COMPLETE CHRISTMAS, NEW YEAR AND POST-FESTIVE GUIDE

HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

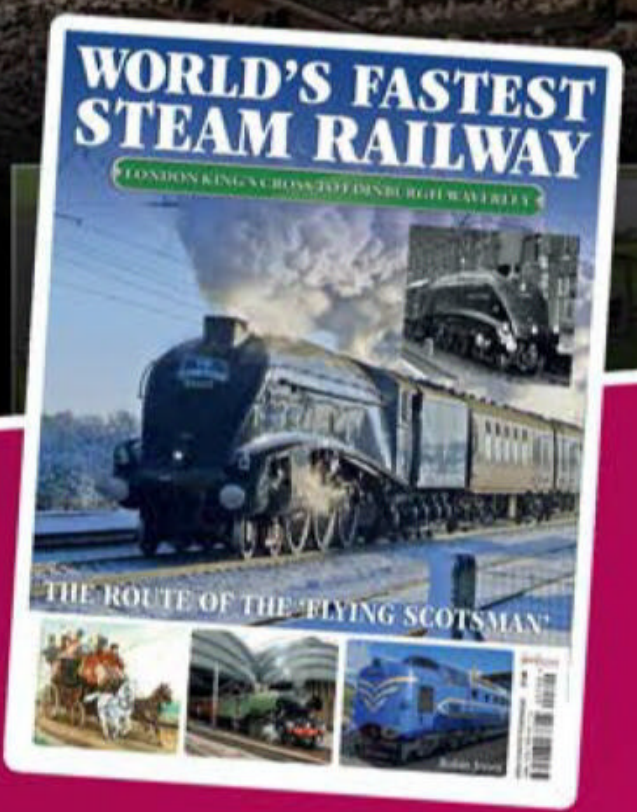
ISSUE 262
December 20, 2019 - January 16, 2020

TOP HONOURS

FOR *LADY OF LEGEND* AND NRM EXHIBITION

WHAT THE DICKENS!

GWR DESTROYED AUTHOR'S LAST CHRISTMAS TURKEY, HIDDEN LETTER REVEALS



FREE BONUS MAGAZINE!

Exclusive to Heritage Railway digital readers

Hattons · MODEL RAILWAYS ·

Tel: **0151 733 3655** **info@hattons.co.uk**
17 Montague Road, Widnes, WA8 8FZ
Phones: **Mon - Sat** 7:30am to 6pm **Sun** 9am to 5pm
Shop: **Mon - Sun** 9am to 5pm

20,000+ items available on www.hattons.co.uk

OO Gauge (1:76 Scale)

Dapol - Diesel locos

4D-006-010S Class 73/0 E6004 BR green grey solebar - DCC sound fitted NEW £258
4D-006-011S Class 73/1 73109 "Battle of Britain" in Network SouthEast - DCC sound fitted NEW £258

4D-006-013S Class 73/2 73202 in Southern Gatwick Express branding - DCC sound fitted NEW £258

DMUs

4D-009-HAT01 Class 121 single car DMU 'Bubblecar' 120 in 'GWR 150' chocolate and cream - Hatton's limited edition (RRP £129.95)BARGAIN. .£99

4D-009-005 Class 121 single car DMU 'Bubblecar' 121027 "Bletchley TMD" in Silverlink purple and green (RRP £145). ..... BARGAIN. £79

4D-009-HAT07 Class 121 single car DMU 'Bubblecar' 55022 in original Network South East - Hatton's limited edition (RRP £129.95). ..... BARGAIN. £99

4D-009-008 Class 121 single car DMU 'Bubblecar' 55032 in Midline West Midlands (RRP £145) .BARGAIN. £79

4D-009-HAT06 Class 121 single car DMU 'Bubblecar' 960010 in Railtrack 'coaching stock' maroon - Hatton's limited edition (RRP £129.95) ..... BARGAIN. £89
4D-009-009 Class 121 single car DMU 'Bubblecar' 977723 in Railtrack red and white (RRP £145) ..... BARGAIN £79
4D-015-HAT01 Class 122 Gloucester RCW 'Bubblecar' single car DMU TDB975023 in Route Learning BR blue - Hatton's limited edition (RRP £129.95) ..... BARGAIN £99

Hattons Originals - Steam locos

H4-AB16-003 Andrew Barclay 0-4-0ST 16" 2226 "Katie" lined maroon (RRP £99) ..... BARGAIN £89
H4-P-001 SECR P Class 0-6-0T 178 in SE&CR full lined green (with brass) £99

Wagons

H4-RHTT-001 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules £118
H4-RHTT-004 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules - weathered £126
H4-RHTT-002 Rail Head Treatment Train 'Water Jet' 2 wagons and water jetting modules £118

Heljan - Diesel locos

2930 Class 07 shunter 07001 in Harry Needle Railroad Company - Exclusive to Hattons Model Railways (RRP £139). . BARGAIN £95
1722 Class 17 'Clayton' 8546 in BR green full yellow ends £118.96
1723 Class 17 'Clayton' D8534 in BR blue. £118.96

Man-made scenic structure - railway-related

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

Hornby - Steam locos

R3682 Class 8P 'Princess Coronation' 4-6-2 46225 "Duchess of Gloucester" in BR express passenger blue (RRP £204.99) ..... BARGAIN. £144

