes that a steam train service between Scarborough, Filey and Bridlington during the peak season could work, especially as Scarborough has a turntable.

He said that his company want Network Rail to look again at the cost of maintaining the track. "Costs are often over estimated," he said.

Network Rail has since said that heavier train will be able to run along the route but not until the track has been replaced. Later this year, 12 miles of track are to be upgraded, but seemingly too late for Green Express to plan peak-season railtours.

SR unrebuilt Battle of Britain Pacific No 34067 *Tangmere* at Ford on the South Coast with the Railway Touring Company' East Croydon to Bristol excursion on 17 February. ANDREW BELL

Nelson: 14 trips booked and more on way

FOLLOWING months of relative inactivity since the engine was first steamed at Eastleigh last year, former Southern Railway 4-6-0 No E850 *Lord Nelson* is set to haul its first revenue-earning train off West Somerset Railway metals to Eastleigh on Saturday 31 March.

The train, Kingfisher Railtours' 'Trafalgar Express', originally booked to depart Minehead on Trafalgar Day, 21 October, last year, was redated when extended work on the locomotive's 'electronics' prevented it gaining its ticket.

Earlier this month, No E850 completed its proving runs. Appearing in the East Lancashire Railway's 3-4 March gala, the four-cylinder locomotive was prepped for its main line proving runs from Bury Castleton Junction to Carnforth then around the Hellifield-Blackburn-Preston-Carnforth circuit on 7 March.

The following day, engine and support coach were booked to head south for the West Somerset Railway. Unusually, the movement took the 4-6-0 though Birmingham (Aston) proceeding on via Coventry, Leamington, Oxford, Swindon, Chippenham and Westbury to Taunton.

At Westbury, No E850 was turned on the Hawkeridge triangle in order to face the right way for the 31 March trip back to Eastleigh. This meant running tender first to Taunton and on to Bishops Lydeard.

In addition to participating in the West Somerset Railway's gala, 17-18 and 22-25 March, the engine was set to be used to give EWS crews the chance to familiar themselves with its characteristics by driving and firing the 4-6-0.

EWS traction inspector, Colin Kerswill, who requested the training, said he expected crews from Hoo Junction, Hither Green and Eastleigh to attend.

To date, Carol Moody, wife of Jesse Moody, the man who has shouldered the major responsibility for rebuilding Lord Nelson, said that including 31 March, the engine has already accumulated 14 bookings, four with Kingfisher and 10 with Steam Dreams.

Following the trip back to Eastleigh with the 'Trafalgar Express', No E850 is to work 'Cathedrals Express' trains on 9 and 16 May and a second Kingfisher trip on 19 May.

Sir Lamiel to miss deadline?

BOOKED to head 'Cathedral Express' trips on 30 May and 13 June, the National Railway Museum's King Arthur 4-6-0 No 30777 *Sir Lamiel*, currently undergoing boiler repairs on the Great Central Railway at Loughborough was, it seemed, unlikely to meet the deadline to enable the engine to move south in time to fulfil these Steam Dreams bookings.

As reported in *Heritage Railway* issue 92, the 4-6-0 failed with leaking stays on the first day of the Keighley & Worth Valley Railway's 13-15 October autumn gala, and was subsequently moved to Loughborough for replacement of 180 Maunsell-designed steel bolt inserts, which are screwed to the inside of the stays.

As was commented at the time, the removal of the bolts and replacement by new ones, manufactured on site, was expected to be a lengthy affair.

In the event, repairs were further delayed when the boiler's insurers, concerned by the proposal to open up the boiler's sides for access, asked for detailed information.

Back in December, 5305 Locomotive Association engineer, Craig Stinchcombe, was understandably reluctant to hazard a guess as to when work would completed.

When the question was repeated in mid-February, he would only confirm that repairs were ongoing, but was not prepared to provide a definitive answer.

Originally scheduled to work 'Cathedrals Express' trains in April, then rescheduled because of uncertainty about the engine's availability to commence on 30 May, Steam Dreams' new chief Graeme Bunker, may well find himself looking for a short-term replacement for *Sir Lamiel*.

Sharpness steam shuttles for April

PATHFINDER Tours' Peter Watts will open his 2007 steam programme with one of his rambles along branch lines which have long since degenerated into backwaters and byways.

Sunday 22 April will see BR Standard mogul No 76079 haul seven different trains in the form of 'The Severnside Rambles' – including several to the port of Sharpness at the southern end of the Gloucester & Berkeley Ship Canal.

Picking up at Cardiff, Newport and Cam & Dursley, the first train runs to Gloucester via the Severn Tunnel, arriving at what is planned to be the fulcrum of the Sunday's operations.

Train number two departs Cam & Dursley bound for the Dean Forest Railway's railhead, Parkend. It then proceeds to make a return trip – the first for over 40 years – along the freight-only Sharpness branch, which was once linked to the DFR route by the long-since-demolished Severn railway bridge.

Next comes a run from Gloucester to Parkend via Lydney and return.

Train number four departs Lydney running to Parkend and the Sharpness branch, returning via Gloucester.

Departure number five leaves Gloucester for Sharpness and return.

This trip is replicated three hours later and when returning to Gloucester, forms the final train of the day, trip number seven, Gloucester to Newport and Cardiff via Chepstow…

The actual combinations of trains – allowing enthusiasts to spend much of the day on the move is, as Peter admitted, 'rather complicated'. Readers are advised to check online at www.pathfindedertours.co.uk or speak to him personally.

The remainder of the programme is straightforward. On Saturday 26 May, Pathfinder has shared interests in the Railway Touring Company's 'Southern Irishman', running from Birmingham International to Fishguard via Newport. On arrival at Newport, *Duke of Gloucester* takes over for the return trip to Fishguard.

The same team is involved with the 'Pembroke Coast Express', departing Bristol Temple Meads on Sunday 27 May. This trip is King hauled throughout to Pembroke Dock and return.

As mentioned elsewhere, Monday 28 May is the day that *Duke of Gloucester* is booked to tackle the South Devon banks, twice. Promoted by Pathfinder and RTC, the train, 'The Devonian', departs Paddington for Westbury where No 71000 couples on to begin the trip to Plymouth, and return.

On Saturday 4 August, Pathfinder's south-bound 'Cumbrian Mountain Express', running from Carlisle to Preston, will be worked by Stanier 4-6-2 No 6201 *Princess Elizabeth*. The 'CME' originates at Swindon, calling at Chippenham, Bath, Bristol, Gloucester and Cheltenham en route.

John Farrow joins Victa Westlink Rail

JOHN Farrow, the highly respected promoter who built up his Hertfordshire Railtours company into one of the most active and well-supported operations in the country, has joined Derby-based Victa Westlink Rail as retail and marketing manager.

Since the collapse of FM Rail, which bought out Hertfordshire Railtours a year ago, John has formed his own company, UK Rail Tours and by mutual agreement, will continue to promote his trains while putting his vast experience at Victa Westlink's disposal.

"John will operate his trains – about half a dozen or so – with EWS but the main thrust of his activities will be for us," said Victa's passenger commercial manager Paul Blowfield.

"Another Hertfordshire Railtours old boy, Mike Freegard, is responsible for dealing with enquiries and bookings for Victa's own railtour business," Paul added.

Victa will be running three Merrymaker trips in the next eight weeks. The first, from Sheffield to the West Somerset Railway for its spring steam gala, departs on Saturday 24 March. Calling at Chesterfield, Derby, Burton-upon-Trent, Tamworth and Barnt Green, the train heads for Minehead via Bristol and Taunton.

This trip, run in conjunction with WSR, coincides with the second weekend of the railway's spring gala. Passengers travelling on the Merrymaker are offered 50 per cent ticket discounts for WSR trains.

On Saturday 7 April, a Merrymaker departs Paddington to Llandudno. Picking up at West Ruislip, Gerrards Cross, High Wycombe, Saunderton and Princes Risborough, the train continues by way of Banbury, Wolverhampton, Shrewsbury and Chester, returning via Crewe and Stafford to Marylebone.

Three weeks later, Saturday 28 April, a return trip to York has been arranged with WSR to depart from Minehead, calling at Blue Anchor, Watchet, Bishops Lydeard, Taunton, Weston-super-Mare and Bristol's Temple Meads and Parkway stations. From there the train proceeds via Cheltenham, Derby and Sheffield.

All three tours are to be hauled by Class 47s, while rolling stock will be Riviera Trains' Mk1s (24 March, 7 April) and Scottish Railway Preservation Society Mk1s on 28 April. Fares for each train are £29.50 standard class, £44.50 first class.

As well as the Merrymaker trains, Victa Westlink Rail is the chosen operator for Norfolk-based NENTA, which has scheduled a dozen trains (to date) running throughout East Anglia, and Lancashire-based Compass Railtours, which has planned 24 tours, mainly in the north.

Enquiries and bookings for Merrymaker trains and Hertfordshire Railtours' full dining programme should be made to Mike Freegard at Victa Westlink's Derby office on 01332 374517.

B1 repairs nearing completion

THE Thompson B1 Locomotive Trust's 4-6-0 No 61264, moved from Carnforth to Barrow Hill in the aftermath of last July's 'Jacobite' cylinder blowout at Fort William should, said spokesman, Bob Mitchell, be up and running on the North Yorkshire Moors Railway by mid-April at the latest.

Currently under repair at the trust's base at Barrow Hill, the engine has been fettled during a prolonged wait for the locomotive's new cylinder, delayed in the hands of Bryn Engineering, responsible for machining the casting, required before the new, three-quarter-inch thick liner can be fitted.

Happily the work at Bryn's engineering shop was under way late February and it is anticipated that cylinder and liner would in place by the middle of March. By then most if not all 'small jobs' on the engine will have been completed or within days of being so.

As it is, completion will be timely. The 4-6-0 is due its annual exam at the end of the month, leaving little time to rectify the examiner's fault findings – if indeed he does – before the engine is moved to Grosmont.

Apart from the 4-6-0, the B1's tender has been jacked up to allow access for the set of bearings in the centre axle to be renewed.

Final work includes touching up paintwork. At the same time, the trust's support coach, located in the former Fragonset shed, has been repainted and given a general clean up.

Out of action since July, the engine is suffering its longest period of inactivity over the past eight years.

The NYMR has signed the engine up until the end of October, an eight-month period during which time the B1 boys expect to work the bulk of the Grosmont-Whitby services.

While an insurance claim over the 'Jacobite' blowout is being sorted, the trust still awaits compensation for that day in 2004, when No 61264 was driven into the buffers at Norwich.

A country pub goes main line!

FANCY a pint and the chance to buy a main line tour ticket?

Well, now you can: Dave and Lynn Woolman who run the Wheel & Compass at the village of Weston-by-Welland near Market Harborough are set to promote their own railtours using Class 50 diesels.

Dave, who enjoyed 'spotting' in his earlier days at Saltley, Castle Bromwich and Birmingham New Street – and who once worked for Metro Cammell – and wife Lynn, said that they used to relax from pub duties by taking railtours from Market Harborough or Leicester.

In recent years however, the availability of such trips have become few and far between so, they have decided to run their own tours, operating in conjunction with Vintage Trains, the Class 50 Alliance and the West Coast Railway Company.

Much of this came about because Vintage Trains' marketing manager Graham Campion is a regular visitor to the pub. As a result of many discussions, the Wheel & Compass Train Tours company was formed.

Dave and Lynn say that they aim to transfer their pub philosophy of a friendly family hostelry, bringing great value food and real ales to their railtours by providing value for money days out to interesting destinations, with standard class from £45.

The inaugural train, 'The Jolly Fisherman' will run on Bank Holiday Monday 28 May bound for Skegness. Departing Bedford, the train calling at Wellingborough, Kettering, Market Harborough and Leicester.

Appropriately, the 'Fisherman' will stop at Wainfleet en route to enable passengers to briefly sample real ales at the famous Bateman Brewery – could be quite a party!

The second train, Saturday 23 June, the 'Lakes Express' – calling at the same stations listed above, gives passengers the choice of stepping off at Ulverston for coach transfer to Haverthwaite for a trip on the Lakeside & Haverthwaite line to Windermere (and a cruise on the lake) or to travel on to Ravenglass and take a ride on the Ravenglass & Eskdale Railway, again, behind a 'Hoover'.

For details, call Dave or Lynn on 01858 565864 between 10am-8pm.

GWR 4-6-0 No 5051 *EarlBathurst* resplendent in its new lined BR livery emerges from the Severn Tunnel with Past-Time Rail's 'St David's Day Special' from Swansea to Paddington on 1 March. The Didcot Railway Centre-based locomotive has been repainted in time to take a starring role in the big West Somerset Railway spring steam gala on 17-18 and 22-25 March. DAVID HOLMAN

'Dalesman' hit by West Coast diversions

THE popular 'Dalesman' trains, operated over the Settle & Carlisle route by Kingfisher Railtours, have been dramatically cut back this year because of Network Rail engineering line possessions on the West Coast Main Line.

Keith Lumley, Network Rail media relations manager (North West), said that broadly speaking, no charter trains paths are available over the S&C until June, because it is needed as a diversionary route.

"Mondays to Fridays, there no spare paths at any time for charter trains as all available capacity is allocated to passenger and freight traffic," he said.

"There are paths available on Saturdays unless the WCML is blocked for engineering work, resulting in Virgin Trains' services being diverted. This situation should cease at the end of May.

"On Sundays, there are paths available over the S&C but work elsewhere on the network tends to make pathing charter trains more problematical".

Kingfisher spokesman, Ian Pate, confirmed the difficulties facing railtour promoters by saying that whereas 15 'Dalesman' were run over the S&C last year, only five have been scheduled for the coming months.

The first of these, dated for Saturday 2 June, provides steam both ways between Hellifield, Appleby and Carlisle. The train departs Hellifield at noon, allowing four hours in Appleby or two hours at Carlisle.

Prior to that, on Monday 28 May, Kingfisher is running the 'Cumbrian Coast Dalesman' from Carnforth to Ravenglass and return. The trip, hauled by LMS 8F 2-8-0 No 48151 provides a link for passengers wishing to travel on the 'Ratty' during their visit. This train is being repeated on Saturdays 14 and 28 July.

August sees four 'Dalesman' departures from Hellifield to Appleby and Carlisle. These are dated for Saturdays 4,11,18 and 25. The itinerary is the same for all trains - as detailed for the 2 June departure.

Last year's low prices - £39 adult return - are retained for all five trains. Motive power is likely to be the LMS 8F 2-8-0 or GWR 4-6-0 No 5972 *Olton Hall*.

According to Ian Pate, no trains have been planned for September but a couple of 'Dalesmans' may run over the festive season.

NELPG ballot for K1 livery

CURRENTLY running in BR lined black, the North Eastern Locomotive Preservation Group's K1 2-6-0 No 62005 may be repainted in apple green, after the locomotive has completed its 'Jacobite' duties on 1 October.

Under the provisions of the group's agreed livery ballot procedure, a NELPG locomotive should be subject to a livery ballot each time it undergoes a major overhaul.

Now that they collectively have had time to take stock after last year's efforts to get the 2-6-0 ready against the clock for work on the West Highland Line in 2006, and have just about finished this year's winter maintenance programme, members have been reminded that they have a voice on the matter.

In an official statement, the group said: "As the recent work on the K1 at Carnforth can justifiably be categorised as a 'major' overhaul (the boiler was lifted, a new back plate manufactured and fitted, wheels turned etc) these provisions have been invoked.

"As there was insufficient time to carry out a full repaint at Carnforth (in June last year) it is planned to carry this out on the locomotive's return from Scotland in October, hence the timing of the ballot."

Two basic liveries have been put forward for consideration by NELPG members – LNER lined green or BR lined black with tender symbol variations.

The K1 never carried LNER colours, being built post nationalisation, in 1949, but it did run main line – in preservation – in lined green between 1974 and 1994.

Should members vote for this scheme, No 62005 would be turned out in apple green, lined black and white, carry LNER on tender sides, No 2005 cab sides and on the front buffer beam.

The alternative, BR black, would comprise black livery with red, cream and grey lining, No 62005 and RA6 carried on cab sides, the number mounted on the smoke box door with shed plate below. The current BR emblem would be retained.

Nelson hat trick for Kingfisher

IN ADDITION to being the first tour promoter to sample the pulling power of newly-ticketed Southern Railway LN 4-6-0 No E850 *Lord Nelson* from Bishops Lydeard to Eastleigh on 31 March, Kingfisher Railtours has come up with three Nelson hauled trains planned to visit resorts along the south coast, to mark the final months of steam on Southern metals.

The first of the three, the 'Dorset Coast Express', departs Victoria on Saturday 19 May. Gaining the South Western main line at Clapham, the train calls at the junction station, Wimbledon, and Woking, then follows the LSWR route via Winchester, Eastleigh, Southampton, the New Forest and Bournemouth – traditionally postwar Nelson territory – heading on for Weymouth.

No E850 will then break new ground, running light via the GW Bristol line via Maiden Newton to Yeovil Junction, where the engine is to be serviced at the Yeovil Steam Centre. Then comes what will be the much anticipated moment when the 4-6-0 heads the return leg out of Weymouth, climbing up through Bincombe Tunnel to Dorchester South.

Next comes the 'Golden Arrow' – once a Nelson duty all those years ago – which leaves Victoria, calling at Bromley South, on Saturday 16 June. Described as a trip of 200 miles of steam through Kent, the train is routed via Ashford to Canterbury for a two-hour servicing stop.

Returning by way of Minster, Sandwich and Deal, No E850 faces the challenge of the 1-in-70/64/69 Martin Mill bank and the equally steep, curving descent through Guston Tunnel into Dover Priory.

There's more. The 'Golden Arrow' then reverses down into Folkestone Harbour and later departs engine leading up the threatened mile of 1-in-30 branch to regain the main line.

The third train, the 'Sunny Seaside Express', leaves Victoria bound for the Sussex resorts of Bognor Regis and Littlehampton on Saturday 14 July. Calling at Clapham Junction, No E850 then heads the 'Express' down the Brighton line via Gatwick to Preston Park for a brief photographic stop, before proceeding along the coast, by way of Hove and Worthing, to Bognor.

Following servicing (allowing time for passengers to explore the one time royal watering hole – folklore has it that the ailing King George V uttered the immortal words, 'Bugger Bognor', from his sickbed, when it was suggested that the sea air might aid his recovery – the train is diesel (leading) hauled for the short trip to Littlehampton for another but shorter break.

From there the 'Express' is routed home via Havant, Southampton (passing Redbridge and the docks), Romsey, the Laverstock Loop, Andover and Basingstoke from where Lord Nelson is expected to be opened up for a dash back along the South Western main line...

Special visits 'rare' Briton Ferry line

THE Mid-Cheshire Rail Users' Association's spring special train, 'The Heart of Wales,' will be running from Altrincham to Cardiff via the Heart of Wales line, returning via Hereford, on Saturday 12 May.

The train will pick up at stations via Chester and Wrexham General to Shrewsbury.

Motive power will be an EWS Class 67 diesel and the coaching stock will be Mk2 air-conditioned coaches provided by Riviera Trains.

The train will cover the 'rare' track from Hendy Junction via Morlais Junction East to Court Sart Junction (Briton Ferry).

Further details are available on 01606 888093.



SEE CLASSIC TRACTION ON THE NATIONAL NETWORK

IN the aftermath of the Grayrigg tragedy on 23 February, when a Virgin Pendolino unit was derailed on a set of suspect points, leading to one immediate fatality, the West Coast Main Line was being operated in two portions – Penrith northbound and Lancaster/Preston southbound.

The intermodal freight traffic between Warrington and Carlisle was being diverted from Winwick via Manchester Victoria, Diggle, York and the East Coast Main Line to Carstairs, where the trains resume their normal route – albeit slightly later – while some coal services are being diverted from Faringdon through Blackburn and the Settle & Carlisle route. All retained their normal traction as far as possible and no immediate consequence, apart from later and longer train times, seem to have resulted.

On the passenger side, there was the introduction of Class 57/3 on Pendolino drags plus two sleeper workings that are not being diverted via the ECML, although most services were operating only to Penrith and Lancaster/Preston, either side of the crash scene.

The new diagram covers the 10.40pm Preston-Carlisle (7.46pm Pendolino ex Euston), returning with the southbound Inverness sleeper (including the Aberdeen and Fort William portion) forming the 2.46am Carlisle-Warrington Bank Quay service, while the second diagram sees the northbound Inverness sleepers having Class 57/3 haulage as the 12.21am Warrington Bank Quay-Carlisle, the locomotive returning with the 4.30am Carlisle-Preston Pendolino for onward journey to Euston.