R3681 Class 8P 'Princess Coronation' 4-6-2 6241 "City of Edinburgh" in LMS post-war lined black (RRP £204.99) ..... BARGAIN. £144
R3623 Class 8P 'Streamlined Coronation' 4-6-2 6221 "Queen Elizabeth" in LMS coronation blue (RRP £189.99) ..... BARGAIN . . £159.50

R3715 Class 8P 'Streamlined Coronation' 4-6-2 6224 "Princess Alexandra" in LMS coronation blue NEW. . £171

R3677 Class 8P 'Streamlined Coronation' 4-6-2 6229 "Duchess of Hamilton" in LMS crimson lake - as preserved (RRP £189.99) ..... BARGAIN. £139.50
R3639 Class 8P 'Streamlined Coronation' 4-6-2 6244 "King George VI" in LMS crimson lake (RRP £189.99) ..... BARGAIN . . £139.50

R3642 Class 8P Princess Coronation 4-6-2 46232 "Duchess of Montrose" in BR green early emblem . . £171
R3756 Class 9F Crosti 92028 in BR black early emblem - heavily weathered - Railroad range NEW £112.50

R3771 Class A4 4-6-2 4464 "Bittern" in LNER garter blue two tenders - as preserved NEW. £180

R3701 Class A4 4-6-2 60028 "Walter K Whigham" in BR experimental purple £153
R3622 Class J36 0-6-0 65311 "Haig" BR black early emblem (RRP £139.99). ..... BARGAIN £99

R3621 Class J36 0-6-0 722 in LNER black (RRP £139.99) ..... BARGAIN. £99
R3603TTS Class LN 'Lord Nelson' 4-6-0 30850 "Lord Nelson" in BR green late crest - TTS sound fitted (RRP £194.99) ..... BARGAIN . . £139.50

R3635 Class LN 'Lord Nelson' 4-6-0 30863 "Lord Rodney" in BR green early emblem (RRP £169.99)BARGAIN . . £124
R3634 Class LN 'Lord Nelson' 4-6-0 851 "Sir Francis Drake" in Southern Railway olive green (RRP £169.99) ..... BARGAIN £124

Diesel locos

R3746 Class 31/1 31102 in BR blue NEW. £157.50

R3745 Class 31/6 31602 "Driver Dave Green" in Network Rail yellow NEW £157.50

R3760 Class 59 59003 "Yeoman Highlander" GBRf europorte - Railroad range NEW £76.50

R3743 Class 60 60015 "Bow Fell" in Railfreight Construction triple grey NEW £162

R3705 Ruston 48DS 458957 in John Dewar and Sons red match wagon NEW. £72

Diesel train packs

R3697 Northern Belle train pack Class 57/6 57601 "Windsor Castle" and three Mk2D coaches in Northern Belle NEW. £135

Electric locos

R3656 Class 87 87019 "Sir Winston Churchill" Virgin Trains red and black . £153
R3740 Class 92 92023 in Caledonian Sleeper £76.50

Train sets - analogue

R1265 Hornby Family Fun Project - OO gauge model railway starter pack NEW. £180
R1234 Starter train set - "Hogwarts Express" - Harry Potter range . . . £180

R1233 The Coca-Cola Christmas Train Set £72

Train sets - digital

R1173 e-Link DCC Western Master train set GWR Class 2721 steam loco & 3 wagons (RRP £175.99) ..... BARGAIN £130

Coaches

R4904 K type Pullman "New Century Bar" in Pullman umber and cream. £53.50
R4935A Mk1 BSK brake second corridor 99312 in Hogwarts Railways maroon - Harry Potter range NEW £37
R4935 Mk1 BSK brake second corridor 99723 in Hogwarts Railways maroon - Harry Potter range NEW £37
R4934 Mk1 SK second corridor 99716 Hogwarts Railways maroon - Harry Potter range NEW £37
R4934A Mk1 SK second corridor 99721 Hogwarts Railways maroon - Harry Potter range NEW. £37

Wagons

R6925TTS 4-wheel 10 ton vent van in plain freight grey - TTS digital sound fitted NEW £36
R6918 ex-LNER CCT E1251E in BR blue NEW £20

Oxford Rail - Steam locos

OR76N7001XS Class N7 0-6-2T 1002 in Great Eastern Railway wartime grey - DCC Sound fitted NEW £187

N Gauge

Dapol - Diesel locos

2D-002-003S Class 50 50037 "Illustrious" in original Network SouthEast - DCC sound fitted NEW. £242.21

2D-002-002 Class 50 50040 "Leviathan" in BR large logo blue £123.21

2D-002-001S Class 50 50043 BR blue - unrefurbished - DCC sound fitted NEW £242.21
2D-002-000S Class 50 D406 BR blue - unrefurbished - DCC sound fitted NEW £242.21
2D-007-011 Class 66/0 66002 EWS DB branding and six megafret container wagons £194.64

OO9 Narrow Gauge

Heljan - Steam locos

9963 Lynton & Barnstaple 2-6-2T 190 "Lyd" Southern Railway green - as preserved £186.96
9960 Lynton & Barnstaple 2-6-2T E188 "Lew" Southern Railway green £186.96

O Gauge (1:43 Scale)

Dapol - Diesel locos

7D-008-013 Class 08 shunter 08717 in BR blue. . . £191.25

Heljan - Steam locos

4300 Class 43xx Mogul 2-6-0 4339 in GWR green Great Western lettering £662.15

H7-A3-003 Class A3 4-6-2 2745 "Captain Cuttle" in LNER black unstreamlined non-corridor tender £750

H7-A3-001 Class A3 4-6-2 2750 "Papyrus" in LNER Grass green unstreamlined corridor tender - "Record Breaker" .£750
H7-A3-002 Class A3 4-6-2 4472 "Flying Scotsman" in LNER Grass green unstreamlined corridor tender - "Record Breaker" £750
H7-A3-005 Class A3 4-6-2 60035 "Windsor Lad" in BR green early emblem and unstreamlined non-corridor tender. £750

H7-A3-004 Class A3 4-6-2 60072 "Sunstar" in BR Express blue unstreamlined non-corridor tender £750

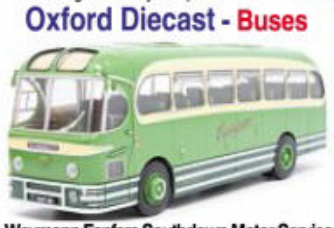
H7-A3-006 Class A3 4-6-2 60077 "The White Knight" in BR green late crest and unstreamlined non-corridor tender £750

Diesel locos

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

3745 Class 37/4 in Railfreight triple grey - unnumbered. .£509.15
5506 Class 55 'Deltic' D9001 "St Paddy" BR green full yellow ends - weathered NEW £509.15
5505 Class 55 'Deltic' in BR green no yellow ends - unnumbered NEW £509.15
5503 Class 55 'Deltic' BR green small yellow panels - unnumbered NEW .£509.15

Oxford Diecast - Buses



43WFL001 Weymann Fanfare Southdown Motor Services. £37.50

£2.75 P&P for single diecast items
£7 P&P Next Day (Orders before 2pm)

UK P&P £4
(free for order values over £175)

All items in stock when advert created
Prices valid until **06/02/20** . Errors excepted

A steam 'sculpture' dominates the skyline as Tyseley flagship WR 4-6-0 No. 7029 *Clun Castle* roars through Leamington with the Vintage Trains 'Bath Christmas Market' tour on December 1. ANDREW BELL

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

ADVERTISING
Advertising representatives
Simon Meyer
smeyer@mortons.co.uk
01507 529310

Group advertising manager
Sue Keily
skeily@mortons.co.uk

CUSTOMER SERVICES
General Queries & Back Issues
01507 529529
Monday-Friday 8.30am-5pm
Answerphone 24H
help@classicmagazines.co.uk
www.classicmagazines.co.uk

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

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

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

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

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

© Mortons Media Group Ltd.

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

ISSN No 1466-3560

Published
Every four weeks on a Friday.
Advertising deadline
December 23, 2019
Next issue on sale
January 17, 2020

MORTONS MEDIA GROUP LTD
Independent publishers since 1885

Just ask!
Having trouble finding a copy of this magazine?

ppa The Professional Publishers Association Member

recycle
When you have finished with this magazine please recycle it

The Saint of Britain's time in Europe

DESPITE many false alarms since 2016, Britain could well leave the European Union in 2020.

What, however, is not for one minute shrouded in a veil of uncertainty and doubt is the fact that the Great Western Society will, in Birmingham on February 8, be presented with the Heritage Railway Association's (HRA) new Chairman's Special Award for an achievement of particular distinction – the culmination of a marathon 45-year project to re-create a Churchward Saint 4-6-0, one of the most influential locomotive types in UK railway history.

No. 2999 *Lady of Legend* invites direct parallels with the story of Britain 's EU membership. For the purchase of No. 4942 *Maindy Hall* from Dai Woodham's Barry scrapyard, the locomotive which has been 'devolved' into a unique example of the predecessor of its class, was completed on December 31, 1973… just 24 hours before Britain joined the Common Market and so avoided having to pay VAT on the deal! And so the society spent what may have turned out to be the entire time that the UK was part of the EU creating this fabulous treasure.

Time, however, waits for nobody and it is now nearly 21 years since plans were drawn up to launch *Heritage Railway*. From the outset we aimed to not only cover the entire preservation scene as a one-stop shop but also to highlight the unexpected and unusual of the sector, with the motto 'There's always something different in *Heritage Railway*.'

For 2020, as sponsor of the HRA's Interpretation Award, we are proud to announce that it is being bestowed on something truly different – a unique and ground-breaking exhibition that highlights the relationship between hand-made model live steam locomotives and the prototype – dating back to the first decade of steam railways.

The National Railway Museum's exhibition, Brass, Steel and Fire, which coincided with the arrival of Stephenson's *Rocket* for long-term display at York, and arranged by curator Anthony Coulls and interpretation developer Laura Bootland, unfolds a real 'egg before the chicken' dilemma and showcases the grossly-overlooked indebtedness to early miniature engineering to the railway revolution of the early 19th century and beyond.

Thought-provoking, fascinating and enlightening at every twist and turn, personally I have never come across an exhibition quite like this before, and after it finishes its run at York it will deservedly move to a bigger London audience in the Science Museum.

There has been much to celebrate in 2019. In the days before we closed for press, the Llangollen Railway staged its 'golden fishplate' ceremony, marking the completion of the track into its new Corwen station. A few days before, the boiler of new GWR Grange 4-6-0 No. 6880 *Betton Grange* passed its steam test at Tyseley Locomotive Works, paving the way for it to be taken to Llangollen to be lifted into the waiting chassis.