The loss of a full Pendolino set has brought back locomotive haulage on the Euston-Birmingham service to release a set for Anglo-Scots duty, and crew training runs began within days on Class 90 plus DVT combinations as a prelude to this change.

Elsewhere, the sales of FM Rail assets following its liquidation at the end of last year: Cotswold Rail is now confirmed as the purchaser of Class 31/4s Nos 31452 and 461 – the latter transferred to the Battlefield Line for storage – Class 33/2 No 33202 and Class 47 No 47701 as well as much of the 'Blue Pullman' trainset for which a separate trading company has been set up.

The use of Peak No 45112, owned by Martin Sargeant's RAM Rail company, by Cotswold on the Ynys Mon railtour on 27 January from York to Holyhead, has led to speculation that Cotswold Rail will be able to hire some of the ex-FM Rail locomotives currently available from Martin Sargeant's Nemesis Rail company. These include operational locomotives of Class 31 Nos 31128, 31454, 31468 and 31601, Class 33/1 No 33103 and No 45112, with Class 33/0 No 33021, Class 56 Nos 56021 and 56022 and Class 73/1 Nos 73104 and 73139 currently stored awaiting a decision as to their future.

Some of the operational locomotives have also been used by SERCO on its nationwide test trains that still continue to use heritage traction, including the DRS Class 37/6s, on its daily inspection trains.

The main business of FM Rail has been taken over by Victa Westlink Rail and there are reports that this company has bought Class 47/8 No 47832 to operate its freight services; it also retains some 'Blue Pullman' coaches in addition to those obtained by Cotswold Rail and has been operating these on recent charter tours using Class 47s Nos 47839 and 47843 hired-in from Riviera Trains.

Given that the company is operating the 2007 season of NENTA tours from East Anglia, it is assumed that there will be further collaborations between Riviera Trains and Victa Westlink Rail.

The West Coast Railway Company collected the Green Train from the Mid-Hants Railway and is currently preparing the set for presumed use on Steam Dreams 2007 Cathedrals Express programme; it also collected Class 47s Nos 47145/709/712 from London area on 22 February and transferred them to Carnforth for 'storage'.

West Coast Railway Company operations now see regular stock movements using its Sulzer-engined fleet of Class 33s and 47s plus the unique Class 57/6 No 57601, which have established a good record for reliability and proving that there is still sufficient life in many heritage locomotives to meet main line operations.



BR 8P Pacific No 71000 *Duke of Gloucester* leads the Railway Touring Company's 'Cumbrian Coast Pullman' along the Cumbrian Coast towards Harrington on 24 February.
BEN COLLIER

King Edward I back in traffic

GWR 4-6-0 No 6024 *King Edward I* was due back in traffic this month after its support crew completed its second annual exam, carrying out a mix of running repairs and routine maintenance at Tyseley.

The work, commenced in early January, has progressed so well that by mid February the King's engineering manager Steve Underhill reported that the 4-6-0 was being prepared for steaming checks.

Asked about the ongoing Porta water treatment trials started about a year ago, he said that a reduction in boiler scale deposits looks promising. "But we shall not see the full effects until at least 18 months into the programme," he said.

Firebox leaks (*Heritage Railway* issue 92)? "They have been repaired or self sealed, leaving the whole of the area nicely dry and clean."

So, having completed what was described as a successful, busy and mechanically trouble free year in 2006, the King's team is looking forward to more of the same in the coming months.

First up is a Vintage Trains' 'King Circular' outing from Solihull to Didcot and return on Saturday 17 March. Outwards, the train is routed along the 'new road' via Banbury and Oxford. Working home, the King heads on to Swindon, then swinging right, drops down through Kemble and the Golden Valley for Gloucester and Cheltenham.

The trip is completed via Worcester Shrub Hill, Kidderminster and then the day's big moment, the cylinder taxing 1-in-44/5 climb up Old Hill bank en route for Snow Hill and Tyseley.

Because of its demanding rail tour programme, the King is to be based at several locations at least until the summer months. At the time of going to press, we understand that the 4-6-0 will remain at Tyseley until the end of March.

The locomotive then moves to Bristol Barton Hill through April and early May, Didcot for a short spell, Bristol Barton Hill in late May, Old Oak Common in June and part July, returning to Bristol for the remainder of July.

• Past-Time Rail's Bristol-Carmarthen 'Red Dragon', originally booked for King haulage on 3 March, has been redated to Saturday 14 April.

Class 37s to Mid Wales and the Sussex coast

KINGFISHER Railtours boss Roger Hardingham hinted towards the end of a difficult business year, when nine trains were lost as booked locomotives suffered a series of failures, that his 2007 tour programme would be slimmer and less reliant on steam haulage.

Good as his word, he has introduced two diesel-hauled trains utilising Class 37 locomotives, and one with a Class 67 in charge. More may follow in the months ahead.

Two Class 37s are earmarked for 'The Welsh Mountain Explorer', which travels from Ealing Broadway to Aberystwyth Saturday 30 June. Picking up at Slough, Maidenhead, Didcot, Oxford, Banbury and Leamington, the train travels via Shrewsbury and what was the old Cambrian line passing through Welshpool and Machynlleth.

On arrival, passengers have the choice of shopping the university town's streets or strolling its promenade. Alternatively, sufficient time is allowed for a trip on the former GWR Vale of Rheidol Railway.

A single Class 37 is booked for 'The Eastbourne Flyer I'. This is the first of two trains running from the Midlands to the Sussex coast visiting Eastbourne and the town's annual international air show.

Starting out from Derby, Thursday 16 August, the 'Flyer' takes the old Midland route, calling at Long Eaton, Loughborough, Leicester, Market Harborough, Kettering and Wellingborough to Bedford.

Crossing the capital on the North London line, the 37 threads through Clapham Junction to pick up the Brighton line, travelling on through Gatwick to Eastbourne.

Two days later, Saturday 18 August, 'Flyer II' departs Birmingham International behind a Class 67, stopping at Coventry, Leamington, Bicester, Haddenham & Thame, Princes Risborough and High Wycombe, proceeding down the 'new' Western route via Denham and Greenford, turning off for Clapham Junction and the Brighton line.

The air show? Claimed to be the biggest of its kind staged over a UK seashore, the event includes international aerobatic teams, the Falcons free fall parachute team, the Lancaster-led Battle of Britain Flight and the Red Arrows.

MAIN LINE ITINERARY

March - April

Steam tours – green type,
Diesel & electric tours – blue type

■ **The information in the list below was correct at the time of going to press. We strongly advise that you confirm details of a particular trip with the operator concerned.**



Steam returned to the Cumbrian Coast on 24 February when BR Standard 8P 4-6-2 No 71000 *Duke of Gloucester* worked the Railway Touring Company's Manchester Victoria - Carlisle 'Cumbrian Coast Pullman' over the route. The return journey was scheduled to be over the WCML but the tragic accident of the previous day, and the consequent closure of the WCML between Penrith and Carnforth for at least seven days, saw the train return via Workington behind No 71000 as far as Carnforth where the trailing WCRC diesel locomotive took over for the rest of the tour. FRED KERR

MARCH

SAT 17: 'The Lakes Express' Euston, Crewe, Shap, Carlisle and return. Steam hauled: Crewe, Carlisle and return. Loco: No 6201 *Princess Elizabeth* PTR

SAT 17:"King Circular' Solihull, Oxford, Swindon, Kidderinster, Solihull. Steam hauled throughout. Loco: No 6024 *King Edward I* VT

SAT 17: 'The White Rose' King's Cross, York and return. Steam hauled throughout. Loco: No 60009 *Union of South Africa* RTC

SAT 24: Watford Junction, Crewe, Shap, Carlisle and return. Steam hauled: Crewe, Carlisle and return. Loco: No 6201 *Princess Elizabeth* SA

SAT 24: 'The Yorkshireman' St Albans, Kettering, Melton Mowbray, York and return. Steam hauled throughout. Locos: No 60009 *Union of South Africa* (out), No 71000 *Duke of Gloucester* (return). RTC

SUN 25: 'St Ives Steamer' etc. Truro, Par, Falmouth, Truro, Penzance, St Ives. (tickets for separate sections or throughout) Steam hauled one-way. Loco: No 45407 PTR

MON 26: 'Harbour Master' etc. Plymouth, St Blazey, Par Harbour, Par, Newquay. (tickets for separate sections or throughout) Steam hauled one-way. Loco: No 45407 PTR

TUES 27: 'Tamar Belle' Plymouth, Bere Alston, Plymouth Friary and return (x2). Steam hauled one-way. Loco: No 45407 PTR

WED 28: 'Fowey Pony' etc Plymouth, Carne Point, Plymouth, Parkandillack and return. (tickets for separate sections or throughout). Steam hauled one-way. Loco: No 45407 PTR

WED 28: 'Severn Valley Venturer' Bridgnorth, Kidderminster, Bristol, Hereford, Worcester and return. Steam hauled: Bristol, Hereford, Kidderminster. Loco: No 7802 Bradley Manor PTR

THUR 29: 'South Hams Pony' Plymouth, Buckfastleigh, Totnes, Exeter and return. Steam hauled one-way. Loco: No 45407 PTR

SAT 31: 'Royal Duchy' Birmingham International, Bristol Parkway, Penzance and return. Steam hauled: Bristol Parkway, Penzance. Locos: No 5051 *Earl Bathurst* + No 6024 *King Edward I* RTC

SAT 31: 'Lincoln Imp' Tyseley, Leicester, Nottingham, Lincoln and return. Steam hauled throughout. Loco: No 4965 *Rood Ashton Hall* VT

SAT 31: 'Trafalgar Express' Eastleigh, Minehead, Bristol, Salisbury, Eastleigh. Steam hauled: Minehead, Eastleigh. Loco: No 850 *Lord Nelson* KRT

APRIL

WED 4: 'British Pullman' – Bristol. London Victoria, Westbury, Bath, Bristol and return. Steam hauled: Victoria, Westbury and return. Loco: No 35028 *Clan Line* VSOE

FRI 6: 'Great Britain' (day one) Paddington (12pm), Bristol. Steam hauled throughout. Loco: No 71000 *Duke of Gloucester* RTC

SAT 7: 'Great Britain' (day two) Bristol, Penzance and return. Steam hauled: Penzance, Bristol. Locos: No 5051 *Earl Bathurst* and No 6024 *King Edward I*. RTC

SAT 7: Guildford, Crewe, Holyhead and return. Steam hauled: Crewe, Holyhead and return. Loco: No 6201 *Princess Elizabeth* SA

SUN 8: 'Great Britain' (day three) Bristol, Shrewsbury, Crewe, Preston. Steam hauled throughout. Loco: No 71000 *Duke of Gloucester* RTC

MON 9: 'Great Britain' (day four) Preston, Shap, Carlisle, Beattock, Glasgow Central. Steam hauled throughout. Loco: No 6233 *Duchess of Sutherland*. RTC

TUES 10: 'Great Britain' (day five) Glasgow Central, Perth, Aviemore, Inverness. Steam hauled throughout. Locos: No 60009 *Union of South Africa*, plus No 61994 *The Great Marquess*, Perth, Aviemore. RTC

WED 11: Inverness, Kyle of Lochalsh and return. Steam hauled throughout. Loco: No 61994 *The Great Marquess* RTC

THUR 12: 'Great Britain' (day six) Inverness, Thurso. Steam hauled throughout: Loco: No 48151. RTC

FRI 13: 'Great Britain' (day seven) Wick, Inverness. Steam hauled throughout: Loco: No 48151. RTC

SAT 14: 'Great Britain' (day eight) Inverness, Aviemore, King's Cross. Steam hauled: Inverness, Aviemore. Locos: No 60009 Union of South Africa and No 61994 *The Great Marquess*. RTC

SAT 14: 'Red Dragon' Bristol, Carmarthen and return. Steam hauled throughout. Loco: No 6024 *King Edward I*. PTR

SAT 14: 'Irish Mail' St Albans, Crewe, Holyhead and return. Steam hauled: Crewe, Holyhead and return. Loco: No 6201 *Princess Elizabeth* SA

SAT 21: 'Chester Explorer' Ashford, Birmingham International, Crewe, Chester and return. Steam hauled: Birmingham, Chester and return. Loco: No 6201 *Princess Elizabeth* SA

SAT 21: 'Central Wales Explorer' Leicester, Nottingham, Stoke-on-Trent, Llandrindod Wells, Newport and return. Steam hauled: Stoke, Newport. Locos: No 76079 and No 45407 *The Lancashire Fusilier*. RTC

SUN 22: 'Severnside Rambler' Cardiff, Gloucester, Sharpness, Gloucester, Parkend, Cardiff. Steam hauled throughout. Loco: No 76079 PTH

WED 25: 'Cathedrals Express' – Hastings. London Victoria, Sevenoaks, Hastings, Ashford, Victoria. Steam hauled throughout. Loco: No 34067 *Tangmere* SD

OPERATORS

HRT:	Hertfordshire Railtours	01332 374517
PMRT:	Princess Margaret Rose Tours	01773 743986
PTR:	Past-Time Rail	0871 871 4119
PTH:	Pathfinder Tours	01453 835414
RTC:	Railway Touring Company	01553 661500
SA:	Steamy Affairs	01553 828107
SD:	Steam Dreams	01483 209888
VSOE:	Venice Simplon Orient Express	020 78055100
VT:	Vintage Trains	0121 708 4960

RAILWAYANA
with Geoff Courtney

Railwayana moves to the net

AS FINANCIAL pressures continue to exert their inexorable grip on the live auction houses, the internet-based sales are beginning to flex their newly found muscles.

It is inevitable, really, for like it or not – and there are many who would fall into the latter category – the internet is now such a vital cog in the business and leisure wheel that few can ignore it.

The advantages an internet railwayana auction house has over live sales are obvious.

No venue hire costs, no time spent preparing and clearing up the sales room, no staff, no worries about the weather or some big sporting occasion affecting attendance, and no fretting about inadequate parking or catering.



There are, though, downsides too. The atmosphere, buzz and sparring between bidders at a live auction can be intoxicating, being able to view and inspect the exhibits is important, and the chance to chew the fat with other collectors and catch up on all the gossip and latest state of play between factions is something to be enjoyed.

One of those who has seized the internet initiative is collector and dealer Chris France, who with his trademark baseball cap is a regular sight at Sheffield, Kidlington, Pershore and elsewhere.

Chris dipped his toe into the live auction market a few years back, but presumably didn't like the temperature and has turned his back on it.

Instead, he has developed internet sales through his company Railwayana.net, and is gaining a reputation for an interesting and varied selection of lots which bears comparison with some of the live auctions.



His next such sale runs from 2-12 April, and features at the top end the nameplate *County of Oxford* from GWR No 1023.

There is also *Wick Hall* and brass cabside from another GWR locomotive, No 5995, and two SR offerings – *Lord Hawke* from Lord Nelson 4-6-0 No 30860 (complete with smokebox number plate), and *Sir Uwaine* from King Arthur 4-6-0 No 30791.

Diesel enthusiasts will like the look of Ark Royal and badge from 50035 (D435), and maybe also *Severn* from 47513 (D1959).

The most eye-catching smokebox number plate is 9, from the GWR Vale of Rheidol's *Prince of Wales,* which is believed to have been removed from the locomotive when the line was privatised.

Not just a name to hang on

IT HAS been said before, but it bears repeating: railwayana isn't solely about nameplates, as interesting and romantic as these items are.

That fact was emphasised at the Talisman Railwayana Auction in Newark on 17 February, when the two steam nameplates failed to sell, but into the highest-price breach stepped a train headboard and a stunning clock.

The headboard was from 'The Cornishman', a Wolverhampton Low Level-Penzance train which was usually hauled by a Castle or County class locomotive. It fetched £3800.



A beautiful West Cornwall Railway mahogany drop-cased wall clock which saw most of its life at Marazion Road station before moving to Paddington went under the hammer for £2850, and another four-figure sum was £2000 for the smokebox number plate from LMS Jubilee class No 45735 *Comet*.

The two unsold steam nameplates were *Sir Nerovens* (SR King Arthur class No 30784) and *Chiru* (LNER B1 class No 61034).

One nameplate which did find a new home was *Geoffrey* from an 0-6-0 diesel delivered new to the National Coal Board in 1959 for which yours truly, in an attack of unbridled narcissism, paid £400. Such is the personal joy of railwayana collecting!

Prices exclude five per cent buyer's premium.

Solent sells Solent

SOLENT Railwayana Auctions holds its spring sale on 24 March, when the top nameplate will appropriately be *Solent*, destined for a Class 33 diesel but never carried.

There is also the usual array of smokebox number plates, works plates, shedplates, totems, and much else. Kick-off is 10am, at the Community Centre in Mill Lane, Wickham, near Southampton.

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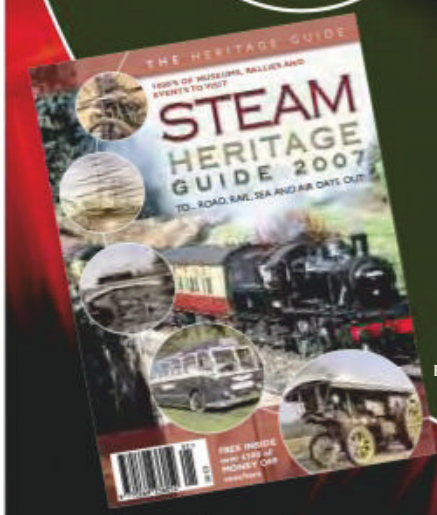
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Why we can never fully recreate the past

PRIZE WINNER

THE WRITER of a letter in issue 94 raises five questions concerning heritage railway operation.

Anyone with any substantive involvement in heritage railway operation should be able to answer these questions. In fact the questions raised suggest that the questioner may not be too familiar with the day-to-day hard realities of operating a heritage railway.

Based upon my own experience as a working member at a well-known heritage railway I will attempt to give practical answers to the questions raised.

"Why do so many footplates have three members aboard?"

Firstly many locomotive owners will have an operating agreement which requires an owner's representative on the footplate when the loco is working. Secondly there will often be a trainee driver or fireman/second man on the footplate. This is why three are often seen on the footplate.

"Why do so many lines use tail lamps indiscriminately?"

There should be no reason for the incorrect use of tail lamps. Indiscriminate or incorrect use of tail lamps is bad practice.

"Why can't most heritage lines marshal their trains in matching combinations?"

The harsh reality is that most heritage railway coaching stock is: old; usually kept outside and subject to the vagaries of the weather and vandals; increasingly time consuming and expensive to maintain; maintained by relatively small teams; and has complex potential operating combinations (permutations from: steam or electric heating; vacuum or air brakes; open saloons or compartments; vestibule or non-vestibule ends; composite, first or second class; brake or non-brake coach; and livery). Given these constraints for most heritage railways producing rakes of sufficient vehicles for traffic is a considerable achievement, producing matching rakes is bordering on the miraculous!

"Why do such a number of footplatemen insist on wearing Hi-Vis jackets?"

Whether you like it or not the current health and safety regime under which heritage railways must operate is a very long way from that which existed 40 to 50 years ago. Although heritage railways try to recreate the appearance of the past they must operate to modern safety practices. One of these practices is the wearing on Hi-Vis clothing when on the track. On heritage railways footplate crew are likely to be on and off the footplate much more often than their BR predecessors. Thus there can be a tendency to leave Hi-Vis jackets on rather than keep taking them on and off.

"Why are demonstration freight trains rarely more than nine wagons?"

There are several practical reasons why short freight trains are usually seen on heritage railways, ie:

The checks required before use and the general maintenance of rarely used freight vehicles uses scarce financial and human resources, which are better directed to maintaining revenue-earning coaching stock (see three above).

Freight stock earns little or no revenue so it naturally has a low priority for resources. Operating stock on heritage railways needs to earn revenue to make it viable.

Little used freight stock is often stored in out-of-way sidings so it is at high risk of damage from vandalism, which necessitates expensive repairs and maintenance, see (i) above.

Large amounts of little used freight stock occupy valuable and often scarce siding space, which could be occupied by revenue-earning rolling stock.

Hence the reason for short freight trains.

In conclusion it has to be stated that operation of heritage railways is a compromise. They operate using old equipment, but have to work to modern practices.

Enthusiasts must realise that heritage railways, however good, can never fully recreate the past, only an approximation of it.

Given the constraints of modern regulations, old infrastructure, old equipment, limited financial resources and a largely volunteer labour force, heritage railways do an absolutely superb job, and it is unfair to criticise them for minor breaches of authenticity.

Without the heritage railway movement steam trains would now be just a rapidly fading memory not something you can see somewhere in the UK every weekend of the year!

Deryk Simpson BSc CEng MICE,
Westhoughton, Bolton

Richard Castle – the man who bought a Beattie!