It seems that Llangollen will be the place to go in 2020. This beautiful line will have a new locomotive running into a new terminus, cementing Corwen's position back on the railway map after more than half a century, and opening up new commercial vistas.

Also, I must heartily congratulate Steam Dreams on two decades of running steam on the main line. December 17 saw a celebratory trip running from London Victoria and back to Waterloo. Thanks to the vision of Marcus Robertson, the 'Cathedrals Express' has become a hallmark of distinction for the movement, and 2019 saw its Windsor summer steam shuttles meet with a new wave of success which could get much bigger in years to come.

In November, I was highly honoured to be invited to watch the wheeling of Tyseley's new-build LNWR Bloomer 2-2-2. Just as *Lady of Legend* has opened an exciting fresh door into the pioneering days of Edwardian steam, so the Bloomer will do the same for mid-19th century high-speed transport technology.

Robin Jones Editor

CONTENTS

ISSUE 262
December 20, 2019 – January 16, 2020

News

8

Headline News 6
- NRM rediscovers Charles Dickens' GWR Christmas turkey letter
- Boiler for new-build GWR No. 6880 *Betton Grange* passes steam test
- North Bay to overhaul Llanberis' Quarry Hunslet *Thomas Bach*
- Golden Fishplate completes Corwen extension track
- *Lady of Legend* and Brass, Steel and Fire take HRA 2020 awards

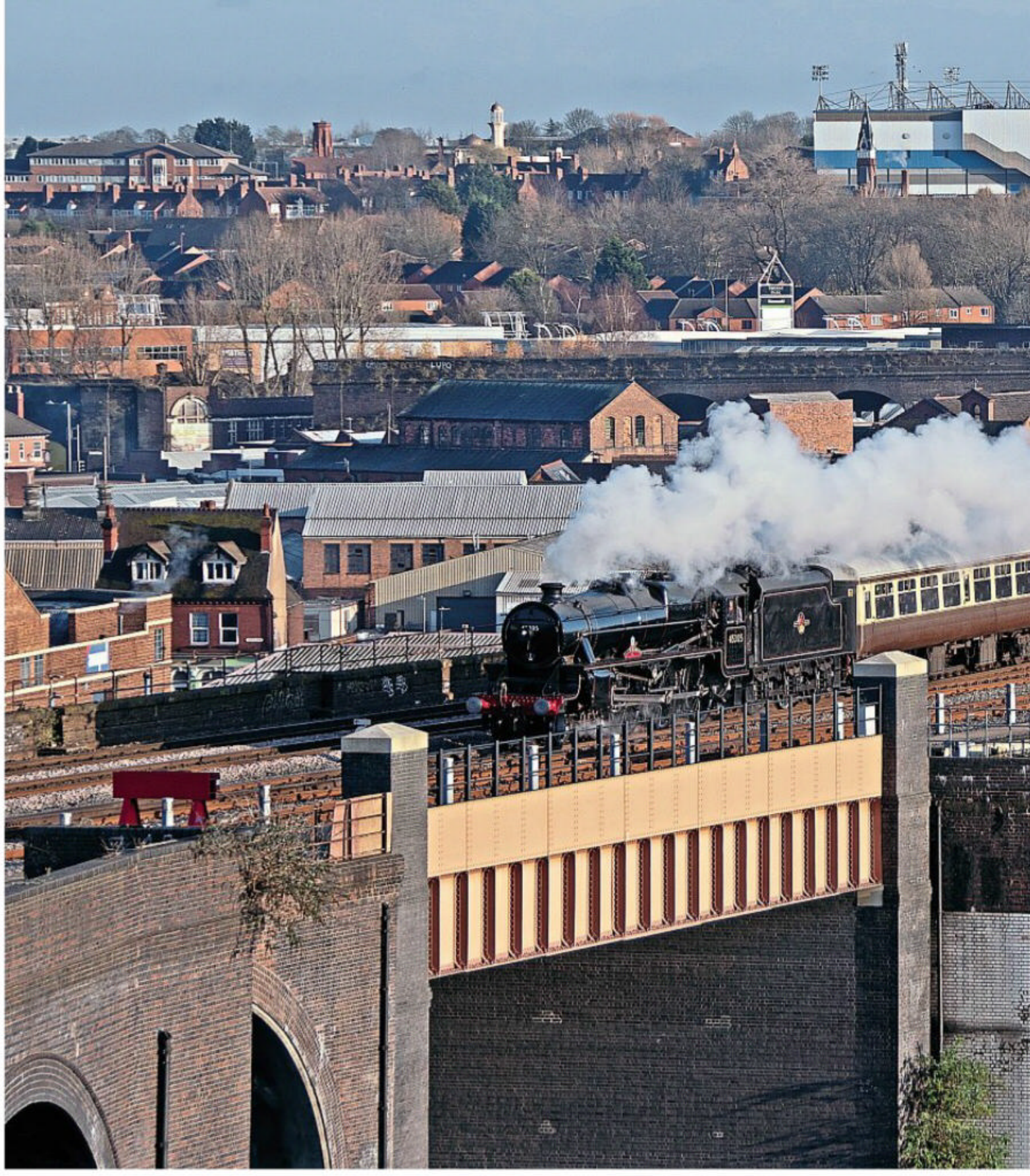
43

News 10
- Tyseley's new 'Bloomer' wheeled in time for Warley model show
- Patriot needs £100k to complete boiler work
- LSWR T3 steaming appeal passes third of £350k target
- Loss-making West Somerset is profitable again, says chairman
- Restoration of No. 6984 *Owsden Hall* to continue at Buckinghamshire Railway Centre
- One in, one out at Great Central Railway's Last Hurrah gala
- Talyllyn's pioneering new legal scheme for young volunteers
- Bluebell gives green light for new-build SECR E class

57

Main Line News 56
- Vintage Trains expands its 'Shakespeare Express' for 2020
- A year after its main line return, *Bahamas* to be back in Carlisle
- *Tornado* to star in RTC's summer steam programme

With Full Regulator 64
Don Benn compares the performance of Bulleid Pacifics in 2007, 1965 and 1966.