THE RETURN to steam of a second Beattie well tank was one of the big stories of 2006, but although in the ownership of the Quainton Railway Society, the long story of No 30585's preservation is actually far more complicated, as we have been reminded in a series of letters by Richard Castle, the man who saved it for preservation in 1963.

From the late 1950s onwards, Richard had taken a particular liking for the Beatties largely through pictures in *The Railway Magazine*, and thought they would be a good match for four and six-wheeled coaches.

In the early 1960s, Richard became secretary of the London Railway Preservation Society, which in 1963 was engaged in raising £500 to save a Metropolitan Railway F Class 0-6-2T. Any thought of purchasing another locomotive was out of the question and nobody realised this more clearly than Richard. So it was as a private individual that he wrote to BR at Waterloo in April 1963 enquiring whether a Beattie well tank would be available for sale.

At a committee meeting of the LRPS held on 17 May 1963 in the upstairs buffet at Liverpool Street station, not all committee members supported the idea of trying to purchase a second engine while still raising funds for the first. It was even stated that 'quite enough steam engines have been preserved already' and it was felt regrettable that so few pre-1923 carriages had been saved.



With the late Noel Draycott's support though, the committee agreed to the project, but it was recorded that 'this is to be organised by the secretary in a way that he considers best and that it should be independent of other LRPS activities and have a separate bank account'.

Richard said: "Preserving a Beattie was a project which was solely mine and nobody else (except contributors to the fund) had anything to do with it.

"The main point which caused me to go it alone was that the committee felt that starting a second fund under the LRPS name while little success was being achieved in raising funds for our first locomotive, Metropolitan Railway 0-4-4T No 1, would make the society look absurd in most people's eyes for irresponsibly attempting the impossible."

"The reply from BR was encouraging and it appeared that No 30585 was considered the better of the two available, but the price of £750 asked was the immediate problem to resolve. Nevertheless, BR withdrew the scrap note already issued for the locomotive.

"By 17 December, the fund stood at £130-6s-1d, but a miracle happened and two substantial loans were made, and the cheque was posted to BR on 30 December.

"On 18 March 1964, No 30585 was towed from Nine Elms via Feltham to Temple Mills in a freight train, and arrived at its new home at Bishops Stortford two days later. As for actual ownership of No 30585, this was of secondary importance compared with actually saving it.

"As far as I can remember my only intention was that No 30585 would be an LRPS locomotive, and indeed there was hardly any other place at the time where it could have gone to, except that after it was purchased privately, someone from the Bluebell Railway (which had considered acquiring it but decided against it) wrote to me asking if they could have it.

"I of course rejected this request and pointed out that they had hardly helped our cause by stating in *Bluebell News* that a major reason for their decision was that the condition of the Beatties' boilers was such as to make them uninsurable. Actually the boiler of No 30585 favourably impressed boiler inspectors but had they known the hidden defects of the front tubeplate they would have recoiled in horror.

"Without having a copy of the original appeal leaflet and relying on memory I would say that all sides took it for granted that No 30585 would, if actually saved, become an LRPS asset. Certainly in the annual accounts it was included as such and the large loans were shown as LRPS liabilities. I did not establish a trust, merely a fund and No 30585 was never formally in writing transferred to LRPS ownership."

The two coaches pictured in issue 91, attached to No 30585 are the two which stood with the locomotive at Bishops Stortford.

Richard also made a major contribution to the establishment of the

I know the spot – I took the photograph!

NO DOUBT you have been inundated with answers to the query regarding the slide of Yeovil (Platform issue 95, 'mystery' picture sent in by reader Chris Ryder).

As it is or should I say was (bridge now fenced in!), this was a location I used a lot in steam days.

The train is approaching Petts Wood Junction having left the old London, Chatham & Dover Railway line at Bickley Junction to join the South Eastern Railway main line to Tonbridge, Ashford and Dover at Petts Wood Junction.

The whole layout has been revised on a number of occasions to either ease old curves and put in new lines. Alterations were made in the mid-50s and again when Eurostar started to operate in the early 90s.

Having typed the whole of the above for further reference I went to the book *Southern Steam in Colour* by Hugh Ballantyne published by Janes in 1985 and have found the exact shot on page 78 of the book... and it is my picture!

Exact details are Bulleid West Country 4-6-2 No 34004 on the 2pm boat train from Victoria to Folkestone Harbour on 4 March 1961.

Rodney Lissenden, email



Plea to save last Class 309 EMU

THERE is still a chance to save a Class 309 AC EMU unit.

There is a long list of reasons to save one: even the Railway Heritage Committee had considered listing one at one point.

Also with there being two units there a chance to save both, using the internal parts from one to put one unit back to as out of service and restore the second to as built...

Talking with the current chairman of the AC EMU Group, all they need to save one unit is a line willing to take them and Angel to agree.

Once the stripping of the 310s has finished, the only thing left to strip will be the 309s so time is running out.

It will be a real shame if no 309s are saved, yet there are loads of units such as CEPs.

Mark Armstrong, email

Where did all the railwayana go?

WHILE reading Heritage Railway, it suddenly caused me to wonder what happened to the hundreds of steam engine nameplates when all the scrapping took place?

Of particular interest to me was the fate of the nameplates from LNER A2 Pacific *Chamossaire* (No 60514), the reason being that for many years I was working with that very horse, looking after him until he died at a stud farm near Newmarket where he was a resident stallion.

I was also involved in the lives of two other horses after which locomotives were named: *St Paddy* and *Crepello* (both Deltic diesels – editor).

WH Lawton, Ravenscar, North Yorkshire

Why honour Beeching at new SVR restaurant?

I HAVE just obtained the 2007 SVR timetable and am rather surprised and concerned that when the Engine House opens at Highley, it will feature Beechings Gallery Restaurant with 'the best view along the valley'.

While a small plaque has been hung in the new refreshment room at Kidderminster to honour the late John Garth, without even a photograph or reference to who he was, I would have thought it more appropriate, especially since Heritage Lottery Fund money was used for the Engine House, to have named the restaurant in his honour since he spent half of his life preserving one of our Heritage Railways while Dr Beeching was responsible for destroying them.

Perhaps another appropriate name for the restaurant, since the view of the river Severn is mentioned, would be 'The Sabrina Room', for not only was she the Goddess of the River Severn but she also appears on the seal of the original Severn Valley Railway.

I wonder if anyone else feels the same?

Keith Beddoes, email

Buckinghamshire Railway Centre. He said: "The LRPS only succeeded because I knew of the existence of the sidings at Hockerill Cold Store, Bishops Stortford. No other owners of sidings would help, so without these sidings, the LRPS could not have preserved anything and the Quainton project would never have been launched."

On 11 March 1967, plans for the society's ultimate goal were approved at its AGM. This involved the purchase of the site at Quainton Road, to establish a railway preservation centre. The project however would involve the society in far greater responsibilities and potential liabilities.

The Quainton Railway Society Ltd was set up and Richard became secretary of both QRS Ltd and the LRPS, and QRS Ltd was brought into being by him.

"It was always the intention eventually to transfer all LRPS assets to QRS and then wind up the LRPS, but actually doing this depended on the LRPS members voting in favour of it. Legally they could have insisted (by ballot) in keeping the LRPS going and keeping ownership of all LRPS assets.

"Legally, they could have decided that they did not like Quainton after all and taken everything elsewhere but this was hardly likely as most, but certainly not all, were already QRS members. There was opposition though.

"At a date which I do not recall (the records are in the Quainton archives), transfer of everything to QRS Ltd was approved, together with voting in favour of winding-up the LRPS, which then of course ceased to exist. It had simply become redundant as soon as the Quainton project was successfully established.

"This I hope explains how QRS Ltd became the legal owner of No 30585 which was originally saved from scrap by me in 1963 and which by general unwritten understanding passed into LRPS hands."

Richard remains concerned to read that the well tank was purchased by the Quainton Railway Society in 1969. He wrote: "Previous errors which have been published appear to me to arise because the Quainton people responsible have negligible knowledge of the history of the LRPS project prior to the late 1960s. For example it was published in a stock list that the four-wheeled LCDR coach was saved in 1969 when in fact it was delivered to Bishops Stortford in August 1962.

"The Quainton Railway Society did not come into existence until 1969. Saving a Beattie after the Bluebell Railway decided against purchasing one was an idea put forward by myself alone; the LRPS had little to do with my project apart from not objecting to it."

Richard, who now lives at Dunmow in Essex, is happy that QRS Ltd now owns No 30585, although at one time presumably the contributors to the Beattie Locomotive Fund would have had a claim to it. He said: "However the major contributors apart from myself are now dead, and quite probably most of the smaller contributors."

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Every month we will send the writer of our star letter one of our Mortons Heritage dvds on Britain's top lines. Normally retailing for up to £18.95 each,latest titles include *Preserving the Midland Legend, Great Central Railway between Yesterday & Today* and *Along West Somerset Metals*. If yours is the prizewinning letter, please write to us with your choice of prize and confirmation of your address.



Platform

Civic reception for trip award winner

HOW many railways can boast three national awards in the space of as many years?

The latest accolade received by the West Somerset Railway, named Independent Railway Of The Year 2006 in the National Railway Heritage Awards (*Heritage Railway* issue 93), was celebrated by the unveiling of a plaque at Minehead station on 24 February.

In attendance were Ian Liddell-Granger MP, Minehead county councillors Ian Galloway and Christine Lawrence, West Somerset District Council chairman Pam Driver and former leader Barbara Child, town mayor Coun Ann Foxhuntley and deputy mayor Coun Stephen Dear.

It was the second time that the line had received the award, from the National Railway Heritage Awards, in three years. It was also voted Heritage Railway of the Year 2005 by the Heritage Railway Association.

In the citation the independent panel of judges cited among the reasons for the award, the railway's contributions to the local economy along its route and its high standard of customer care.

General manager Paul Conibeare (second left) said: "The spring steam gala makes a major contribution to the economies of West Somerset, Taunton Deane and the surrounding area with guesthouses and hotels seeing bookings from all over the country.



"As the year progresses we are due to welcome 21 excursion trains to and from the main line network, and are looking to build on this aspect of our business in the future."

Also pictured were (left), John Ellis of the National Railway Heritage Awards, David Allan of Ian Allan Publishing and WSR plc chairman Chris Austin.

Remembering 'Three Dales' first time round

AS AN occasional reader of *Heritage Railway*, I was pleased I bought issue 95 particularly for the news of the nostalgic 40th anniversary partial rerun of the 'Three Dales' railtour.

As a 10-year-old, I travelled in the company of my parents on the original on what was to be my only visit by rail to Richmond.

The tour also traversed the Catterick Garrison branch but was pulled at the last minute from travelling the original Stockton & Darlington Fighting Cocks and East Coast Main Line flat crossing due to the condition of the track.

The Northern Echo covered the train including a picture of myself, and remains pro-railway to this day. I hope to nostalgically obtain a ticket for the rerun.

I enjoyed Maurice Burns' article on the last rites on the Waverley route. The accompanying photographs probably show the real reason for the line's demise, in that manning the remote signalboxes must have been difficult and expensive.

However a proposed preservation project may allow some reconstruction of happier days.

Finally if the reinstatement of the Lewes-Uckfield line goes ahead, where will the Lavender Line be relocated to as has been reported? Possible tourist areas with lines now as cycle tracks are Barnstaple-Bideford or Maiden Newton-Bridport.

SM Silcock, Walker, Newcastle

Wartime austerity may have confused Royal Scot identity

REGARDING the 'identity crisis' of No 6100 *Royal Scot* and No 6152 *The South Wales Borderer* (issue 92): Stanier realised in 1942 that the boilers, frames and cylinders were due for renewal.

We've all heard about the taper boilers and new cylinders but what about the frames?

Maybe some frames were renewed, but reused frame stretchers from the pile of discarded old ones.

Who would waste time trying to sort out the matching of numbers? I can't see it in the middle of a war with the pressure on to get engines out and working.

No messing about casting new stretchers, that's for sure!

So just maybe No 6152 inherited No 6156's old stretcher and then No 6100 inherited the entire kit and caboodle from No 6152.

Sounds logical to me, and while fussiness with mating up the right bits might have been fine in more leisurely times, the exigencies of war meant short cuts got taken, and material saved and reused wherever possible.

Graeme Mcdermott, Auckland, New Zealand.

Still looking at first-aid kits in cabs

I AM concerned to see a quote from me stating that the North Yorkshire Moors Railway had already implemented many of the RAIB report recommendations (NYMR driver burned in cab blowback, News, issue 95).

Correct, but these have not as yet included 'first-aid kits in locomotive cabs', a comment I most definitely did not say.

We are still considering this recommendation, since we have serious concerns about practicality in the environment of a steam locomotive and believe alternative facilities could provide better protection.

We may challenge in our response to the Office of the Rail Regulator under its formal consultation now under way. Journals such as yours are read by a wide range of professionals in the railway industry, and it is vital that reporting on such sensitive matters is accurate.

There was also an unnecessary swipe at ORR in the report of our Esk Valley line Safety Case and licence suggesting that we had to wait several weeks to get written confirmation that the case had been approved. There is an implied criticism of us that is both inaccurate and unhelpful.

Phil Benham, general manager, North Yorkshire Moors Railway

Fundraising for *Tornado* first, livery second

I WOULD like to correct an error in Andy Bradshaw's letter in issue 95 letter regarding the Trust's livery strategy for *Tornado*.

There was never any commitment on the livery that *Tornado* will appear in other than undercoat until the announcement at the trust's convention last year.

We have very deliberately sought not to be diverted from raising funds and building *Tornado* by this potentially emotive issue.

A number of years ago we did poll covenantors as to what livery they would like our limited edition Bachmann model of *Tornado* to be produced in and the model was produced in that livery – the last that the A1s carried.

The trust's livery strategy, as outlined in my article also in issue 95, was revealed at our convention last year with around 220 people present.

It was the most warmly received announcement of the day and not questioned by any of those present.

I have subsequently received quite a lot of correspondence on this subject by letter, email and in person and all but two people have been fully supportive of our decision to paint *Tornado* in all of the A1's historic liveries, in order, over the life of its first boiler certificate.

In making this decision we aim to please as many of our covenantors as we can, as well as make *Tornado* as commercially viable as possible as we will have £500,000 of debt to repay and sinking funds for overhauls to establish after completion.

Since this announcement we are delighted that we have attracted many new covenantors and that our funding gap has now dropped to £101,894 thanks to the generosity of our covenantors and other supporters and sponsors.

Tornado continues to be on-track to steam before the end of this year and enter mainline service in 2008. I urge as many of your readers as possible to come on board this groundbreaking project.

Mark Allatt, Chairman, A1 Steam Locomotive Trust, Darlington Locomotive Works

READER EXTRA

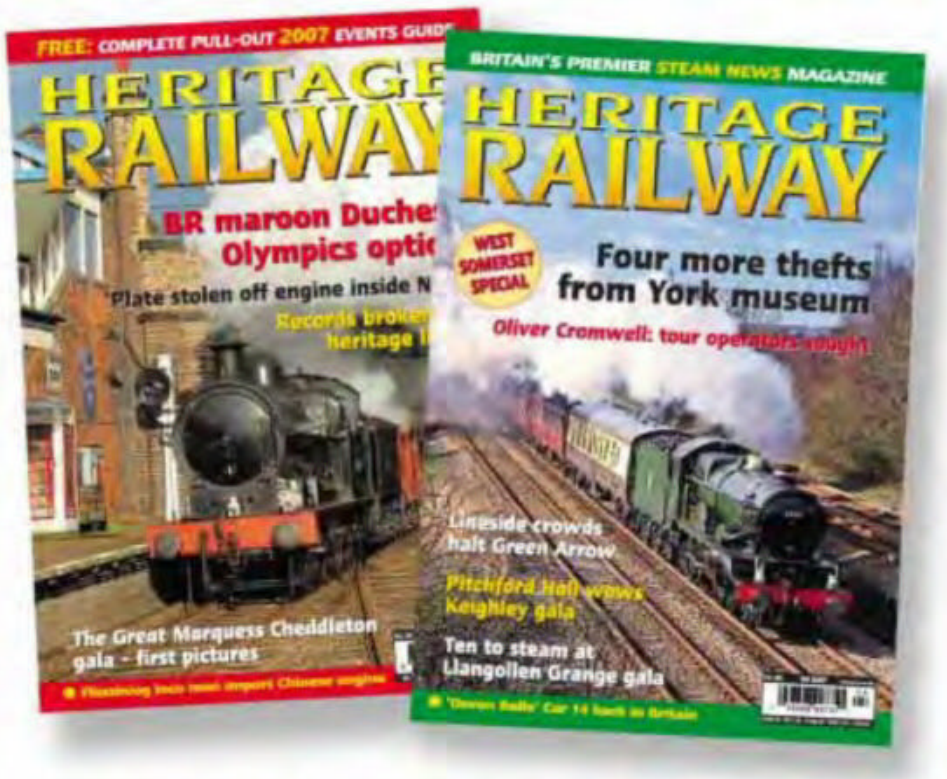
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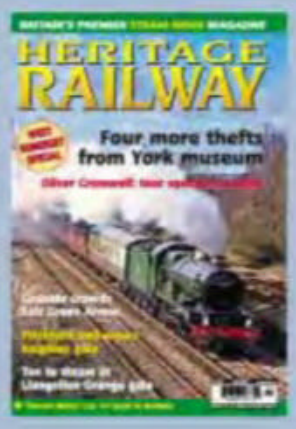
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Southern sunset

Steam traction finished on BR's Southern Region on 9 July 1967 when the last Merchant Navy ran from Weymouth to Waterloo. Fred Kerr had said his farewells some three months earlier when he spent the Easter weekend travelling on the South Western Main Line; here he recounts his experiences.



The ultimate experience of the weekend was the footplate ride on West Country No 34108 *Wincanton* between Brockenhurst and Pokesdown; the Pacific was in fine fettle as it climbed out of New Milton on a run that reached a speed of 85mph before a stop at Pokesdown and a more sedentary approach to Bournemouth Central.

I stepped onto the London-bound 'Waverley' sleeper at Kettering as I thought about the irony of having to get up in the early morning to endure an hour's bus ride in order to catch this sleeper train that had passed my house only 10 minutes earlier.

It seemed in retrospect a small price to pay for the opportunity to sample the best, if not my last, of the remaining workings of Southern Region steam traction, that I hoped to see over the next few days of Easter 1967.

It was only two hours later that I stepped onto the concourse of Waterloo station at the start of my Easter holiday; I had bought my Southern Region Railrover ticket for the princely sum of five guineas (£5.25 in decimal parlance) and booked my youth hostel accommodation in advance and so I was able to head towards the platforms while my ears strained to separate the cacophony of sounds that echoed throughout the station.

They quickly identified the familiar chuc-a-chuc-a-chuc of EMU air compressors, the drone of Maybach engines from the stabled Warship Class 42 diesel waiting to back onto the next Exeter service and the rumble of Sulzer engines from one of the Class 47 diesels that had been borrowed to cover locomotive failures in the last few months of steam operation, before picking out the distinctive sound of steam gushing from safety valves.

I followed the direction of the sound and found it came from a West Country Pacific; No 34100 *Appledore* stood at the buffers after its arrival from Weymouth but there was the sound of more steam that appeared to emanate from the other end of the rake of green-painted Mk 1 coaches. I quickly walked up the platform, passing alongside the stock, to find a Merchant Navy Pacific at its head – No 35030 *Elder Dempster Lines* – the last of the class and the first of my trip to savour.

I noticed station staff closing the doors ready for departure so quickly jumped on the train as the guard blew his whistle, the Merchant Navy hooted in acknowledgement, steam was let into

the cylinders and the train slowly weaved its way out of the terminus en route through the Home Counties to the New Forest and the last Pacifics that I hoped to find at Bournemouth and Weymouth.

As No 35030 gathered pace through Vauxhall I looked out over the shed at Nine Elms to see what locomotives could be seen before settling down to enjoy the run as speed increased through Clapham Junction, where Standard 3MT 2-6-2Ts were fussing about assembling rakes of stock, and the train sped westwards into the Home Counties.

I thought back some four years earlier to my first introduction to Southern steam in the form of West Country No 34006 *Bude*, which I had seen on the Midland Main Line at Wellingborough when it was used for an RCTS charter. No 34006 was one of the original (ie unrebuilt) examples and its unusual appearance had left a great impact over the years since. I had been lucky during the intervening years to have made a couple of visits to London where a tour (bunk) of Nine Elms was always difficult (but successful) and lunch was taken on Vauxhall platform where I could watch the steam locomotives passing by on both empty stock and passenger workings.

Now I was looking to spend my first visit to the Waterloo-Weymouth line to sample the best of Bulleid Pacifics – albeit at the end of their working lives.