Regulars

Subscribe Today 30

Railwayana 52
Geoff Courtney's regular column.

Centre
A timeless scene on the Mid-Hants Railway with SR Schools class 4-4-0 No. 30925 *Cheltenham*.

54

Main Line Itinerary 62
Steam and heritage diesel railtours.

Platform 84
Where your views matter most.

Off the Shelf 93
Latest book and DVD releases.

Up & Running 94
Guide to railways running in late December and into January.

The Month Ahead 106

Features

***Alberta* returns!**
The repainting of Jubilee class No. 45699 *Galatea* as its former classmate No. 45562 *Alberta*, took everyone by surprise when it appeared on West Coast Railways' Lancaster to Carlisle Santa special on Sunday, November 24. It also provides an opportunity to take a nostalgic look back at the highlights of the original *Alberta's* last workings on BR in 1967, which included regular BR passenger trains, railtours and the very last steam-hauled Royal Train in the BR era. Maurice Burns recalls the memories and unlocks the reason why *Alberta* was not preserved.

46

CONTENTS: LMS 'Black Five' No. 45305 *Alderman A.E. Draper*, which recently returned to Great Central Railway traffic, runs into Birmingham Moor Street station with the empty coaching stock for Vintage Trains' 'Polar Express' on November 29. The 5305 Locomotive Association's No. 45305 was hired because Tyseley flagship WR 4-6-0 No. 7029 *Clun Castle* was engaged on other main line tours for VT. Based on the hit Warner Brothers movie, VT's 'Polar Express' trips, the only ones running on the national network, had all but sold out as we closed for press. JOHN TITLOW
COVER: GWR 4-6-0 No. 4953 *Pitchford Hall* enjoys the only break in the cloud of the day as it passes Bilsdens Farm footpath crossing on its first day back in public service at the Epping Ongar Railway on Saturday, December 7. No. 4953 was bought by the railway in 2011 and has just been overhauled by Locomotive Maintenance Services at Loughborough, and run in on the Great Central Railway. OWEN HAYWARD/EOR

70

Still steaming underground!

Peter Brown tells the story of how the London Transport Museum operated steam on the Underground. Gareth Evans finds out what lies in store for the museum's steam and electric tours on the Underground in 2020, plus the future of Met 1.

76

Gone but far from forgotten

County Donegal Railways closed on December 31, 1959. The railway is far from forgotten, thanks to the valiant efforts of preservationists. Hugh Dougherty reflects on the last 60 years and speculates on where the 'wee Donegal' might now be going.

86

British Railways Stinks!

Providing a taste of what lies inside a newly-published book, a light-hearted and accurate look at the work of the last generation of railway chemists. The story is told in their own words by Dave Smith with John Sheldon, Vince Morris, Geoff Hunt, Ian Cotter and Ian McEwen.

88

Those Christmas lights fantastic!

Last Christmas, the Dartmouth Steam Railway & Riverboat Company originated a new phenomenon for the UK heritage sector, in the form of the illuminated Train of Lights. It was an instant hit: all 18,000 seats sold out, and now several other major heritage lines have arranged similar attractions for this festive season. John Titlow and Robin Jones report.

Plan your holidays! 98

It's the time of year when many of us are considering where we would like to explore on our holidays in the coming months. Here we offer you a host of suggestions, either with an organised group from one of the specialist rail tour operators or under your own steam.

SUBSCRIBE FROM JUST £20*

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

See page 30

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

Like us facebook.com/heritagerailway

Follow us @HeritageRailMag

813 springs to the rescue!

WHEN Bulleid West Country light Pacific No. 34027 *Taw Valley* suffered a broken spring on the first Saturday of the Severn Valley Railway's Santa trains from Kidderminster, the hero of the hour turned out to be the least likely of all locomotives under the circumstances.

Ivatt 2-6-0 No. 43106 and BR Standard 4MT No. 75069 ran the Kidderminster services on November 30 with assistance from steam-heat Class 40 No. 40106.

Plans were made at Bridgnorth to dispatch GWR 4-6-0 No. 6960 *Raveningham Hall* to cover for No. 34027 on the Sunday, having operated the Bridgnorth trains in top-and-tail mode with GWR 0-6-0PT No. 7714. That solved one problem, but needing a second engine for the Bridgnorth trains on the Sunday, up stepped diminutive Port Talbot Railway/GWR 0-6-0ST No. 813 – a move made possible due only to there being a locomotive on the end of each set.

Other than for carriage warming, it is hitherto unheard of for such a small locomotive to be rostered for the heavy and intensive seasonal trains on the SVR.

Ravengingham remains

With Churchward 2-8-0 No. 2857 illuminated for the new Steam in Lights evening trains (see feature, pages 88-90) and Hawksworth 0-6-0PT No. 1501 out for an overdue valve and piston exam, this left the railway's steam fleet stretched to the limit.