The Southern Region had long been looking to operate its passenger services by multiple unit trainsets with the Waterloo-Bournemouth/ Exeter lines being the last to be considered. The Exeter line between Salisbury and Exeter had been transferred to Western Region control in 1963 and, shortly after, consent was given to electrify between Woking and Poole, leaving the Poole-Weymouth section to be worked by diesel traction.

In its typically unconventional way, the Southern Region had devised a scheme whereby a powered four-car EMU trainset would propel two sets of four-car unpowered trainsets between Waterloo and Bournemouth where a diesel locomotive would attach to the front of the trainset and work the leading trainset forward to Weymouth.

In the reverse direction the diesel locomotive would propel the trainset from Weymouth to Bournemouth where it would couple to the rear of a Waterloo service which would depart with the powered trainset hauling the complete ensemble to London.

The principle of high-speed push-pull operation had been fully tested with Class 73 electro-diesel locomotives (ie electric locomotive fitted with a 600hp diesel engine for operation on non-electrified lines) and this had led to the acceptance of 100mph units operating in push-pull mode. The electrification scheme initially included the ordering of 11 four-car powered units rated at 3200hp, classified 4-REP, plus 28 unpowered four-car 4-TC trainsets and 43 Class 73 electro-diesel locomotives.

In a cost-cutting exercise the 4-REP and 4-TC units used modified Mk1 locomotive-hauled coaches, although the 4-REP motor coaches were new build, while the class 73 locomotives were ordered partly to act as Thunderbird locomotives, with one 1600hp locomotive being the equivalent of one powered motor coach from a 4-REP unit.

All these thoughts passed through my mind as No 35030 *Elder Dempster Lines* headed through the Home Counties towards its first stop at Southampton where its tender was



The lack of care is reflected in the thickness of grime showing on Bulleid West Country Pacific No 34034 *Honiton* as it stands at Southampton Central waiting to depart with a London-bound service on 25 March 1967



Above: Showing signs of the grime that marked the lack of care in keeping locomotives clean, West Country No 34037 *Clovelly* steams through the depot yard at Weymouth on 25 March 1967 as it prepares for its next working.

Below: Although most locomotives were mechanically sound very few looked as if they had been cleaned in some time; there was the odd exception including West Country No 34047 *Callington* which was noted on Bournemouth depot on 24 March 1967.







Above: The end of my weekend tour came at Waterloo where the meeting of a pair of Battle of Britain Pacifics was my last sight of working steam on the Southern Region. No 34090 *Sir Eustace Missenden Southern Railway* curves into Waterloo with an express from Weymouth while sister engine No 34052 *Lord Dowding* waits to depart with a local service to Basingstoke.

Left: The start of an adventure as Merchant Navy Class 4-6-2 35030 *Elder Dempster Lines* curves out of Waterloo on 24 March 1967 with a Weymouth-bound service as the first train of my hoped-for experiences of the last of Southern Region steam haulage.

refilled with water because, unusually, the Southern Region had never used water troughs given the short distance of many of its trunk routes.

The water stop gave me chance to join the throng of enthusiasts clamouring for a chance to 'cab' the locomotive (ie climb onto the hallowed footplate for a quick glance at the controls) before the water bag was withdrawn, an exchange of guard whistles and locomotive's hooters and a curving exit out of Southampton into the New Forest led to the environs of the South Coast resort of Bournemouth.

The train continued from Bournemouth to Weymouth but I detrained to have a wander around Bournemouth depot; depot visits were rarely permitted but as steam traction was withdrawn the locomotive depots suddenly became friendlier and visitors were allowed to wander around although expected to show due vigilance given that locomotive movements were constantly taking place.

My visit revealed a sample mix of the locomotive types still at work along the line; locomotives noted included West Country 4-6-2s No 34004 *Yeovil*, No 34008 *Padstow*, No 34034 *Honiton*, No 34047 *Callington* and No 34102 *Lapford*; Merchant Navy 4-6-2 No 35028 *Clan Line*; Ivatt 2MT 2-6-2T Nos 41224, 41230 and 41320; Standard 5MT 4-6-0s Nos 73043, 73065 and 73155; Standard 4MT 2-6-0s Nos 76005, 76006, 76008, 76009, 76026 and 76066; Standard 4MT 2-6-4Ts Nos 80011, 80019, 80032 and 80146. Particularly welcome was the sight of No 34102, which proved to be one of only five unrebuilt locomotives seen during my weekend travels.

While talking to staff on the depot they alerted me to the fact that this was the last week of steam traction on the Lymington branch so, rather than take a main line service hauled by a Pacific, I decided to sample the Lymington Branch by taking a local service operated by a Class 205 Thumper unit to Brockenhurst where Ivatt 2MT 2-6-2T No 41312 was working the branch service to Lymington Pier, complete with commemorative headboard.

The crew of the branch line service were typically friendly and a chat with them regarding the future of steam traction in general and the branch in particular resulted in an invitation to sample the journey from the footplate – an invitation that I was too polite to refuse.

The rest of the afternoon was spent on the footplate and I hoped that the rest of the weekend would be as productive, but all too soon I had to say farewell as I needed to continue my journey to Salisbury where I had booked overnight accommodation.

I left on another Class 205 'Thumper' unit to Southampton, changing onto another for the cross-country journey to Salisbury where the 1963 Western Region and Southern Region boundaries met. This was reflected by a visit to the depot where, again, the depot staff were willing to allow visits and I was able to view a mix of Southern and Western Region traction; locomotives on depot included West Country No 34006 *Bude*; Battle of Britain No 34056 Croydon and No 34057 Biggin Hill; Merchant Navy No 35012 *United States Lines*; Standard 4MT 2-6-0s Nos 76007; 76061 and 76067; Class 08s D3013 and D3101; Class 33s D6503, D6528, D6540 and D6550; Class 42 D831 *Monarch* and some DMU sets

The treat of this visit was to see another pair of unrebuilt locomotives Nos 34006 and 34057, which had been involved in the 'Farewell to the S&DJR' railtours and were to be among the last of the unrebuilt locomotives to be withdrawn.

An early arrival at Salisbury station the next morning saw further evidence of the Westernisation of the line as a Class 123 DMU arrived with a Cardiff-Portsmouth service while a Class 117 noted on the depot the previous day was now burbling away to carry me to Basingstoke where I hoped to find more steam activity.

Basingstoke was the limit of the outer suburban network from Waterloo and the stabling point provided West Country No 34024 *Tamar Valley*; Standard 4MT 4-6-0s Nos 75074 and 75077; Standard 4MT 2-6-0 No 76031; Class 33 D6540 and Class 47 D1716 awaiting their next duties.

It appeared that I had missed the main Waterloo-Bournemouth workings thus had to settle for another Thumper Class 205 unit to Southampton where I intended to catch the next Weymouth service. This appeared behind D1921, one of six locomotives (D1921-1926) that had been loaned to Eastleigh depot as

support for steam traction during the final year of operation, and I felt cheated as it made its way to Weymouth without a locomotive change at Bournemouth where West Country 4-6-2s No 34036 *Westward Ho!* and No 34102 *Lapford* were awaiting their next duties.

Weymouth was another location where both Southern and Western Region traction worked services, the Western Region ones normally being Class 119 DMUs that arrived from Westbury via Castle Cary and Dorchester, and the depot proved another treasure trove of steam traction.

Yet again the depot staff were amenable to enthusiast visits and, as expected, more Pacifics were on view; the locomotives noted being West Country Nos 34015 *Exmouth*, 34037 *Clovelly* and No 34100 *Appledore*; Merchant Navy 4-6-2s No 35008 *Orient Line*, No 35013 *Blue Funnel*, No 35014 *Nederland Line*, No 35023 *Holland-Afrika Line*, 35026 *Lamport and Holt Lines* and No 35030 *Elder Dempster Lines*; Standard 5MT 4-6-0s Nos 73002, 73016, 73018, 73020, 73022 and 73080 *Merlin*; Standard 4MT 2-6-0s Nos 76026, 76053 and 76064; Class 03s D2043 and D2398 and Class 33s D6534 and D6545. Yet another unrebuilt Pacific was on shed in the shape of No 34015 – the fourth seen during my short period on the network.

Time was passing and it was time to leave for Swanage where I had booked a night's stay at the local youth hostel; my luck seemed in as I caught the London service which was booked for haulage by West Country No 34037 *Clovelly*. The locomotive had appeared from the shed shortly before departure time and I stood at the coach window to savour the sound of its climb up the stiff climb through Upwey to Dorchester before settling down for the short run to Wareham, where I changed for the branch service to Swanage behind yet another Class 205 Thumper unit.

The train was held in the passing loop at Corfe Castle to allow the passage of Ivatt 2MT 2-6-2T No 41320 which was touring the local branch lines as part of a farewell railtour to their operation by steam traction; the darkening sky of dusk seemed an appropriate sign that paralleled the end of steam traction on the Southern Region.



The Isle of Wight was home to the last operational Adams O2 0-4-4Ts but by the time of my tour they had been replaced by redundant London Transport Underground stock. The displaced steam locomotives were moved to Newport station where the line-up was seen on 26 March 1967 at the platform of the then-closed station.

The next day was Sunday and, in the anticipation of electrification engineering works on the main line, I had planned to visit the Isle of Wight where the last of the famous Adams 02 0-4-4Ts had finally been replaced by redundant LT tube stock and been placed in store at Newport station. The news about the last week of steam operation on the Lymington branch persuaded me to travel via the Lymington-Yarmouth service, despite the fact that I would need to suffer a long bus ride from Yarmouth to Newport that would further eat into the limited time available to sample main line steam.

Thus I made my way to Bournemouth, only to find another Class 47 D1925 working the London service but compensation was provided at Brockenhurst, where Ivatt 2MT 2-6-2T No 41224 was waiting with the branch service to Lymington Pier and another friendly driver offered a ride on the footplate; again I was too polite to refuse!

The journey to Newport via Lymington was

The Southern Region operated many branch lines that were the home of a variety of smaller tank locomotives including Ivatt 2MT 2-6-2T No 41312 (now preserved) and No 41230 that were noted on Bournemouth depot on 27 March waiting their next duty.





The last steam-operated branch line in Britain was the Brockenhurst-Lymington Pier service that was normally operated by Ivatt 2MT 2-6-2Ts; on 24 March, now-preserved No 41312 arrives at Lymington Town with a Lymington Pier-Brockenhurst service replete with commemorative headboard as the last steam-worked branch line service.

lengthy and it was mid-afternoon before I arrived at Newport station where nine of the last 11 02s were lying dumped in the station yard. All the locomotives had carried names of island locations but now they lay silent and, with no-one around, I was free to cab all locomotives that included No 14 *Fishbourne*, No 16 *Ventnor*, No 17 *Seaview*, No 20 *Shanklin*, No 22 *Brading*, No 27 *Merstone*, No 28 *Ashey*, No 33 *Bembridge* and No 35 *Freshwater*.

I could not stay too long as I still had to return to the mainland but I took the bus to Ryde then sampled the 'new' electric trains to Ryde St Johns where the depot held the final pair of Class 02s, No 24 *Calbourne* and No 31 *Chale*, and I had chance to look at the new electric fleet.

The rakes had been formed into three-car and four-car trainsets, identified as 3-VEC and 4-TIS, whereby a 3-VEC + 4-TIS could be coupled to form a 7-VECTIS unit; this continued local naming traditions whereby locomotives bore the name of local locations as VECTIS was the Roman name for the Isle of Wight.

A quick return to the mainland via Portsmouth followed where I travelled in another Thumper Class 205 unit on a Portsmouth-Salisbury working and changed at St Denys onto a Southampton-Reading service as far as Winchester where I had booked overnight accommodation.

Easter Monday in those days was operated as a Sunday service with extra trains and so I had made little arrangements for travel, preferring to chase the appropriate trains as locomotives appeared. There were few early trains so a ride from Winchester to Southampton resulted in catching the arrival of West Country No 34093 *Saunton* on a London-Bournemouth working and a run behind it through the New Forest to Bournemouth where another depot visit was undertaken.

The depot held few locomotives including Battle of Britain 4-6-2 No 34089 *602 Squadron*; West Countries Nos 34004 *Yeovil*, 34102 *Lapford* and 34104 *Bere Alston*; Merchant Navy Nos 35012 *United States Line* and 35028 *Clan Line*; Ivatt 2MT 2-6-2Ts Nos 41224, 41230, 41312 and 41320; Standard 4MT 4-6-0 No 75075; Standard 4MT 2-6-0s Nos 76005 and 76009; Standard 4MT 2-6-4Ts Nos 80011, 80032, 80146; Class 03 D2028; Class 04 D2288, and Class 33s D6500, D6514 and D6573.

Of greater interest, however, was Class 33 D6520 which had recently been rebuilt with push-pull equipment to work the Bournemouth-Weymouth portions and was stabled in the carriage sidings adjacent to the depot with one of the new 4-TC trainsets.

With the limited number of trains working I elected to travel to Eastleigh for a shed visit but was disappointed when the train arrived from Weymouth behind another borrowed Class 47 D1925; I travelled to Southampton where I changed onto a Class 205 unit for the run to Eastleigh.

The depot staff proved as amenable as the other depots and, joining other enthusiasts, I toured the depot to find USA Class 0-6-0Ts Nos 30064, 30071, 30073 and DS233; Battle of Britain 4-6-2s Nos 34060 *25 Squadron* and 34071 *601 Squadron*; West Country 4-6-2s Nos 34005 *Barnstaple*, 34012 *Launceston*, 34023 *Blackmore Vale*, 34026 *Yes Tor*, 34095 *Brentnor* and 34100 *Appledore*; Ivatt 2MT 2-6-2T No 41319; Standard 5MT 4-6-0s Nos 73088 *Joyous Gard*, 73089 *Maid of Astolat*, 73113 *Lyonesse* and 73169; Standard 4MT 4-6-0s Nos 75069 and 75079; Standard 4MT 2-6-0s Nos 76013, 76016, 76033, 76057 and 76063; Standard 4MT 2-6-4T No 80152; Class 04s D2255 D2291 and D2293; Class 07 D2985; Class 08s D3010 and D3101; Class 12s 15231 and 15234; Class 33s D6501, D6505, D6506, D6526, D6530, D6537, D6542 D6543 D6546, D6548, D6550; Class 47s D1922, D1924 and D1926 and Class 70 electric No 20002.

After completing my visit I returned to the station to catch another Class 205 unit on a local service to Southampton where I hoped to catch a steam working. Shortly after my arrival the next London-Weymouth service drew up to the water tower where West Country No 34108 *Wincanton* filled its tender for the onward journey to Weymouth. The driver was thronged by more enthusiasts seeking their last chance to 'cab' steam locomotives but, when he learned that I was travelling behind the train, suggested that I come up at the Brockenhurst stop where I could have a footplate ride to Pokesdown.

No sooner said… I joined the train and when we stopped at Brockenhurst approached the cab and quickly climbed onto the warm footplate. The whistle blew and the driver opened the regulator for the climb out of Brockenhurst; speed quickly climbed to 85mph but slowed equally as quickly for the approach to Pokesdown where I rejoined the train for the final entrance into Bournemouth.

Bournemouth presented a conflict as I noted Hymek Class 35 D7059 standing in the adjacent platform waiting to depart for Reading with a cross-country service.

I have always loved Hymeks and the choice of riding behind one through the New Forest or behind No 34108 to Weymouth proved a difficult one to make; in the end I opted for the new experience of travelling behind the Hymek and jumped on just as the guard blew the whistle for departure.

I had booked that night's accommodation in Southampton and a quick check of the timetable confirmed I could travel as far as Winchester where I would need to change for a return service by main line steam to Southampton in time for the booked meal; even



The stopping services between Waterloo and Weymouth were often hauled by second rank traction including some of the Standard designs as on 27 March 1967 when Standard 5MT 4-6-0 No 73065 left Bournemouth Central with one such working.

this was fated as Class 47 D1925 arrived on the working.

Tuesday was my last day of touring and I noted that I had had haulage with more Thumper DMU trainsets (ten) than behind main line steam (four) and Class 47 substitutes (four) combined, so I decided to stick to main line services only.

That was soon tested as D1922 arrived in Southampton with a Waterloo-Weymouth service and I checked the timetable to see if I could catch a London service from Bournemouth. There was one that left two minutes after the booked arrival time and, as the Weymouth train curved into Bournemouth to reveal unrebuilt West Country No 34015 *Exmouth* waiting to depart, I collected my bits and pieces in readiness for a quick connection.

My feet had hardly touched the platform before I heard the guard's whistle and the unrebuilt locomotive departed to deny me my only run behind one of these magnificent engines that I had so admired from many years before.

I turned back to the Weymouth train, only to note that the Class 47 had been exchanged for Standard 4MT 2-6-0 No 76008 and I decided to continue to Weymouth in the hope of better fortune. The morning had now turned grey as snow-laden clouds scuttled across the sky and the temperature drop was most marked. As we passed the shed at Weymouth the sight of Pacifics in steam raised my flagging spirits.

The depot staff allowed yet another visit to view Battle of Britain 4-6-2 No 34090 *Sir Eustace Missenden Southern Railway*; West Countries Nos 34036 *Westward Ho* and 34044 *Woolacombe*; Merchant Navy Class 4-6-2s Nos 35012 *United States Lines*, 35014 *Nederland Line* and 35023 *Holland-Afrika Line*; Standard 5MT 4-6-0s Nos 73018, 73020, 73037 and 73080 *Merlin*; Standard 4MT 4-6-0s Nos 75072 and 75075 and Standard 4MT 2-6-0s Nos 76009 and 76053.

There was just time to return to the station to watch No 34090 back onto the London express and I joined the train to check the timetables to see if I could manage other steam-hauled trains that day. The timetable confirmed that I could not if I was to arrive home that day and, with work calling the next morning, I could only sit back and enjoy my last ride behind Southern Region Pacifics on their home territory.

As the train sped eastwards towards London I could only look back on a mixed weekend of locomotive haulage in which I had covered 760 miles for the princely sum of £5.25 but had had more diesel than steam haulage. While this was disappointing, at least I had managed haulage behind one Battle of Britain, three West Country and one Merchant Navy Pacifics, had ridden in the cabs of a West Country (plus a pair of Ivatt tanks on the Lymington branch) and had managed to take a few photographs to remind me of the last days of Southern Region steam. My only regret was that I had been unable to sample haulage behind one of the unrebuilt Pacifics, despite the one that had been my first sighting some four years previously being one of those still at work.

As I look back 40 years later I wish I had been able to do more weekends and take more photographs but, given the high expense and low wages of the day, I must be content with what I was able to achieve. My hope now is that if the planned railtours are run in July to commemorate this anniversary, perhaps I may be able to achieve some of the aspirations I failed to accomplish in 1967 – including that main line run behind an unrebuilt Bulleid Pacific. □



Standard 4MT 2-6-0 No 76008 stabled on Bournemouth depot on 24 March 1967 after working a local service from Weymouth earlier in the day.

Much overlooked at the end of steam was the use of various tank locomotives including Ivatt 2MT and Standard 4MT designs; this view of Eastleigh shed on 27 March 1967 showed Standard 4MT No 80152 and an unidentified Ivatt 2MT 2-6-2T waiting their next duties.



Above: GWR 4-6-0 No 7802 *Bradley Manor* accelerates away from Bristol with a Past-Time Rail 'Torbay Express' on 31 August 2003. 300mm 1/250 F5.6

Below:BR Standard 9F 2-10-0 No 92203 *Black Prince* with an 8A Charters photo charter near Hen-Dom on the Llangollen Railway 23 April 1998. 80mm 1/500 F4



Attention to detail is what makes the difference between an average railway photograph and an outstanding one. A renowned lineside master of the medium-format Mamiya, Andrew Bell presents a selection of his finest work which illustrates this point.



LMS Princess Coronation Pacific No 6233 *Duchess of Sutherland* passes Stanton Gate in the Erewash Valley with PMR Tours' 'Coronation Pullman' Leicester to York railtour on 9 October 2004. 150mm 1/500 F4. All photographs on Fuji Velvia 50

Master of the Mamiya!

There is no particular style of railway photography that I can claim to follow. I like virtually everything from wide landscapes to powerful close-ups, and from silhouettes to glints. The only thing I tend to steer clear of is night photography where I find the posed cameos somewhat sterile.

These pictures have been selected to show the diversity of subject matter that has been available in the preservation era and to illustrate the photo techniques that I have sought to employ over the years.

The first prerequisite is freezing the frame and this usually involves a shutter speed of 1/500 second for main line shots. I very rarely use a tripod as I like to travel light. The telephoto shot of No 7802 leaving Bristol was achieved by resting the camera on a bridge parapet.

Once the motion has been stopped, the area of picture in sharp focus needs to be addressed. Here the concept of hyperfocal distance is important to ensure the depth-of-field is maximised. In the photograph of No 672 on the Bluebell Railway I have focused not on the locomotive bufferbeam but at the back of the engine to ensure that more of the train is rendered sharp back into the picture. As a rough guide I allow one-third in front of the true focus and two-thirds behind to define the zone of sharpness. Most modern digital cameras with the smaller APS-C sensors cope very well in terms of delivering depth-of-field compared with medium or large format film cameras.

One of the classic rules for creating a satisfactory composition is to divide the image into thirds in the mind using two vertical and two horizontal lines. Placing the main subject at one of the points where the lines intersect will produce a more dynamic image than one with central emphasis. My picture of No 6233 at Stanton Gate has the locomotive roughly one-third from the bottom of the frame and one-third from the right.

Steam subjects are all about texture – smoke, steam and metal. Texture is best revealed by lighting from the side or rear. Front lighting shows detail but conceals texture because no shadows are created.

Strong backlighting can cause the smokebox front to go very dark, so I try to separate the smokebox from dark shadowy backgrounds in order that the shape of the locomotive can still be recognised. Sometimes fortune smiles and this separation is achieved by a steam leak,



Above: LMS 'Black Five' 4-6-0 No 45407 *The Lancashire Fusilier* crosses the viaduct over Hunt's Locks, Northwich, with a Railway Touring Company Cleethorpes to Chester railtour on 19 March 2005. 55mm 1/250 F5.4

Above right: Ffestiniog Railway 0-4-0STT *Palmerston* and single Fairlie *Taliesin* climb away from Tanygrisiau with the 1.35pm from Porthmadog 28 December 2005. 300mm 1/250 F5.6

otherwise I try to find a sunlit open space behind the engine rather than nearby bushes, trees or walls which are cast into shadow by the train.

The shot of Nos 5224 and 5029 on the East Lancashire Railway at Summerseat illustrates both the texture achieved by backlighting and the fortunate separation of the tank engine's smokebox from a shadowy background by the leak of steam.

I do like landscapes, and I find it fascinating to see how the railway engineers of the 19th century tackled the job of building their new routes within the countryside.

When thinking about a railway landscape shot I try to avoid confusing backgrounds of trees, hedges or houses, instead looking for an expanse which allows the train to be seen – it's easy to hide a train in the landscape if you're not careful.

Using a meadow or a body of water for example behind the train allows the eye to be drawn to the main subject rather than wandering around the picture to find it. In conditions of low directional light I often try to achieve a focal point of interest by looking for a glint which immediately focuses attention on the subject. The picture of No 61264 at Kinchley Lane on the Great Central Railway illustrates how the glint immediately draws attention to the train. Without the glint you would hardly notice the train in front of the trees. ▶

Right: LNER B1 4-6-0 No 61264 nears Kinchley Lane on the Great Central Railway with the 2.15pm from Loughborough on 25 January 2004. 110mm 1/500 F4.8





Above: GWR 2-8-0T No 5224 and GWR 4-6-0 No 5029 *Nunney Castle* depart from Summerseat on the East Lancashire Railway with the 10am from Bury on 31 January 1993. 150mm 1/250 F5.6

Below: LBSCR 'Terrier' 0-6-0T No 672 hauls the Bluebell Railway's Metropolitan coaches north of West Hoathly on 22 February 2003. 80mm 1/500 F3.5

I try to avoid placing the horizon halfway up my pictures as it tends to cut the image in two. The evening shot of No 4965 near Bearley has the horizon well towards the bottom third of the frame taking advantage of a lovely sky which adds to the impact of the scene.

Images look more dramatic when a third dimension is added. I try to build this into my photographs by including some foreground interest such as a tree with an overhanging branch which will frame the subject. On other occasions I may use linear perspective in the form of a fence for example running diagonally into the picture to direct the eye to the main subject. No 45407 at Hunt's Locks, Northwich, uses foreground interest and linear perspective to lead into the picture and direct the eye to the main subject.



LMS 8F 2-8-0 No 48151 departs from Ravenglass with a railtour from Carnforth to Sellafield on 18 March 2006. 150mm 1/250 F8

I have utilised all of these techniques at some time or other while chasing those elusive shots over more years than I care to remember, however the only question I really ask myself is: "Does the arrangement look right?" – if it does I press the shutter. □

Editor's note

Composition is important, in that the boundaries of the picture are part of the picture, and on any camera these are only variable insofar as the picture can be landscape or portrait, unless the format is square.

For publication though, a series of rectangular pictures in exactly the same proportion on a page makes for boring design.

Pictures which can be cropped to square, or to long thin, usually landscape, but could be portrait, are useful to vary the design and make for a more interesting overall layout.

Of course the designer and photographer may not always see eye-to-eye on cropping, and the designer should remember the golden rule that the design should enhance the pictures, while the photographer should remember that four identical-sized uncropped pictures on a page does not enhance the individual pictures.



GWR 4-6-0 No 4965 *Rood Ashton Hall* near Bearley Junction with a Vintage Trains 'Shakespeare Express' returning from Stratford-upon-Avon to Birmingham on 28 September 2003. 80mm 1/500 F4

1501: the final bow... for now



It is probably fair to say that No 1501's entry into service on the SVR was not the most eagerly anticipated event by the traffic department but nine years on, its passing is regretted as it turned out to be a most suitable machine for the line's requirements.

The real reasons for the original introduction of this type of pannier tank seem to be lost in the mists of time but it is suggested that the design was inspired by the USA tanks then operating on the Southern Railway.

The design was something of a curate's egg in as much as it had a very short wheelbase, thus allowing it to work very tight radius curves and yet it was a very heavy engine, thus precluding it from working many of the lightly laid sidings which typically, had the tight curves. It was in fact classified by the Western Region as a Red Route engine (similar to a Hall or Castle) with in excess of 19 tons on each axle.

It represented the end of the line in terms of GWR pannier tank development with the class actually not entering service until 1949, thus not technically being a GWR type at all. Its appearance had been preceded by the 94XX type which appeared in 1947.

There were many similarities between the two classes as they were both Hawksworth designs and used the Standard No 10 boiler as well as having identical cylinder internal dimensions and wheel diameters. Thus the classes had the same tractive effort. However the 94XX had a wheelbase over two feet longer, yet despite this weighed in at nearly three tons less than the 15XX. The similarity ended there with the 15XX having outside valve gear, this being a complete break with GWR practice.

Although the 94XX preceded the 15XX off the production line by some two years there were still only ten examples in service when the first 15XX entered service. The unanswered question is then, why were 210 94XXs built but just ten 15XXs?

It would have been thought that with the obvious benefits in ease of maintenance and their nominal ability to go where the 94XX could not, that the numbers in the respective classes might have been more in balance. As it was Nos 1500-1509 comprised the total production of the class, built under Lot No 373 at Swindon and entering service between June and September 1949.

When new the class was painted plain black with the first BR crest. However Nos 1503 and 1505 subsequently appeared in lined black and in due course members of the class appeared with the second crest. It is not thought that this was used in combination with the lining however. Thus there are at least three livery possibilities for 1501.

It is amazing how the memory plays tricks as being a spotter at the end of the 1950s I would have said the class were all allocated to Old Oak Common. In fact Nos 1500-5 went there from new but No 1501 migrated to Southall in November 1950 while No 1502 was at Didcot by December of that year.

Nos 1506 and 1507 went new to Newport Pill shed, No 1508 went new to Severn Tunnel Junction before moving to Cardiff Canton in April 1956 while No 1509 spent most of its time at Ebbw Junction (with just one month at Newport Pill) from where it was the first withdrawal in August 1959 having put in just nine years and eleven months' service with British Railways.

Interestingly it was the only member of the class that did not at some time in its career spend at least some time at Old Oak Common. The class must also have been seen over much of the system as works visits took them to Caerphilly, Oswestry, Wolverhampton and Newton Abbot as well as to Swindon.

In the London area they worked side by side with the 94XX and 57XX panniers on empty coaching stock workings but at Newport it was dock work that kept them busy.

When redundancy loomed, most members of

New Year's Eve 2006 brought down the curtain on the activities of WR 0-6-0PT No 1501 at the Severn Valley Railway. J Crosse pays tribute to a one-time colliery shunter's nine-year stint on serious passenger duties.



No 1504 seen on shed while in BR service. PAUL CHANCELLOR COLLECTION

the class met the usual fate of the cutter's torch but Nos 1501/2/9 were purchased by the NCB and further employment beckoned in Coventry colliery. Nos 1500/3/4/6/7 were cut up at TW Ward, Briton Ferry, while No 1505 was cut at Wolverhampton Works and No 1508 at Swindon. Nos 1500/3/6 were the last to be withdrawn on 2 December 1963.

Nos 1501/2/9 however went to Bagnalls' works at Stafford for renovation and repair prior to entering NCB service. However before work could start, Bagnalls was sold to English Electric and steam locomotive repair work ceased. Thus the engines had to journey to Andrew Barclay at Kilmarnock, but not before the cylinders were removed to enable them to meet the Scottish loading gauge. No 1501 left Scotland in June 1962 and No 1502 in August, with No 1509 following in March 1963. It was of course this second lease of life that saved No 1501 long enough for it to become the subject of a successful preservation bid following withdrawal and sale by the NCB in 1970. It moved to The Severn Valley Railway. Meanwhile Nos 1502/9 met their fate at Cashmore's scrapyard at Great Bridge.

Twenty years of painstaking effort to raise ▶

Left: Nearing the end of the line, WR 0-6-0PT No 1501 heads a Severn Valley Rai1way Santa special alongside Northwood Lane on 17 December 2006. PAUL CHANCELLOR

Below: Sister engine No 1502 during NCB service at Coventry colliery. PAUL CHANCELLOR COLLECTION





Above: No 1501 performs shunting duties during a photo charter at Allied Steel & Wire at Cardiff on 31 July 1999. PAUL CHANCELLOR

Left: No 1501 is seen at Hampton Loade, while the SVR steam crane lifts the body of the under-restoration Taff Vale Railway coach on 16 August 2003. PAUL CHANCELLOR

funds and progress the restoration in the open air, mainly at Bewdley, ensued before No 1501 entered service on the Severn Valley Railway in 1997.

It was anticipated that it would be a poor rider and a track basher, but it seems to have confounded the pundits with its riding qualities, certainly not being any worse than the resident 0-6-0PTs Nos 5764 and 7714.

It could also handle the standard maximum load of eight carriages with ease, as the speed was never required to exceed 25 miles per hour.

No 1501 did have a couple of forays away from the Valley. Returning very nearly to one of the class's stamping grounds, it starred with Hunslet Austerity 0-6-0ST *Whiston* at the Allied Steel & Wire steelworks in Newport where it showed why eight carriages are no problem, putting up memorable performances with 2000 tons on the drawbar. It was also allowed to have an awayday to the seaside, appearing at the West Somerset Railway in the spring of 2002.

However, December 2006 saw it bowing out in style on the Valley being entrusted with Santa special workings, which are usually allocated to the larger engines.

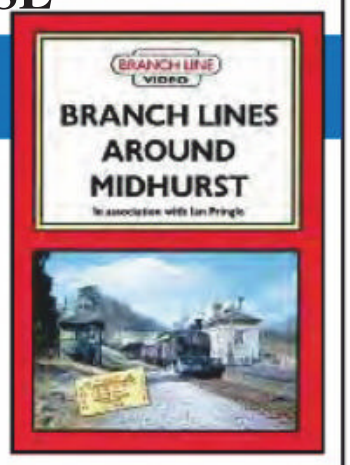
This was courtesy of an eight-month extension to its boiler ticket.

In fact No 1501 is one of the first engines to see real benefits from the SVR water treatment programme, with its tubes still 'looking like new', which is maybe one reason why it is being suggested that it won't be long before we see it back in action on the line. □

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York's marooned Gresley coach meets its end

Roger Melton, a member of the LNER Coach Association, describes how the group 'demolished' one of the last Gresley coaches still on the national network, salvaging its invaluable parts to restore teak survivors in preservation.

FOR many years one of the last surviving Gresley teak coaches on the national network has led a lonely but high-profile existence alongside the East Coast Main Line, in the permanent way yard at York where it was readily visible from northbound trains departing York.

This was DE 320645, a former dormitory coach that used to work with ballast cleaning machinery. It is believed that it had not turned a wheel for over 25 years.

It was originally LNER No 24680, a Diagram 34 corridor brake composite, having two first and two third class compartments, with the classic LNER practice of having a door leading directly from the compartment onto the platform.

The coach was rebuilt in 1942 to become a four-compartment corridor brake third to Diagram 324.

The LNER Coach Association secretary became used to receiving letters asking if the group knew of this coach, and if it had any plans to preserve it.

The stock answer to these enquiries was that the coach had not been offered for sale and there was not much we could do until it was!

However, in December last year, this answer suddenly became outdated when the coach finally appeared on an EWS tender list.

A visit to inspect it was organised and it quickly became apparent that the conversion to departmental use had left very little in the way of original fittings.

Most of the doors had been stripped of their locks and other furniture then sealed up, and virtually all of the interior had been removed, including the guard's brake, so it was not a practical restoration prospect, particularly as the North Yorkshire Moors Railway York Area Group already possessed a similar vehicle, No 10178, which retains much of its interior despite having been also converted for Departmental use. No 10178 also has a more interesting pedigree, having been built as part of the 1924 'Flying Scotsman' train.

A further problem with DE 320645 was its location, because removal by road would have to be by Leeman Road, which has bridges at either end with a 12ft 6in height restriction.

Given the age of the coach, movement across Network Rail's main running lines to a site with unrestricted road access was not thought to be practical.

Nevertheless, the association put in a bid for it, primarily for its bogies to be used as spares.

However, we were outbid by Venice-Simplon Orient Express, which not only wanted the bogies, but also the underframe as well.

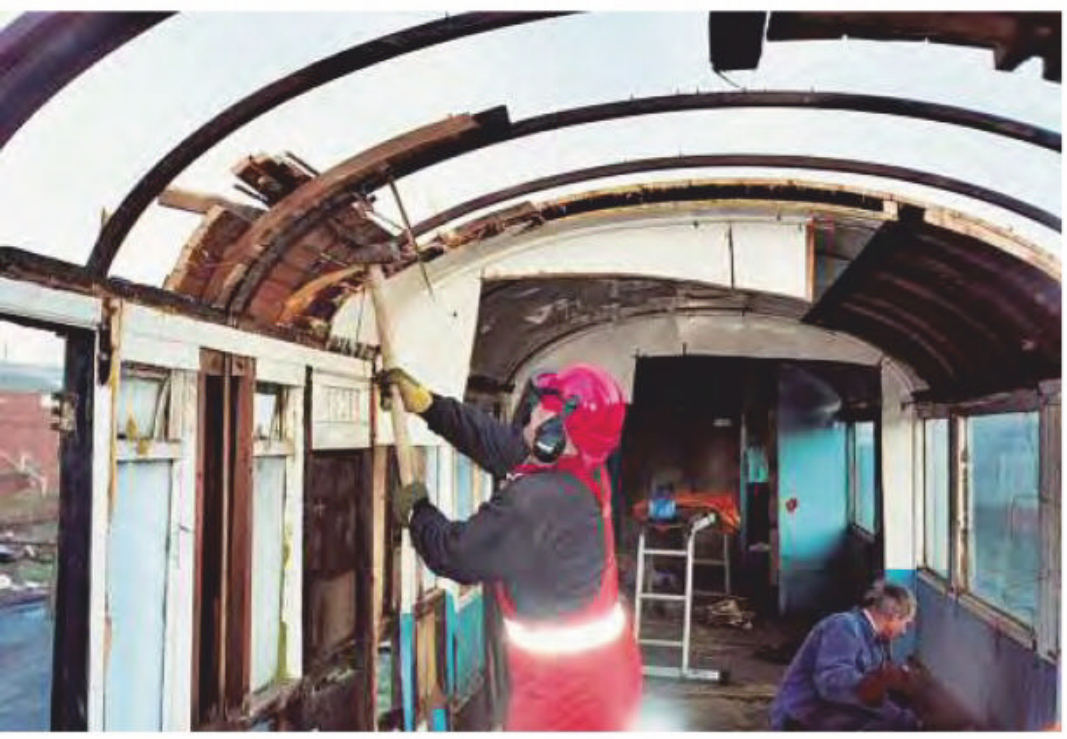
This was because the 'bulb'-section girders that comprise the main solebar members are of a cross section, but are identical to those found under VSOE's 1928-built steel Pullman cars, so could be used for repairs to those coaches if needed.

The LNERCA has a good relationship with the VSOE chief engineer Tim Robbins, and agreement was swiftly reached for the association to demolish the body in exchange for whatever could be salvaged from it, thus saving VSOE the managerial time and cost of carrying out the work.

The association would leave the coach dismantled to solebar level,



On 11 January, the corridor side of the coach; the roof now without vents.



3pm on 12 January; BCK No 1083 corridor side, van end, with Brian Blundell removing body-end framing.



10am on 13 January at New Bridge yard, NYMR; Murray Brown and kindling unloaded.

which would overcome any problems of height when loaded onto a low loader.

The downside for the LNERCA was that VSOE had been asked to remove the coach from the site within four weeks of purchase, so there was little time to get organised. The association has previously dismantled several coach bodies and we are all too well aware that despite its decrepit looks, No 320645 would not yield up its treasures without a fight, so it was important to recruit a large workforce to ensure that the deadline could be met. Fortunately, we always seem to get a good turnout when there is demolition work to be done, and so it proved on this occasion, with around 20 members and friends turning out to help with the work, which was planned to be carried out in a four-day blitz.

After a ring-round to recruit the workforce, work started on Thursday 11 January and finished the following Sunday.

This period, as it turned out, coincided with torrential rain and gale force winds around the country, but fortunately we were spared the rain at York, and perhaps the worst of the winds too! In fact, despite concerns about the amount that had to be done, the job was completed well within time.

The work on the first day focused on removing any easily unscrewed items from the body – there wasn't a lot, but we already knew that from the inspection.

Nevertheless there was a complete compartment door assembly, with top and bottom runners and a rare shutting pillar, plus a number of ceiling ventilators in good condition and quite a few toilet fanlight catches.

Two guards doors and a good platform door were removed, but hoped for luggage doors were found to have been screwed to the frames to seal them shut, so it was decided to cut them out of the frames to allow their recovery at a later date, and the same approach was adopted for the vestibule doors that had also been screwed to the frames.

Much of the internal matchboarding was in good condition, and as much as possible was carefully removed for future use on a Gresley corridor brake third, No 3669, that is undergoing restoration at a private site near Bridlington before moving to the NYMR.

When it was converted to a dormitory coach, some very substantial bulkheads had been installed that also served to support the bunks for the crew. These had obviously been built to last and took a great deal of work with sledgehammers and chainsaws to remove them.

On the outside, the torpedo vents were removed, together with any salvageable teak panels, of which there were a surprising number, including some very good end panels.

With the torpedo vents off a safety rope was rigged to allow safe working on the roof in the strong winds, with safety harnesses attached to this rope.

One star prize item recovered at this point was a complete roof water tank filler, a very rare item and one that would be very expensive to make. With this removed it was then possible to lower the water tank on the inside of the coach.

The roofing felt covering was stripped off by peeling it off with shovels (fortunately, although very watertight it was not stuck down that well!) and then a start could be made on removing the roof boards.

It had been hoped that it would be possible to recover sufficient boards to carry out repairs to the roof of Gresley open third No 43632, which is currently in the early stages of restoration at Pickering, but two problems manifested themselves.

Firstly it transpired that the compartment end of the coach had an underdrawn ceiling (a concealed matchboard ceiling underneath the millboard ceiling panels), and then we found that this was perhaps the best condition roof we have ever encountered! Normally in old coaches the roof boards get damp, swell and expand, pulling themselves off the securing screws. Not here!

The screws held as tight as new. The only way to remove both the underdrawn ceiling and the roof boards was to attack them with a sledgehammer, exhausting work when carried out from below and wielding a sledgehammer well above one's head, and also still relatively unsuccessful until the boards were chainsawn into short lengths.

The domed roof supports were carefully dismantled and retained, just in case we ever have to rebuild the end of a coach roof. Similarly, the oak beams that support the Pullman gangway buffing gear in the roof were carefully recovered, for we have had to replace these in the past.

Before the body could be dismantled, Kev Collins (our certified chainsaw operator) went round cutting either side of the body pillars, allowing the bottom rail to be split away around the tenons, so that the tenons would not snap off as the sides fell outwards.