On the Sunday, No. 75069 also failed with a collapsed brick arch, but midweek repairs saw No. 34027 return to action in time for the following weekend, with the Standard 4MT also undergoing repair and No. 813, which was also in need of attention, returning to the fold on standby.

Meanwhile, *Raveningham Hall* is to remain on the SVR until its boiler certificate expires in 2021, the line's locomotive coordinator Duncan Ballard has announced.

No. 6960 was moved to its former SVR home in May because of temporary weight restrictions at the West Somerset Railway. Since then, it has clocked up 4118 miles in 59 steaming days.

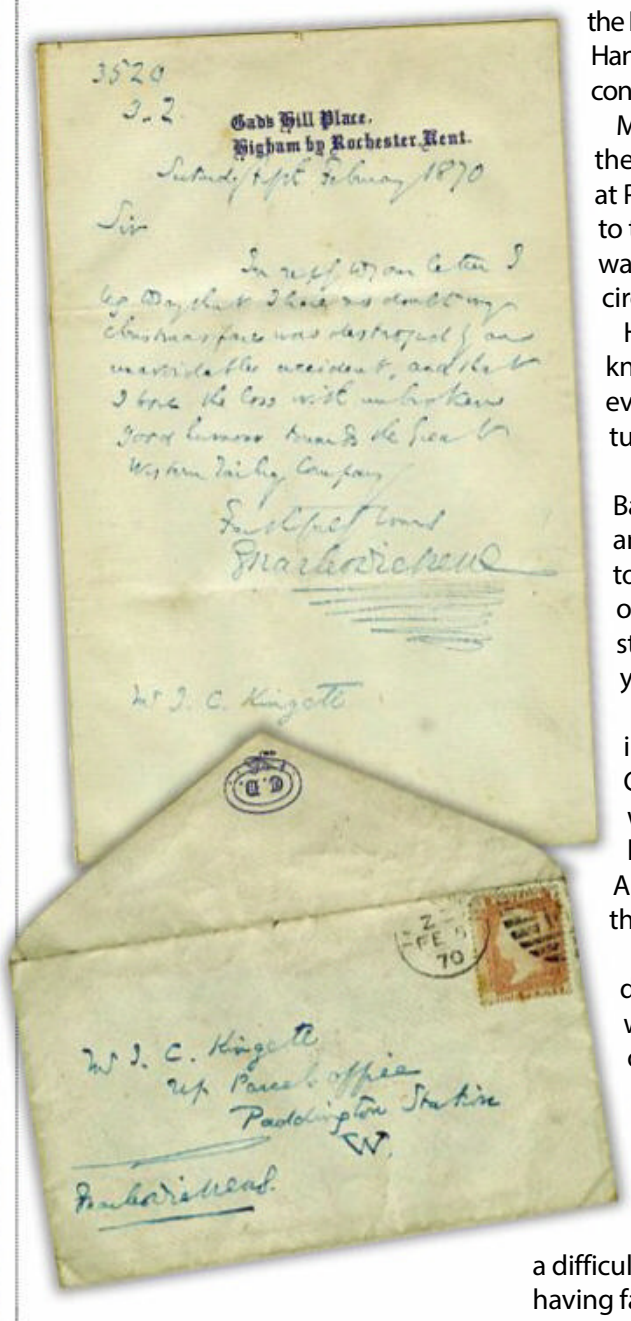
What the Dickens?

Hard times for Charles Dickens as rediscovered letter reveals GWR burned his Christmas turkey

By Robin Jones

IN WHAT might well be as an unexpected 'sequel' to Charles Dickens' definitive seasonal novel A Christmas Carol, a rediscovered letter from the author has revealed that the novelist may have spent his last festive season without the traditional fare of a turkey – because the Great Western Railway had accidentally set it on fire!

A real-life Ghost of Christmas Past has resurfaced in the archives of the National Railway Museum (NRM) at York, in the form of a long-lost letter written by Charles Dickens just a few months before his death in Gads Hill Place, Higham, Kent, on June 9, 1870.



The rediscovered Charles Dickens letter and its envelope hav been displayed in the National Railway Museum's Highlights Gallery – just in time for Christmas. NRM

The letter responds to the GWR which accidently set fire to a parcel containing a 30lb turkey which had been destined for Dickens' dinner table on Christmas Day.

Dated two months after the incident, Dickens replies: "I have no doubt my Christmas fare was destroyed by an unavo¢¢idable accident, and that I bore the loss with unbroken good humour."

Bleak irony

In the Christmas week of 1869, a horsebox laden with parcels from the Hereford district caught fire near Hanwell station, destroying the contents.

Mr Kingett, superintendent of the GWR Parcels Department at Paddington station, wrote to the senders, one of whom was Dickens, to explain the circumstances and apologise.

However, it may never be known as to whether Dickens ever found a replacement turkey for his Christmas dinner.

NRM lead curator Ed Bartholomew said: "Every now and then we are fortunate to uncover a hidden gem in our railway archive, which stretches back more than 200 years.

"Dickens played a key role in popularising the image of Christmas as we know it today, which included the then-luxurious choice of turkey in A Christmas Carol, instead of the more traditional goose.

"The bleak irony of this discovery is that the man who did so much to shape our Christmas experiences may himself have been left with an empty stomach on his last-ever Christmas Day. Hard times indeed."

Charles Dickens enjoyed a difficult relationship with railways, having famously survived the Staplehurst rail crash of June 9, 1865 in which 10 people died and 40 were injured. He was travelling with his mistress Ellen Ternan when the train derailed on a viaduct. Badly affected by the incident, he died five years to the day after the crash.

Charles Dickens, pictured circa 1868.

"Every now and then we are fortunate to uncover a hidden gem in our railway archive, which stretches back more than 200 years."

However, as one of the most famous celebrities of Victorian times, the railways were a necessary means for him to travel between speaking engagements.

Signed by Dickens

The full text of the letter reads: "Sir, in reply to your letter I beg to say that I have no doubt my Christmas fare was destroyed by an unavoidable accident, and that I bore the loss with unbroken good humour towards the Great Western Railway Company. Faithfully Yours, Charles Dickens."

The parcel was sent by George Dolby, the manager of Dickens' reading tours. The letter was kept by Mr Kingett and it was later published in the Great Western Railway Magazine in 1908.

The letter is clearly signed by Charles Dickens and the envelope bears his stamp with the letters C.D.

It is thought to be one of the last items known to have been written by Dickens.

SUBSCRIBE TODAY! FROM ONLY £20 SEE P30 FOR DETAILS

New Grange boiler passes steam test at Tyseley

By Paul Appleton

NEW-BUILD GWR 4-6-0 No. 6880 *Betton Grange* passed its steam test on Friday, December 6 – paving the way for the locomotive to be reassembled at the Llangollen Railway, where it could make its debut in 2020.

A project landmark was reached on Friday, November 15 when the boiler passed its hydraulic test at Tyseley Locomotive Works, coinciding with the 6880 Betton Grange Society Ltd's annual meeting there the following day.

Accordingly, a first fire was lit with chairman Quentin McGuinness doing the honours with the shovel in front of a large group of members who witnessed history in the making.

The boiler was kept warm for a further week, culminating in it passing its out-of-frames steam test under the scrutiny of the boiler inspector, paving the way for it to be fitted to the overhauled chassis and the final phase of assembly taking place over the winter.

'Ready when it's ready'

Various setbacks had delayed the moment when it could be declared that No. 6880's boiler overhaul had been finally completed, but engineering director Chris Moore said: "These things can't be rushed. I always said it would be ready when it's ready." The manufacture of new front section of the boiler barrel, coupled with a backlog of work at Tyseley, delayed the project by several months, the society having at one stage hoped to see the locomotive complete during 2019.

It was planned to fit the boiler and smokebox to the chassis during December, followed by a fair amount of pipework and fitting out the cab. Steam pipes also need to be made and fitted, the boiler lagged and the cladding sheets fitted, possibly taking a further two months before the it can be moved 'home' to Llangollen.

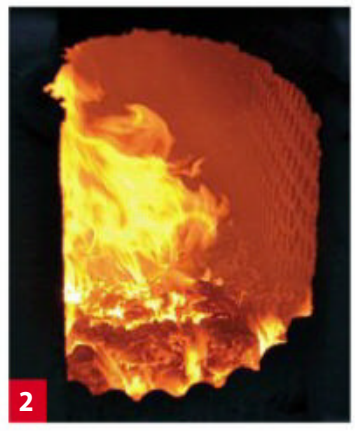
There, it will be paired with the tender from GWR 2-8-0 No. 3814, newly overhauled at Llangollen and which will be hired by the group until its own new tender has been constructed and while No. 3814 undergoes restoration at Llangollen.

Meanwhile, a £25,000 funding shortfall needs to be addressed to complete the locomotive, plus a further sum to complete professional painting into lined BR green livery. The new tender fund stands at around £30,000 towards the estimated £125,000 needed to build it to main line standards: the group has a suitable chassis already in its possession.

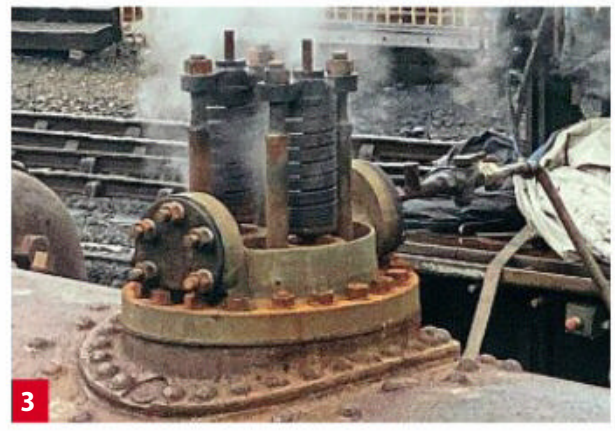
The project to build an example of Collett's extinct Grange mixed traffic 4-6-0 was first established in 1998, with the cab being the first item to be completed in 2005 and the main frames cut and laid out at Llangollen in 2010.

New cylinders had to be made as no suitable examples were available and these were cast in 2014 using polystyrene patterns. The boiler is from former 'Barry Ten' No. 7927 *Willington Hall*, one of Hawksworth's Modified Hall class which shared the same Swindon No. 1 boiler with the Hall and Grange classes, and which was acquired by the Group in 2005. *Betton Grange* has also carried the cosmetically restored boiler from No. 5952 *Cogan Hall* for its appearances at the Warley Model Railway Exhibition in November 2016 and at the Tyseley open weekend

1: On November 16, 6880 Society chairman Quentin McGuinness lights the first fire in the boiler under the watchful eye of engineering director Chris Moore. PAUL APPLETON



2: The glow inside 6880's firebox during the December 6 test. LYNN MOORE



3: The safety valves lift on No. 6880's boiler at Tyseley as 225lb pressure is reached during the out-of-frames test on December 6. LYNN MOORE

the following June. No. 5952 is also owned by the society and will be restored in its own right.