With this work done, the body was chainsawed into sections that could be lifted down, held to a certain extent by the steel carlines, and then waggled around to pull the carline-securing screws out.

By late Saturday afternoon the body had gone, leaving a pile of frame sections that were transported to Pickering by Jim Kay over the course of Sunday. In the coming weeks and months these will be further dismantled as and when time and labour are available to recover usable frame sections and ease storage problems.

The final result was the recovery of a great deal of useful material, and a huge pile of not-so-useful splintered wood that found its way onto the lighting-up wood pile at the NYMR's New Bridge stabling point.

A popular item on the LNERCA sales stand in recent times has been teak panel knives, carved from wood recovered from various coaches under restoration.

There are some folk out there who have been collecting examples from each coach, available so knives from No 24680's wood should prove to be popular! □



9am on 13 January, BCK 1083 corridor side van end, with the roof boards removed, the water tank can be seen lower right.



3pm on 14 January; BCK No 1083 corridor side, left to right, Murray Brown, John Hasler, Roy Lingham, Steve Hoather, Marcus Woodcock, Julian Vasey. All pictures by John Curtis.

11am on 13 January; BCK 1083 corridor side, with two-thirds of the frame removed.

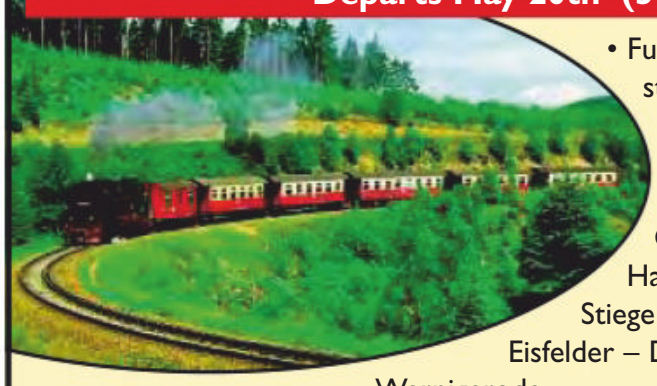


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- Private tour of Bavarian Railway Museum, Nördlingen; locos on parade exclusively for Railtrail with unique turntable photo opportunities
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- Visit to Hitler's secret underground railway tunnels & lunch at historic Lagow Castle, with opportunity to swim in the crystal clear waters (swim optional!)
- The Wolsztyn Experience scheduled steam trains between Poznan and Wolsztyn
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- Vintage tram tour of Poznan
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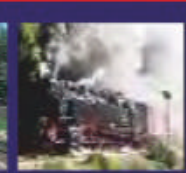
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STEAM Breaks

2007 sees the 100th anniversary of Wolsztyn Depot and a loco spectacular - perhaps never to be repeated. The Wolsztyn Experience and PKP (Cargo) are sponsoring the visit of a GWR 2-6-2 loco and 4-6-0 109.109 from Hungary. There will be 17 loco's in steam.

We are chartering an aircraft, departing Luton at 0630 on April 28th, flying to Babbimost in Poland and travelling from the airport behind the GWR Prairie, a unique once in a lifetime experience. Clients will have the opportunity to photograph the arriving German and Polish steam specials, have VIP seats for the Parade and travel on the afternoon Polish Special. We then return to Babbimost for a evening departure to Luton arriving before 2000.

The six day tour will follow the same arrangements as the day trippers, staying on in Wolsztyn for specials with the visiting locos on the Sunday before departing behind 4-6-0 109.109 & GWR 2-6-2 5521 for Budapest, arriving there on Wednesday. We will visit Vrutky depot in Slovakia and the railway works and museum in Budapest before flying back to the UK on Thursday May 3rd. As we go to press arrangements for this spectacular trip are still being finalised but bookings are being taken. So contact Steam Breaks at the address below.

Wolsztyn Experience 2008 Footplate Courses

Booking for 2008 are now being taken, we are fully booked for 2007 except for the narrow gauge; courses in 2008, for the most part, will include days at Wroclaw behind the 2-8-2T and on certain occasions the GWR 2-6-2. So book now to avoid disappointment.

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Shedplate "32D" £900



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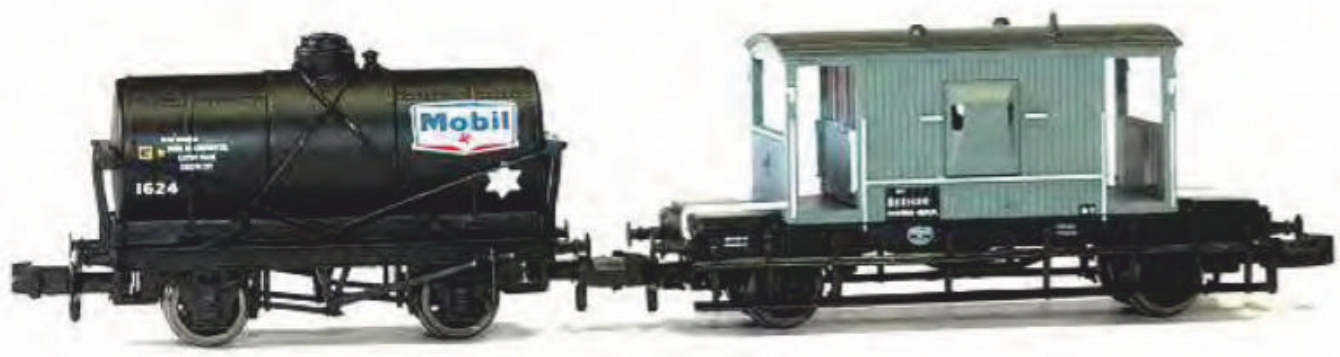
Pullman Car Lamp Ex "Isle of Thanet" £5,300



Totem "Derby Friargate" £5,200

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British N – a rapidly expanding empire!

THERE is no doubting the fact that 4mm scale OO gauge modelling is by far the most dominant in Britain today, but what of the smaller 2mm scale N gauge arrangement?

In many respects N gauge has advantages over the larger scales, in as much as our modern-day homes offer up less in the way of spare space than those built in say the 1930s.

Modern building techniques also leave little potential loft space due to the amount of cross bracing used to support roofs nowadays.

In essence then, 2mm modelling should be the answer to the space problem, because an N gauge layout will occupy a quarter of the space taken up by an identical OO gauge equivalent.

Another plus point for the smaller scale is the opportunity it offers to include more scenery. The modeller can set his section of railway into the landscape without having to erect an aircraft hangar in his back garden; just take a look at some of the effects attainable with 2mm modelling next time you visit your local exhibition.

So why is N gauge not as popular in this country as it could or indeed should be?

One answer is, maybe, that until recently there was comparatively much less on the market by the way of ready-to-run models. Graham Farish, which was based in Poole, dominated the market but produced little more than a handful of locomotive classes, a limited range of wagons and vans and not much more than a variety of Mk1 coaches in differing liveries. Secondhand models such as the ageing Peco Jubilee 4-6-0 could be purchased, but if you could find one the price was high. Minitrix locomotives and coaching stock, which had also ceased to be produced, could also be found, but they also commanded high prices.

Today, however, the picture has very much changed, and anyone seriously thinking of constructing a new layout should give more than just a passing thought to choosing N gauge for his, or her, section of railway in miniature.

In 2001 Bachmann took over the Graham Farish concern and moved production over to China, where the firm's larger-scale models were already being produced. Since then improvements have been made to the mechanisms of models that already existed in the Farish range, thus bringing about improved performance and reliability. Completely new models have also arrived on the scene, and in 2004 the Gresley V2 2-6-2 was a notable addition to the catalogue.

Also in 2004, Dapol, which had previously produced a limited number of ready-to-run OO gauge products, announced that it was to enter the N gauge market, and the Great Western 1400 Class 0-4-2T and auto trailer were subsequently released (*Heritage Railway*, issue 69).

The arrival of a second player on the scene was indeed a major boost, because competition enables the whole market to grow stronger, the inevitable increase in products available making 2mm scale modelling more viable.

In the past, detailing had been very limited, but modern techniques of moulding and casting have enabled an unbelievable leap in standards of detailing to occur.

Bachmann had announced its ambition to have an N gauge range that mirrored its OO gauge catalogue, and last year the all new Class 44, 45 and 46 'Peaks' arrived (*Heritage Railway* issue 85). These are absolutely superb models and are without a doubt the best N gauge British outline ready-to-run diesels we have reviewed, although reports suggest that the Class 66s produced by both Bachmann Farish and Dapol are equally impressive.

The level of detailing on the Peak is amazing and looking at pictures of the model, it's not easy to tell immediately that it is a 2mm model.

Last year also the Dapol Southern Railway M7 0-4-4T hit the market and this model also has a definite wow factor.

Rolling stock has also followed suit, with much more available now by way of both quality and variety. Dapol has released models of the GWR suburban B set coaches and GWR Collett coaches, while Bachmann has just introduced the Mk1 Pullman cars to the Graham Farish range, and these are simply excellent.

The level of detail and quality of finish is also apparent in the photographs of the Farish 14-ton tank wagon and 20-ton BR grey brake van, which demonstrate the standards now attainable in the application of decals. Some of the lettering is only legible with the use of a magnifying glass, but it is all there.

Don't forget Hornby's Lyddle End buildings, fittings and fixtures, 2mm copies of the firm's marvellous 00 Skaledale range.

So the N gauge scene is definitely vibrant at the moment and there's a lot more on the way.

Graham Farish is to introduce a Jubilee 4-6-0, an Ivatt 2MT 2-6-0 , a BR Standard 3MT 2-6-2T , a 9F and a range of Stanier coaches. A Q1 0-6-0 is expected later this year from Dapol, and Peco is shortly to release a GWR Collett goods 0-6-0.

GRAHAM FARISH 373-675 14-ton Mobil tank wagon RRP £5.75
GRAHAM FARISH 377-526 20-ton BR grey brake van RRP £6.95
GRAHAM FARISH 384-241 Mk1 Pullman bar car RRP £14.95
GRAHAM FARISH 384-230 Mk1 Pullman kitchen second car RRP £14.95





A most powerful Ivatt tank in N



THE latest addition to the Dapol catalogue is the Ivatt-designed 2MT 2-6-2T.

HG Ivatt introduced the 2-6-2Ts along with their 2-6-0 tender locomotive cousins in 1946 for cross-country and branch line working on the LMS network.

Ten entered service before nationalisation in 1948 and were numbered 1200-9 with a further 120 being constructed in BR days.

A number of the class members were fitted with equipment for operating push-pull trains, a very desirable method for operating a rapid shuttle service between two locations as it eradicated the need for running the locomotive round its train.

The 2MT was a very economical locomotive and performed well; as a result its fundamental design, with just a few alterations, was used as a basis for the BR Standard 2MT tank which was introduced in 1953.

The Ivatt tanks are ideal locomotives for preserved lines, so it is a shame that only four have survived. Two are currently under restoration and the other two, No 41241 and No 41312, have served well at the Keighley & Worth Valley Railway and the Mid-Hants Railway respectively.

The Dapol model under review is one of the 10 built in LMS days, No 1205. It carries the LMS unlined black livery and looks very much the part.

Plenty of detailing is included to bring the model to life, including lamp irons, rivets and tank top features, and there are footplate and front steps along with a rear bunker ladder to enable a prospective 2mm crew (fireman and driver not included) to service and board the locomotive.

The standard N gauge type of couplings are housed in NEM pockets and, as with the Gresley coaches (also reviewed), replacement shorter couplings can be clipped in.

A KPC controller was used to test the Ivatt, which straight out of the box was a little juddery. A period of running in, however, seemed to rectify the situation and then the locomotive responded well and ran nicely at slow speeds.

We were told of rumours that the 2-6-2T had exceptional pulling powers so it was put to the test. Apparently it had been said that 12 coaches could be pulled with ease, more than anyone would expect to see behind the model's full-sized equivalent.

No less than 15 coaches were coupled up, with the intention of giving it a real test. No problem whatsoever!

The little Ivatt pulled away nice and steadily with not a sign of slipping, but it did look somewhat out of place at the head of such a long train, so no more coaches were added. Any advance on 15 coaches?

There are currently four versions of the Ivatt 2-6-2T available, two with the BR black livery and two with the LMS black livery. None feature the push-pull equipment but two BR early black-liveried push-pull-fitted versions will be released later in the year.

DAPOL ND-062B Ivatt 2MT 2-6-2T (LMS black) No 1205 RRP £64.95
Also available:
DAPOL ND-062A Ivatt 2MT 2-6-2T (LMS black) No 1200 RRP £64.95
DAPOL ND-061A Ivatt 2MT 2-6-2T (BR late black) No 41234 RRP £64.95
DAPOL ND-061B Ivatt 2MT 2-6-2T (BR late black) No 41258 RRP £64.95

'Donor engine' restored by Hornby!

FANCY owning a locomotive that multi-millionaire engine collector Jeremy Hosking doesn't – at least any longer?

One of the first four examples of Hornby's magnificent new rebuilt Bulleid light Pacific is none other than No 34053 *Sir Keith Park*.

For years the ex-Barry wreck was used as a donor engine to West Country No 34046 *Braunton*, being rebuilt for Jeremy at Williton on the West Somerset Railway.

The unwanted remains of *Sir Keith Park* were subsequently sold to Southern Steam Locomotives Ltd, which, as we reported last month, has now begun manufacturing new components for its restoration to running order.

Visitors to the big West Somerset Railway gala on 17/18 and 22-25 March will be able to see *Braunton* entering its final stages of restoration, also from Barry condition, before it returns to steam hopefully later this year.

Two issues ago, we reviewed the first of the new Hornby Pacifics to be released, West Country No 34003 *Plymouth*. The other two are Battle of Britain No 34062 17 *Squadron* and West Country No 34056 *Ottery St Mary* – long since scrapped, relevant to recent preservation as its identity was taken on by No 34027 *Taw Valley* for a period prior to the expiry of its boiler certificate.

All three locomotives are represented in ex-works pristine condition, unlike No 34003 which is a weathered version of the model. They all bear the lined Brunswick green carried by most express passenger locomotives in BR days, this livery being adopted as standard following a period of experimentation with various colour schemes in the early years of British Railways.

Late-style tender crests appear on all the models, which match up to the high standards of detailing that was present on the first light Pacific we reviewed.

It is interesting to note that although these locomotives were known as light Pacifics, the models themselves are anything but.

Feeling every bit as inspiringly heavy as those Hornby Dublo or Wrenn classics of yesterday, they should hence have excellent traction qualities to enable them to pull trains of sufficient length on a layout.

In BR days the rebuilt Pacifics were given a 7P5F rating, and the original locomotives with their air-smoothed casings were truly intended as mixed traffic locomotives by their designer Oliver Bulleid. Folklore has us believe that Bulleid described his Merchant Navy class as being mixed traffic when they were clearly express locomotives, in order that the authorities would permit their construction during the war years when severe restrictions were placed on the building of anything not directly beneficial to the war effort.

The light Pacifics were designed with a versatility to enable them to haul heavily loaded expresses into the West Country, where they could then handle much shorter passenger or pick-up goods trains along the myriad of branch lines of the 'Withered Arm' while waiting to return to the capital with an up express working.

Probably the most renowned demonstration of this versatility was the use of the light Pacifics on the 'Atlantic Coast Express', which would set out from London as one long train and split into shorter trains, which branched out to Ilfracombe, Bude and the Waterloo empire's western extremity of Padstow.

This versatility of the prototype makes the rebuilt Pacific a very useful model, as it is not out of place on a layout with anything from a short goods train or a three-coach train through to a 15-coach express behind the tender.

With most of us not having the space to build a huge layout that will support such full-length trains, this is a blessing because it allows the legitimate use of a glamorous Pacific on a small terminus station layout.



HORNBY R2585 rebuilt West Country No 34056 *Ottery St. Mary* RRP £105
HORNBY R2586 rebuilt Battle of Britain No 34053 *Sir Keith Park* RRP £105
HORNBY R2587 rebuilt Battle of Britain No 34062 *17 Squadron* RRP £105



Dapol Gresleys – the best N gauge coach so far?

GRESLEY coaching stock has been available to the OO gauge modeller since 2004 when Hornby released its groundbreaking teak panelled coaches.

Dapol has now given the N gauge modeller the opportunity of running a set of Gresley coaches by releasing a range of four different BR maroon-liveried types – first class, second class, brake composite and buffet coach.

Because different running numbers have been applied, it is perfectly possible to assemble an impressive nine-coach train, which is made up of a pair of brake composites, two first-class coaches, four second-class coaches and the buffet coach.

All four types are well represented, with a very high standard of detailing, so be extra careful when removing from the packaging because, in this scale, the pipe work on the coach ends is very fine.

Lettering and numbering is well applied and, yes, there are more of those very small magnifying glass viewable decals to see, just!

The buffet coach is a particularly fine-looking vehicle, which believe it or not includes all the interior detail that was present in the larger Hornby model, and some of the windows are represented in the open position.

The other three coach styles include 'First Class' and 'No Smoking' stickers in the windows and frosted toilet windows.

The Dapol style of coupling is more than worth a mention. Normally N gauge couplings are fixed to the bogies, but on the Gresleys they are attached to the coach underframe. They pivot in a way that allows for close coupling on straights with the gap between coaches opening slightly on curves, and if the special short couplings which are provided are fitted in place of the standard couplings, a very impressive close-coupled train can be assembled. The replacement couplings simply snap into NEM pockets.

These coaches are well worth separating some hard-earned cash from your wallet for, and it has to be said that the buffet car is possibly the best easily-available ready-to-run British outline N gauge coach to date.

Dapol appears to have adopted a policy of introducing models that are well suited to working together, for example 1400 class locomotive and auto trailer, small prairie and suburban B set coaches or Collett coaches; so I wonder, does this possibly herald the future release of a locomotive with a GNR or LNER pedigree. A B1 4-6-0 would be very nice!



DAPOL Gresley BR maroon coaches:
First class NC030A and NC030B RRP £25
Second class NC031A, NC031B, NC031C and NC031D RRP £25
Brake composite NC032A and NC032B RRP £25
Buffet car NC033 RRP £35

GWR railcar a must for the 50s

ALTHOUGH they were not the first to run on the railways of Britain, the railcars operated by the GWR were certainly the first to be used successfully.

Utilising an AEC diesel engine, no fewer than 38 power cars were constructed up to 1942 and lasted in service until the early 1960s with British Railways. They can truly be regarded as the forerunners of the DMUs that followed them.

The first example, Car No 1, went into service in the Reading area in late 1933. It had a streamlined aluminum body built by Park Royal Coachworks and a single engine. Although withdrawn shortly after for brake modifications, it proved that successful that a further three cars were constructed, this time at the Gloucester Carriage & Wagon Company.

They had two engines for express working between Cardiff and Birmingham and were capable of speeds up to 80mph. A further similar 13 cars, but this time intended for suburban working, were built in 1935 and 1936, the last example of these, Car No 17, being a parcels car.

After the construction of Car No 18, a 'special' designed for working on the Lambourn branch, the final 20 cars were built at Swindon. Their body shape differed from the earlier streamlined cars, which had become known as 'Flying Bananas', and the last four cars were built with just one driving cab for multiple working.

Three cars survive, No 4, No 20 and No 22, and they can be found at STEAM in Swindon, the Kent & East Sussex Railway and Didcot Railway Centre respectively.

The Graham Farish railcar is based on the double-cabbed single car units built at Swindon from 1940. The example reviewed is represented in the BR crimson-and-cream livery, from the early days of British Railways, and is numbered W20W, the car preserved at the KESR.

The roof is grey with slightly off white cab ends, which do not appear too overpowering as to make it essential to apply some weathering.

There's plenty of weight in the model so it has no problem with adhesion.

Both sets of bogies are driven and both have pick ups, which combine to give the railcar excellent smooth and reliable running properties.

The Farish GWR railcar is a joy to operate on a layout and can be highly recommended to anyone with an N gauge Western Region layout dating from the 1950s.



GRAHAM FARISH 371-627A GWR railcar W20W (BR crimson and cream) RRP £72.05
Also Available
GRAHAM FARISH 371-625A GWR railcar W30W (BR green) RRP £72.05
GRAHAM FARISH 371-626B GWR railcar No 22 (GWR chocolate and cream) RRP £72.05

New Bachmann Pullmans a luxury to run!



PULLMAN cars were once the height of luxury travel by rail and were distinctive in appearance on the railways of Britain in their umber-and-cream colour scheme.

Services made up solely of Pullman cars were such a spectacular sight to behold with named trains such as the 'Bournemouth Belle' and the 'Golden Arrow' operating on the Southern Railway. The LNER also had Pullman trains operating on the East Coast Main Line.

Following nationalisation, BR retained the Pullman services but by the mid 1950s the steel-bodied cars, built in 1928 and used over the LNER, were becoming ready for replacement.

Metro-Cammell had constructed the 1928 vehicles and was commissioned to build 44 new vehicles based around the BR Mk1 coach. Certain refinements had to be made in order to maintain the exacting standards expected on such luxury coaching stock.

Larger windows were part of the design and the inward opening doors at the coach ends were flat as opposed to following the body contours. Smoother riding bogies than the BR1 type, used on Mk1 stock at the time, were required, so commonwealth bogies were fitted.

All the new vehicles went to work on the Eastern Region and the steel-bodied coaches, which in comparison with general coaching stock had seen much less use, went to the Southern Region to replace their wooden-bodied Pullmans.

No brake cars were built in the batch of 44 coaches so the original 1928 brake third cars were retained to work with the new vehicles until they were eventually replaced by standard Mk1 full brake coaches in the mid 1960s.

Used on the 'Master Cutler', the 'Queen of Scots', the 'Tees-Tyne Pullman' and the 'Yorkshire Pullman' trains, the coaches appeared at first in the traditional umber-and-cream livery.

In the late 1960s, the first-class cars and a few of the second-class cars were given the grey-and-blue livery that had been applied to a batch of 1966-built Midland Region Mk2 Pullmans. This move saw the two colours painted in the reverse order to the livery then being applied to general service coaching stock, the blue band appearing at the top of the coach body as opposed to the bottom.

Some of the parlour second cars were converted and reclassified as standard first class open coaches and these were liveried in the same blue-and-grey scheme of the standard service coaching fleet.

So do the Bachmann Pullman cars live up to the exacting standards of the prototype?

In a word, yes.

The Hornby wooden-bodied Pullmans released two years ago, it must be admitted, were a hard act to follow. They had broken new ground in the levels of detail given to OO gauge coaches – and these Bachmann Mk1 Pullmans are every bit as good.

Below the frames they are packed with detail; the chassis side lettering is crisp and clear, as is that on the body side.

The windows look good and the detail inside is nicely represented, complete with working table lamps.

Extra detailing in the form of air reservoirs and air actuators are included separately for fitting on coaches that will be used on a layout featuring them towards the end of their working lives.

The couplings allow for close spacing between coaches on the straight, while allowing the gap between adjacent coaches to open out when negotiating curves.

The two coaches submitted by Bachmann for review feature the grey-and-blue livery, the umber-and-cream versions having been released last year. They are a kitchen second car (SK) and a kitchen first car (FK). The impressive coaches are also available in three other forms – parlour first car (FP), parlour second car (SP) and bar second car (BSP).

BACHMANN 39-281 Mk1 Pullman kitchen first car RRP £21.50
BACHMANN 39-301 Mk1 Pullman kitchen second car RRP £26.95

Hornby Isle of Wight 'Terrier' in BR black

HORNBY'S latest version of its popular LBSCR 'Terrier' 0-6-0T model is BR lined black No 32640, now on the Isle of Wight Steam Railway as W11 *Newport*.

It crossed the Solent for restoration more than a third of a century ago, in January 1973, after many years as a static exhibit at the Butlins Holiday Camp at Pwllheli.

It rolled out of the Brighton Works in 1878 and was given the number 40 along with the name *Brighton*.

By 1902, and now numbered 11, it found itself in the ownership of the Isle of Wight Central Railway. On absorption into the Southern Railway fleet following the grouping of 1923, the 'Terrier' was once again renumbered, this time becoming W11. It was named *Newport* in 1930 but was withdrawn from service on the island in 1946.

A return was made to the mainland in 1947, and the following year the locomotive became part of the new BR fleet, spending its days until withdrawal, in 1963, working on the likes of the Hayling Island branch.

The Hornby 'Terrier' is not one of the more recent highly detailed locomotives, having been part of the range since 1998, when it passed over to the Hornby stable from Dapol. Modern-day standards have raised the quality of the 'Terrier' from its earlier life with Dapol, and it is a more than acceptable model.

Nonetheless, it could be greatly improved by the introduction of smaller couplings. The large-sized tension lock couplings fitted to No 32640 are much emphasised on such a small model.



HORNBY R2627 BR lined black Terrier 0-6-0T No 32640 RRP

UP & RUNNING

Details to: Up & Running, *Heritage Railway*, Mortons Heritage Media, PO Box 43, Horncastle LN9 6JR.
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GER J15 0-6-0 No 65462 runs downhill towards Sheringham on the North Norfolk Railway on 18 February, past the resited plastic crayfish. BRIAN SHARPE

South-east

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1 **HAYLING SEASIDE RAILWAY**
Hayling Island, Hants
Running: W/Es + school hols

5 **ISLE OF WIGHT STEAM RAILWAY**
Havenstreet, Isle of Wight.
Tel: 01983 882204
www.iwsteamrailway.co.uk
Running: March 18, 22, 25, 29, Apr 1-15

10½ L Y **KENT & EAST SUSSEX RAILWAY**
Tenterden, Kent,
Tel: 01580 765155.
www.kesr.org.uk
Running: W/Es from Mar 17 + Apr 2-13
70, 753, 1638, 3

1 L Y **LAVENDER LINE**
Isfield, E Sussex
Tel: 01825 750515
www.lavenderline.co.uk
Running: Suns + B/H

10 L Y **MID-HANTS RAILWAY**
Alresford, Hants
Tel: 01962 733810
www.watercressline.co.uk
Running: W/Es + Apr 6-15
73096, 34016, 41312, 35005

13½ L **ROMNEY, HYTHE & DYMCHURCH RAILWAY**
New Romney, Kent
Tel: 01797 362353
www.rhdr.org.uk
Running: Mar W/Es, daily from 31

1¾ L **SITTINGBOURNE & KEMSLEY LT. RAILWAY**
Sittingbourne, Kent
Tel: 01795 424899
www.sklr.net
Running: April Suns + B/H

4 L **SPA VALLEY RAILWAY**
Tunbridge Wells, Kent
Tel: 01892 537715
www.spavalleyrailway.co.uk
Running: April 5-9

Home Counties

¼ L **BUCKINGHAMSHIRE RAILWAY CENTRE**
Quainton, Bucks.
Tel: 01296 655720
www.bucksrailcentre.org
Running: Sun + B/H

3½ **CHINNOR & PRINCES RISBOROUGH RAILWAY**
Chinnor, Oxon.
Tel: 01844 353535.
www.cprra.co.uk
Running: Suns + B/H

2½ **CHOLSEY & WALLINGFORD RLY**
Wallingford, Oxon.
Tel: 01491 835067.
www.cholsey-wallingford-railway.com
Running: Apr 7-9

L **DIDCOT RAILWAY CENTRE**
Didcot, Oxon. Tel: 01235 817200.
www.didcotrailwaycentre.org.uk
Running: Mar 18, Apr 1, 6-9
5051, 3822, 4144, 1338, 1340

6 **EPPING-ONGAR RLY**
Ongar Station
01277 366616
www.eorailway.co.uk
Running: Suns

2¾ **LEIGHTON BUZZARD RLY**
Leighton Buzzard, Beds
Tel: 01525 373888
www.buzzrail.co.uk
Running: Suns + Apr 4, 6, 7, 11

South-west

3 L Y **AVON VALLEY RAILWAY**
Willsbridge, Glos.
Tel: 0117 932 7296.
www.avonvalleyrailway.co.uk
Running: Apr Suns + 6-18

Locomotive numbers given are those available for traffic and are not loco rosters. ? indicates doubtful. Date after number is 'expected' return to traffic. Your updates are always welcome.

BODMIN & WENFORD RAILWAY
6½ L
Bodmin, Cornwall.
Tel: 01208 73666.
www.bodminandwenfordrailway.co.uk
Running: Sun, Weds + Apr 2-14

DARTMOOR RAILWAY
3
Okehampton, Devon.
Tel: 01837 55637
www.dartmoorrailway.co.uk
Running: W/Es

DEAN FOREST RAILWAY
4¼ L
Norchard, Lydney, Glos.
Tel: 01594 843423
www.deanforestrailway.co.uk
Running: Apr 6-9

DEVON RAILWAY CENTRE
½
Bickleigh, Devon
Tel: 01884 855671
www.devonrailwaycentre.co.uk
Running: April 8-23

EAST SOMERSET RAILWAY
2¼ L
Cranmore, Somerset.
Tel: 01749 880417
www.eastsomersetrailway.com
Running: Mar Suns, Apr W/Es + B/H
30075

LAUNCESTON STEAM RAILWAY
2½
Launceston, Cornwall
Tel: 01566 775665
Running: Apr 6-13

LYNTON & BARNSTAPLE RAILWAY
1
Woody Bay, N Devon
www.lynton-rail.co.uk
Tel: 01598 763487
Running: Mar Weds, Suns, daily from Apr 1

PAIGNTON & DARTMOUTH STEAM RAILWAY
7
Paignton, Devon
Tel: 01803 555872
Running: Daily from Apr 1

PLYM VALLEY RAILWAY
½
Marsh Mills, Plymouth, Devon. www.plymrail.co.uk
Open (static) Sundays
Running: April 8

SEATON TRAMWAY
3 L
Harbour Rd, Seaton, Devon
Tel: 01297 20375
www.tram.co.uk
Running: W/Es, daily from Apr 1

SOUTH DEVON RAILWAY
7 L
Buckfastleigh, Devon
Tel: 01364 642338
www.southdevonrailway.org
Running: Daily from Mar 24
5526, 5786

SWANAGE RAILWAY
6 L
Swanage, Dorset
Tel: 01929 425800
www.swanagerailway.co.uk
Running: W/Es, daily from Apr 1
80078, 6695, 80104

SWINDON & CRICKLADE RAILWAY
1 L
Blunsdon, Wiltshire
Tel: 01793 771615
www.swindon-cricklade-railway.org
Running: W/Es + B/H

WEST SOMERSET RAILWAY
20 L
Minehead, Somerset
Tel: 01643 704996
www. West-Somerset-Railway.co.uk
Running: Daily from Mar 17 (except 30)
9351, 3850, 88, 5553, 80136, 6412

YEOVIL RAILWAY CENTRE
L
Yeovil Junction Station
01935 410420
www.yeovilrailway-freeservers.com.
Running: Mar 18, Apr 8, 28

Midlands

AMERTON RAILWAY
1
Stowe-by-Chartley, Staffs.
Tel: 01785 850965.
www.amertonrailway.co.uk
Running: Suns + B/H from Apr 1

BATTLEFIELD LINE
5
Shackerstone, Leics.
Tel: 01827 880754.
www.battlefield-line-railway.co.uk
Running: W/Es + B/H

BARROW HILL ROUNDHOUSE
¼
Chesterfield, Derbyshire
Tel: 01246 472450.
www.shu.ac.uk/city/community/bhess.
Open W/Es

CHASEWATER RLY
2
Walsall, W Midlands.
Tel: 01543 452623
www.ChasewaterRailway.co.uk
Running: Suns + Apr 7, 9

CHURNET VALLEY RAILWAY
5¼ L
Cheddleton, Staffs.
Tel: 01538 360522
www.churnet-valley-railway.co.uk
Running: W/Es
80098

ECCLESBOURNE VALLEY RAILWAY
⅔
Wirksworth, Derbys.
Tel: 01629 823076
Running: W/Es

GLOUCESTERSHIRE WARWICKSHIRE RAILWAY
10 L
Toddington, Glos.
Tel: 01242 621405
www.gwsr.com
Running: W/Es + Apr 3-12
7903, 92203

GREAT CENTRAL RAILWAY
8 L
Loughborough, Leics.
Tel: 01509 230726
www.gcrailway.co.uk
Running: W/Es + Apr 6-13
63601, 4141, 48305

MIDLAND RAILWAY – BUTTERLEY
3½ L
Ripley, Derbyshire
Tel: 01773 570140
Running: W/Es + Apr 2-13
73129, 53809

NATIONAL TRAMWAY MUSEUM
1
Crich, Derbyshire
Tel: 01773 852565
www.tramway.co.uk
Running: Mar W/Es, daily from Apr 1

NORTHAMPTON & LAMPORT RAILWAY
1
Chapel Brampton, Northants
Tel: 01604 820327
www.nlr.org.uk
Running: Suns + Apr 7, 9

NOTTINGHAM TRANSPORT HERITAGE CENTRE
4
Ruddington, Notts.
Tel: 0115 940 5705.
www.nthc.co.uk
Running: Suns + B/H Mon from Apr 1

PEAK RAIL
4½ L
Matlock, Derbyshire
Tel: 01629 580381
www.peakrail.co.uk
Running: Suns, W/Es + B/H from Apr 1

RUTLAND RAILWAY MUSEUM
¾
Cottesmore, Rutland
Tel: 01572 813203
Running: Apr 8, 9

RUDYARD LAKE RAILWAY
1½
Leek, Staffs. 01995 672280.
www.rudyardlakerailway.co.uk.
Running: Suns + Apr 6-12

SEVERN VALLEY RAILWAY
16 L
Bewdley, Worcs
Tel: 01299 403816
www.svr.co.uk
Running: W/Es + Apr 2-13
5764, 7714, 5164, 7802, 46443, 42968, 45110, 48773

STEEPLE GRANGE LIGHT RAILWAY
½ L
Wirksworth, Derbyshire
Tel: 01629 580917
www.steeplegrange-org.uk
Running: Suns + B/H

TELFORD STEAM RAILWAY
Telford, Shropshire
Tel: 01952 503880
Running: Suns + B/H from Apr 8

Miniature Railways

BEER HIGHTS LIGHT RAILWAY
Beer, Devon. Running: Daily

BROOKSIDE MINIATURE RAILWAY
Brookside Garden Centre, Macclesfield Road, Poynton, Cheshire. Running: Daily

EVESHAM VALE LIGHT RAILWAY
Evesham Country Park. 01386 422282.
Running: W/Es

LAPPA VALLEY RAILWAY
St Newlyn East, Nr. Newquay, Cornwall. Running: Daily

MOORS VALLEY RAILWAY
Ringwood, Hants
Running: Daily

UP & RUNNING

East Anglia

BRESSINGHAM STEAM MUSEUM
Tel: 01379 686900
www.bressingham.co.uk
Running: Daily from Mar 24

9 L
BURE VALLEY RAILWAY
Aylsham, Norfolk.
Tel: 01263 733858.
www.bvrw.co.uk
Running: W/Es, daily from Mar 31

1 L
COLNE VALLEY RAILWAY
Castle Hedingham, Essex.
Tel: 01787 461174.
www.cvr.org.uk
Running: Suns + Apr 3-12

¼ L
EAST ANGLIAN RAILWAY MUSEUM
Wakes Colne, Essex.
Tel: 01206 242524.
www.earm.co.uk
Running: Apr 6-9

1
MANGAPPS RAILWAY
Nr Burnham on Crouch, Essex
Tel: 01621 784898
www.mangapps.co.uk
Running: W/Es + B/H

11½
MID-NORFOLK RAILWAY
Dereham, Norfolk
Tel: 01362 690633
www.mnr.org.uk
Running: W/Es + B/H

1
MID SUFFOLK LIGHT RLY
Wetheringsett, Suffolk.
Tel: 01449 766899
01473 890622
Running: Apr 8, 9

7 L
NENE VALLEY RAILWAY
Wansford, Peterborough, Cambs. Tel: 01780 784444
www.nvr.org.uk
Running: W/Es + Apr 6-12
73050, 1306

15
NORTH INGS FARM MUSEUM
Dorrington, Lincs
Tel: 01526 833100
Running: April 1

5½ L
NORTH NORFOLK RLY
Sheringham, Norfolk
Tel: 01263 822045
www.nnrailway.co.uk
Running: W/Es, Apr daily except 16, 23
65462, 69621

4
WELLS & WALSINGHAM LIGHT RAILWAY
Wells-next-the-sea, Norfolk
Tel: 01328 711630
Running: Daily from Mar 31

Railway Museums

ABBEY PUMPING STATION
Leicester
Open: Sat-Wed
BARROW HILL ROUNDHOUSE
Chesterfield, Derbyshire
Tel: 01246 472450.
www.barrowhill.org.uk
Open W/Es (static)
BEAMISH
Co Durham. North of England Open Air Museum.
Open: W/Es + Tues - Thurs
BERE FERRERS STATION
Bere Ferrers, W Devon
Tel: 01822 840044.
Open: W/Ends.
TYSELEY LOCOMOTIVE WORKS
Tyseley, Birmingham
Tel: 0121 708 4960
www.vintagetrains.co.uk/brm.htm.
Open: Weekends
CAMBRIAN RAILWAYS SOCIETY
Oswestry Station.
Open: W/Es
COL. STEPHENS RLY MUSEUM
Tenterden Station, Kent
Tel: 01580 765155
Open: KESR operating days
CONWY VALLEY RLY MUSEUM
Betws-y-coed, Conwy
Tel: 01690 710568 Open: Daily
DARLINGTON RLY CENTRE & MUSEUM
Darlington, Co Durham
Tel: 01325 460532 Open: Daily.
EAST ANGLIA TRANSPORT MUSEUM
Carlton Colville, Lowestoft
Tel: 01502 518459
Open: Sats, Suns, Weds & B/Hols.
GLASGOW TRANSPORT MUSEUM
Bunhouse Rd, Kelvinhall
Tel: 0141 2877220
Open: Daily
IRCHESTER NARROW GAUGE RLY MUSEUM
Nr Wellingborough, Northants
Open: Suns
KIDDERMINSTER RAILWAY MUSEUM
Kidderminster, Worcestershire
Tel: 01562 825316
Open: SVR operating days
LOCOMOTION: THE NATIONAL RAILWAY MUSEUM AT SHILDON
Co Durham. Open: Wed-Sun
LONDON TRANSPORT MUSEUM
Open: Autumn
MIDSOMER NORTON
Silver Street, Midsomer Norton.
Open: Weekends
MONKWEARMOUTH STN MUS
Sunderland, Co Durham
Tel: 0191 567 7075.
Open: Daily.
NATIONAL RAILWAY MUSEUM
York. Tel: 01904 621261.
Open: Daily.
NORTH TYNESIDE RAILWAY
North Shields. Tel: 0191 200 7145
Open: Sun + B/H
NORTH WOOLWICH OLD STATION MUSEUM
London E16. Tel: 020 7474 7244
Open: Weekends – 1pm-5pm
ROYAL DEESIDE RAILWAY
Milton of Crathes, Banchory, Aberdeen. Open: Weekends.
RUSHDEN RAILWAY MUSEUM
Rushden, Northants
Tel: 01933 318988. Open: Suns.
SCOTTISH INDUSTRIAL RAILWAY
Dalmellington, Ayrshire
Tel: 01292 313579 (eves/wkds)
Open Suns
SOMERSET & DORSET RAILWAY TRUST
Washford, Somerset
Tel: 01984 640869. Open: Weekends.
STEAM – MUSEUM OF THE GWR
Swindon, Wilts. Tel: 01793 466646
Open: Daily
THE RAILWAY AGE
Vernon Way, Crewe
Tel: 01270 212130. Open: Weekends
ULSTER FOLK & TRANSPORT MUSEUM
Cultra, Co Down
Open: Daily
VINTAGE CARRIAGE MUSEUM
Ingrow, W Yorks
Tel: 01535 680425
Open: Daily.
WINCHCOMBE RAILWAY MUSEUM
Winchcombe, Glos
Tel: 01242 620641. Open: Suns.

Wales

4½
BALA LAKE RAILWAY
Llanuwchllyn, Gwynedd
Tel: 01678 540666.
www.bala-lake-railway.co.uk
Running: Daily from Mar 31 except Apr 2, 16

1½
BARRY ISLAND RAILWAY
Barry Island, South Wales
Tel: 01446 748816 office hrs
Running: Mar 31, Apr 6-9

3½
BRECON MOUNTAIN RAILWAY
Merthyr Tydfil, Glamorgan
Tel: 01685 722988
www.breconmountain.co.uk
Running: Daily from Mar 24, except 26, 30, Apr 2, 16, 20

¾
CORRIS RAILWAY
Maespoeth, Machynlleth
Tel: 01654 761303
www.corris.co.uk
Running: Apr 6-9, 14, 15, 22, 29

2½
FAIRBOURNE
Fairbourne, Gwynedd
Tel: 01341 250362
www.fairbourne-railway.co.uk
Running: W/Es from Mar 31 + Apr 5-15

15
FFESTINIOG RAILWAY
Porthmadog, Gwynedd
Tel: 01766 516000.
www.festrail.co.uk
Running: Mar 14, 15, 17, 18, 21, 22, daily from 24

2
GWILI RAILWAY
Bronwydd Arms, Carmasthenshire.
Tel: 01267 238213 / 230666
Running: April 6-9

3
LLANBERIS LAKE RLY
Llanberis
Tel:01286 870549
Running: Mar 20-22, 25, 27-29, Apr 1-13

7½ L Y
LLANGOLLEN RAILWAY
Llangollen, Denbighshire
Tel: 01978 860979
www.llangollen-railway.co.uk
Running: Mar 16-18, 24-Apr 15
6430, 5199, 7822, 3802

½
PONTYPOOL & BLAENAVON RAILWAY
Blaenavon, Torfaen
Tel: 01495 792263
Running: April 8-9

4½
SNOWDON MOUNTAIN RAILWAY
Llanberis, Gwynedd
Tel: 01286 870223
Running: Daily

SWANSEA VALE RLY
Llansamlet, Swansea
Tel: 01792 461000
Running: TBA

7½ L
TALYLLYN RAILWAY
Tywyn, Gwynedd
Tel: 01654 710472
www.talyllyn.co.uk
Running: Suns, daily from Mar 25

2
TEIFI VALLEY RAILWAY
Henllan, Carmarthenshire
Tel: 01559 371077
Running: April 2-18

11¾
VALE OF RHEIDOL RLY
Aberystwyth, Cardiganshire
Tel: 01970 625819
www.rheidolrailway.co.uk
Running: April 3-12, 14

12
WELSH HIGHLAND RLY
Caernarfon, Gwynedd
Tel: 01766 516000
www.festrail.co.uk
Running: Daily from Apr 1

1
WELSH HIGHLAND RLY
Porthmadog, Gwynedd
Tel: 01766 513402
www.whr.co.uk.
Running: Mar 31 - Apr 15



LBSCR E4 0-6-2T No 32473 works past Freshfield on the Bluebell Railway on 3 February.
JON BOWERS

8
WELSHPOOL & LLANFAIR LIGHT RLY
Llanfair Caereinion,
Mid Wales. Tel: 01938 810441
www.wllr.org.uk
Running: Mar 31 - Apr 15

North-east

2
APPLEBY-FRODINGHAM RLWY PRES SOCIETY
Corus steelworks,
Scunthorpe, Lincs
Tel: 01652 657053
www.afrps.co.uk
Running: Apr 21
Advance booking essential

1½
CLEETHORPES COAST LIGHT RAILWAY
Cleethorpes, NE Lincs
Tel: 01472 604657.
Running: W/Es & School Hol

½
DERWENT VALLEY RLY
Layerthorpe, York
Running: Sun + B/H from Apr 8

½
EDEN VALLEY RAILWAY
Warcop, Cumbria
Running: TBA

½
ELSECAR RAILWAY
Elsecar, S Yorks
Running: Suns

5
EMBSAY & BOLTON ABBEY RAILWAY
Nr Skipton, N Yorks
Tel: 01756 794727
www.embsayboltonabbeyrailway.org.uk
Running: Suns + Mar 24 + Apr 6-13

5
L
KEIGHLEY & WORTH VALLEY RAILWAY
Keighley, W Yorks
Tel: 01535 645214
www.kwvr.co.uk
Running: W/Es + Apr 2-13
85, 47279, 80002, 957, 41241

4
KIRKLEES LIGHT RLY
Huddersfield, W Yorks
Tel: 01484 865 727
Running: W/Es + school hols

1
LINCOLNSHIRE WOLDS RAILWAY
Ludborough, NE Lincs
Tel: 01507 363881
www.lincolnshirewoldsrailway.co.uk
Running: Mar 25, Apr 8, 22

1½
MIDDLETON RAILWAY
Hunslet, Leeds
Tel: 0113 271 0320
www.middletonrailway.org.uk
Running: W/Es + B/H Mon from Mar 31

18
NORTH YORKSHIRE MOORS RAILWAY
Grosmont, North Yorkshire
Running: Mar 31 - Apr 15
825, 6619, 5224, 80135, 75029, 62005

2¼
SOUTH TYNEDALE RAILWAY
Alston, Cumbria
Tel: 01434 382828/381696
www.strps.org.uk
Running: Mar 31 - Apr 15

3
TANFIELD RAILWAY
Gateshead, Co Durham
Tel: 0191 388 7545
www. tanfield-railway.co.uk
Running: Suns + B/H

5½
WEARDALE RAILWAY
Stanhope, Co Durham
Running: W/Es

12
WENSLEYDALE RLY
Leyburn, North Yorkshire
Tel: 08454 50 54 74
Running: W/Es

North-west

12
L
EAST LANCASHIRE RLY
Bury, Lancs
Tel: 0161 764 7790.
www.east-lancs-rly.co.uk
Running: W/Es + Apr 4-13
47324, 44422, 5690, 45231, 71000

¾
GROUDLE GLEN RAILWAY
Isle of Man
Tel: 01624 622138 eves
Running: April

UP & RUNNING

15½ ISLE OF MAN STEAM RAILWAY
Douglas, Isle of Man
Tel: 01624 663366
www.iombusandrail.info
Running: April

3½ LAKESIDE & HAVERTHWAITE RAILWAY
Nr Ulverston, Cumbria
Tel: 015395 31594
Running: Daily from Mar 31

Special Events

MARCH

16–18:	Llangollen Railway: Spring Diesel Gala
16–18:	Mid-Norfolk Railway: Diesel Gala
17:	East Lancashire Railway: Diesel Gala
17, 18:	Kent & East Sussex Railway: Spring Opening Event
17, 18:	National Railway Museum: Cab-It
17, 18:	Swindon & Cricklade Railway: Diesel Weekend
17, 18:	West Somerset Railway: Spring Steam Gala
22–25:	West Somerset Railway: Spring Steam Gala
23–25:	Great Central Railway: 1960s Weekend
24, 25:	Bodmin & Wenford Railway Diesel Weekend
24, 25:	Embsay & Bolton Abbey Railway: Diesel Gala
24, 25:	South Devon Railway: Opening Half Price Weekend
30:	Midland Railway – Butterley: DMU Gala
31:	Barry Island Railway: DMU Day
31, Apr 1:	Gloucestershire-Warwickshire Railway: Diesel Gala
31, Apr 1:	Swanage Railway: Branch Line Weekend

THOMAS AND FAMILY EVENTS

17, 18:	Nene Valley Railway
24, 25:	Lakeside & Haverthwaite Railway

APRIL

7–9:	Midsomer Norton: Open Weekend
8, 9:	National Tramway Museum, Crich: 1940s Weekend
8, 9:	South Devon Railway: Easter Transport Extravaganza
9–12:	Llanberis Lake Railway: Teddy Bears Picnic
14, 15:	Bluebell Railway: Goods Train Weekend
15:	Amberley Museum: Spring Industrial Trains Day
15:	Middleton Railway: Steam Gala
20–22:	Llangollen Railway 6880 Betton Grange Gala
20–22:	North Yorkshire Moors Railway: Diesel Gala
21, 22:	Bodmin & Wenford Railway: Branch Line Weekend
21, 22:	Middleton Railway: Steam Gala
21, 22:	Midland Railway–Butterley: Spring Diesel Gala
28, 29:	Bo'ness & Kinneil Railway: Diesel Gala
28, 29:	Churnet Valley Railway: War Weekend
28, 29:	East Somerset Railway: Spring Steam Gala
28, 29:	Great Central Railway: Diesel Gala
28, 29:	Mid-Hants Railway: 30th Anniversary
28, 29:	Nene Valley Railway: 1960s Weekend
28, 29:	North Yorkshire Moors Railway: LNER Steam Gala

THOMAS AND FAMILY EVENTS

6–9:	Buckinghamshire Railway Centre
6–9:	Gwili Railway
6–9:	East Anglian Railway Museum
6–9:	Embsay & Bolton Abbey Railway
6–15:	Mid-Hants Railway
12–15:	Dean Forest Railway
21, 22:	Spa Valley Railway: Thomas
28, 29:	Barry Island Railway
28, 29:	Gloucestershire-Warwickshire Railway
28, 29:	Spa Valley Railway
28–30:	East Lancashire Railway

17 MANX ELECTRIC RAILWAY
Douglas, Isle of Man
Running: Daily

7 RAVENGLASS & ESKDALE RAILWAY
Ravenglass, Cumbria
Tel: 01229 717171
Running: Daily from Mar 17

1½ RIBBLE STEAM RAILWAY
Preston, Lancs
Tel: 01772 728800
Running: W/Es + B/H from Mar 31

4½ SNAEFELL MOUNTAIN RAILWAY
Laxey, Isle of Man
Tel: 01624 663366
Running: April

WEST LANCASHIRE LIGHT RAILWAY
Nr Preston, Lancs
Tel: 01772 815881
Running: April

Scotland

2 ALFORD VALLEY RAILWAY
Alford, Aberdeenshire
Tel: 01975 562811.
www.alford.org.uk/avr.htm
Running: April W/Es

½ AYRSHIRE RAILWAY CENTRE
Dalmellington, Ayreshire
Tel: 01292 53144
Running: TBA

3½ BO'NESS & KINNEIL RLY
Bo'ness, W Lothian
Tel: 01506 822298.
www.srps.org.uk
Running: W/Es + B/H from Mar 31
419, 246

4 CALEDONIAN RAILWAY
Brechin, Angus
Tel: 01356 622992.
www.caledonianrailway.co.uk
Running: Apr 7, 8

11 KEITH & DUFFTOWN RLY
Dufftown, Morayshire
Tel: 01340 821181
www.keith-dufftown.org.uk
Running: Mar 18, Apr 6-9, 14, 15

1 LEADHILLS & WANLOCKHEAD RLY
Leadhills, Strathclyde
Tel: 0141 556 1061
www.leadhillsrailway.co.uk
Running: W/Es + B/H from Apr 7

1½ MULL RAIL
Craignure, Isle of Mull
Tel: 01680 812494
www.mullrail.co.uk
Running: Daily from Mar 29

ROYAL DEESIDE RAILWAY
Milton of Crathes, Aberdeenshire
Running: Suns from Apr 8

10 STRATHSPEY RAILWAY
Aviemore, Inverness-shire
Tel: 01479 810725
www.strathspeyrailway.co.uk
Running: W/Es + Apr 4-9, 11-13

Ireland

½ CAVAN & LEITRIM RLY
Dromod, Co Leitrim
Tel: 00353 78 38599
Open: Sat-Mon
http://homepage.eircom.net/~yarpie/clr

DOWNPATRICK & COUNTY DOWN RAILWAY
www.downrail.co.uk
Running: Mar 17, APR 8, 9

FINTOWN RAILWAY
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TRACKSIDE 2006 Part 2

Autumn gala action in abundance, as visits are made to many of the country's top preserved lines to take in their premier enthusiast events. The programme opens with the Great Central Railway's Mail Train event, which saw the introduction into traffic of its second TPO vehicle.

At the Swanage Railway, the home-based fleet performs alongside visiting Jinty number 47493 and Pannier tank number 6412.

Guest locomotives provide the spice at several other lines including the Severn Valley Railway, where a distinctive LMS flavour was on offer, with Pacifics number 6201 *Princess Elizabeth* and number 6233 *Duchess of Hamilton* both performing. Super D number 49395 also put in an appearance.

Number 49395 is also seen at the North Yorkshire Moors Railway, where it rubs shoulders with 7F number 53809 and newly returned to steam A4 number 60007 Sir *Nigel Gresley*.

The North Yorkshire Moors Standard 4MT 2-6-4T number 80135 is seen on visits to the North Norfolk and East Lancashire railways, whilst the star attraction at the Keighley and Worth Valley Railway gala was number 5690 *Leander*.

The West Somerset Railway's event was graced by number 850 *Lord Nelson*, which was one of no less than six visiting locomotives on the longest preserved line in the UK.



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Trackside Mainline 2006 Part 2 comprises a selection of locomotives on the main line during the second half of the year.

Number 30777 *Sir Lamiel* is featured, having made a triumphant return to the main line fleet.

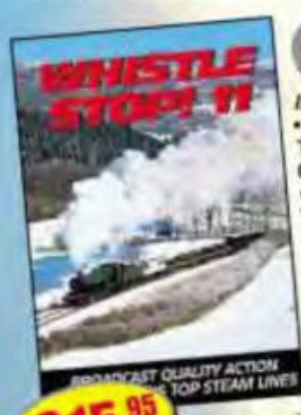
The King Arthur class 4-6-0 is seen on its first revenue earning run plus trips over the legendry Settle-Carlisle route.

Number 71000 *Duke of Gloucester* and number 6233 *Duchess of Hamilton* are also captured on the Settle-Carlisle, as well as putting in appearances on the West Coast mainline.

Over on the East Coast Mainline 60800 Green Arrow and 60009 Union at South Africa are seen performing.

Number 5051 *Earl Bathurst* is captured in Wales during one of its rare main line appearances, whilst number 7802 *Bradley Manor* is also seen in action in the principality.

Other locomotives featured include 8F number 48151, Black Five number 45407, number 6024 *King Edward I*, Black Five number 45231 and number 6201 *Princess Elizabeth* which is captured during a rare appearance in the West Country.



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- Visiting 8F No. 48773 at the Llangollen Railway
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TRACKSIDE 2006 MAINLINE Part 1

Witness steam locomotives in full cry on the national network. Highlights include Nos. 76079 & 45407 at Copy Pit in the snow and No. 6233 *Duchess of Sutherland* on the West Coast mainline. Also includes No. 6024 *King Edward I*, No. 6201 *Princess Elizabeth*, No. 5690 *Leander*, No. 34067 *Tangmere* and No. 60009 *Union of South Africa*.

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- V2 No. 60800 *Green Arrow* and No. 34081 *92 Squadron* at the North Norfolk Railway.
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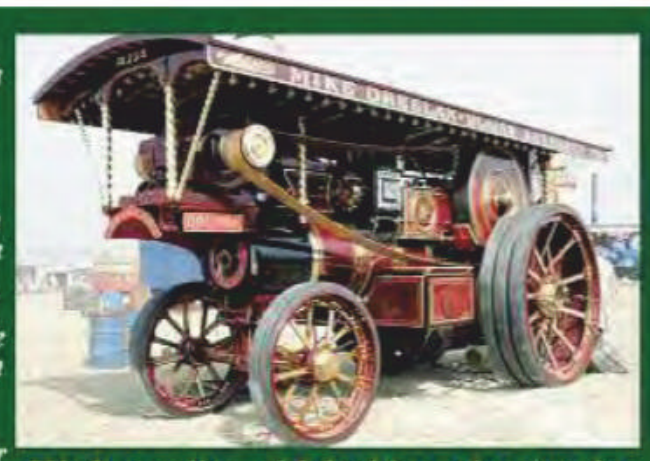
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Enjoy your sampling whilst taking in the delightful atmosphere of a real rural steam railway.

Frequent train service throughout the day.

Through tickets available from the Wightlink booking office at Portsmouth Harbour.

We are within 30-45 minutes of Portsmouth Harbour by Wightlink Fast Cat catamaran to Ryde Pier Head, followed by a short journey by vintage electric train to Smallbrook Junction, where there is a cross-platform interchange with our trains.

So, please come on over, enjoy your beer, and leave the driving to us!

We look forward to welcoming you!

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The Railway Station, Havenstreet
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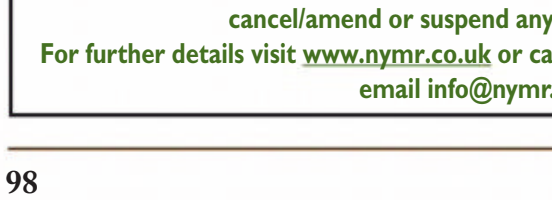
DOUBLE HEADING WEEKEND

Saturday 31st March & Sunday 1st April

Featuring:

5690 Leander, 45231, 47324 & 44422

Trains will be double headed in one direction and top & tailed in the other.



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Running Daily 11th to 25th February, 4th, 11th March and 17th March to 4th November 2007

LNER Festival

28th, 29th April and 4th, 5th, 6th, 7th May

An event celebrating the LNER era with locomotives, rolling stock and attractions.



This New Gala will see the return of a ***'B1' locomotive into Whitby,*** the first time in over 40 years.
Locomotive lineup for this New Event is provisionally **No. 60007, No. 60009,** 'K1' No. 62005, 'B1' No. 61264, 'N7' No. 69621 and awaiting confirmation **No. 60019,** 'J15' No. 65462, other guest engines are still to be confirmed.

Services will be operated by these engines hauling our LNER rake

Trade Stands/Displays including the Gresley Association/LNERCA/Friends of the NRM/Hornby Roadshow

Real Ale Buffets, Freight Trains, Double Heading and more over each weekend.
In addition to the above on the **28th and 29th April a Model Rail Exhibition** is taking place at the Northern Events Arena with up to 50 layouts. A shuttle bus service is operating between the NYMR and the Events Arena allowing you to visit both attractions over the weekend.

VISIT BOTH EVENTS AND SAVE Present your valid Model Rail Ticket or NYMR ticket at either venue and receive £2 off your entrance/rail ticket.

Trains are due to operate on Timetable D with additional shuttle services available on the day

All locomotives listed are subject to availability and NYMR reserves the right to cancel/amend or suspend any service or event.
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FROM NOW ON, WE WILL BE PUBLISHING

13

TIMES A YEAR!

Heritage Railway will be on sale every four weeks – still on Thursdays – but no longer tied into calendar months.

ISSUE 97 IS OUT ON APRIL 12

Among the many highlights will be unrivalled coverage of the West Somerset Railway's big 'Summer Holidays in the West' March gala – and a unique preview of the *Heritage Railway*-sponsored Steel, Steam & Stars gala on 20-22 April – which promises to be the biggest in the history of the Llangollen Railway and one of the finest of the year!



A star twice over: WR 4-6-0 No 7822 *Foxcote Manor* being shunted after arrival at Bishops Lydeard in time for the West Somerset Railway's spring steam gala. The locomotive will be among 10 to run in the Llangollen Railway gala, which aims to raise vital funds for the building of a new GWR Grange. WSR

RAIL TV

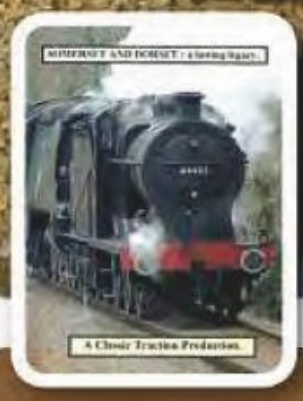
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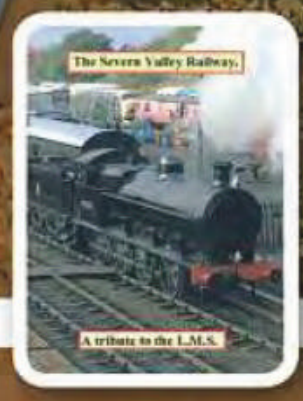
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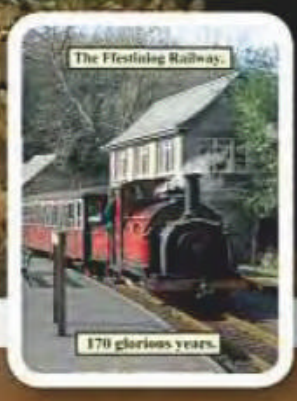
Somerset and Dorset: A lasting legacy

The 40th anniversary of the closure of the great main line across the Mendip Hills is celebrated in unsurpassed style at the West Somerset Railway's spring gala of March 2006. See classic Somerset and Dorset combinations of Midland 4Fs, 2-8-0 7Fs. Southern 'Battle of Britain's, LMS and Standard 5s, and 2-10-0 9Fs working again in their 'home' county.



The Severn Valley Railway: A tribute to the LMS

Photographed during the Severn Valley Railway's LMS-themed autumn gala last year, this film features the first visit of LNWR 'Super D' 0-8-0 49395 alongside Stanier Pacifics Princess Elizabeth and Duchess of Sutherland. See also home-based Stanier 8F No 48773, 'Black Five' No 45110, BR Standard 2MT No 46443 and LMS mogul No 42968.



The Ffestiniog Railway 170 glorious years

Twisting and turning through the mountains of Snowdonia to the sea, the Ffestiniog Railway and its unique double Fairlie locomotives brought Welsh slate to the world. Filmed during the line's 170th anniversary, its classic steam engines are seen in action between Blaenau Ffestiniog and Porthmadog, and there is a visit to Boston Lodge works, which has had a steam technology presence since 1863!



Classic Steam Train Collection

A series of all-action yet in-depth insights into the classic steam locomotives on the British main line today and their unique stories. Flying Scotsman, King Edward I, Green Arrow, a Great Western Castle and Manor, 'Black Fives,' Taw Valley and Clan line.