"The plan is to get the completed locomotive back to Llangollen in the spring," said Chris. "We can then steam it for the first time as a complete locomotive, before running it in on the Llangollen Railway during the summer. No doubt there will be a few snags which we will need to address, plus it will need time out for a complete paint job to be done.

Funding the completion

"How long this will take depends on whether we can raise the relatively small amount of money required to finish the job. Our members and supporters have been most generous, but with the project so close to completion the funding taps have turned to a trickle.

"We need financial support as much as ever if we are to see the 81st Grange pull trains for the first time in 2020." The group intends to run it at Llangollen first before considering hire requests elsewhere.

The new tender is one of the (also extinct) Collett 3500 gallon variety of which 27 were built under Lot A118 and numbered 2242-2268. In view of the numerically appropriate last tender in this group, the one for No. 6880 will be numbered 2268.

➜ Supporters of the society's Tendering to Success appeal receive a range of incentives depending on which 'level' they choose, including replica smokebox number plates and tender works plates. For full details go to www.6880.co.uk or contact Lynn Moore for an information leaflet; 6880 Tender Appeal, 224 Staining Road, Blackpool, Lancashire FY3 0DL, or email: lynn@6880.co.uk

North Bay to overhaul *Thomas Bach*

NORTH Bay Railway Engineering has landed the contract to return Llanberis Lake Railway-based Quarry Hunslet 0-4-0ST No. 493 of 1889 *Thomas Bach* to working order by next summer.

The locomotive, which has not steamed for seven years but has a new boiler built by Bennetts, was taken by low loader to North Bay's Darlington workshop in December for reassembly.

North Bay co-director David Humphreys said: "The contract will give us four months' work. It could be steaming by next summer."

As reported last issue, the company, the engineering arm of Scarborough's North Bay Railway, is constructing a replica of Ffestiniog Railway pioneer George England 0-4-0STT *Mountaineer*, with the firebox now assembled.

***Thomas Bach,* known as *Wild Aster* in its quarry days, inside the Darlington workshop.** NBE

It is also building a replica of 3ft gauge Sharp Stewart 2-4-0T for the Southwold Railway Trust, the frames having been completed as we closed for press. The company is making components for new-build P2 2-8-2 No. 2007 *Prince of Wales* which is being constructed elsewhere in Darlington.

Devon prairie on its travels

THE South Devon Railway's GWR small prairie No. 5526 is to visit the Battlefield Line for the January 4-5 Winter Warmer gala and the East Anglian Railway Museum for its March 14-15 spring steam gala and driving experiences.

We want your news and views

Write to us at *Heritage Railway*, Mortons Media Ltd, PO Box 43, Horncastle, Lincs LN9 6LZ or email editor@heritagerailway.co.uk.

Lady of Legend and Brass, Steel and Fire win HRA 2020 awards

By Robin Jones

BRITAIN'S first and longest-running standard gauge new-build steam project – the Great Western Society's Saint 4-6-0 No. 2999 *Lady of Legend* – has crowned its first year in operation by scooping the Heritage Railway Association's (HRA) new Chairman's Special Award 2020, for an achievement of particular distinction, it has been announced.

The project – to back-convert Barry scrapyard hulk No. 4942 *Maindy Hall* into a new example of the Churchward class from which its design evolved – took more than 45 years from the day it was bought and moved to Didcot Railway Centre, until April 5, 2019, when TV's Bake Off presenter Prue Leith officially launched it into traffic (issue 254).

The completion of the project filled a major void in the heritage steam fleet. The Saints incorporated many revolutionary advances which not only established the design principles for GWR two-cylinder classes over the next 50 years, but exerted a profound influence on nearly every aspect of subsequent British steam locomotive development,

The HRA Interpretation Award for 2020, again sponsored by Mortons Media via *Heritage Railway* magazine, has been won by the National Railway Museum for its free-to-enter unique Brass, Steel and Fire which explores the relationship between hand-made model locomotives and the steam age, as highlighted in issue 259.

Arranged to coincide with the arrival of Stephenson's *Rocket* for permanent display in the York museum, it highlights the work of steam pioneers who built small but mechanically-accurate models of planned locomotives to test them before offering the design for the building of full-size versions.

The ingenious exhibition features some of the country's oldest model locomotives, which have been brought together for the first time. The research and content was led by curator Anthony Coulls and the design and display by interpretation developer Laura Bootland.

The exhibition runs until April 13, when it will move to the Science Museum in London, but *Rocket* will stay behind.

The Modern Traction Award, also sponsored by Mortons via our sister title *Rail Express*, goes to Quorn Wagon and Wagon at the Great Central Railway for saving and restoring Test Car 2, a rare survivor of departmental stock formerly used for brake testing new vehicles.

There is also a second accolade for the Great Western Society. Richard Croucher, who retired as its chairman and a director after 18 years on January 27, 2019, has jointly won *The Railway Magazine* Preservationist of the Year Award, also sponsored by Morton's, along with long-serving Tyseley Locomotive Works chief mechanical engineer Bob Meanley, who in more recent times has been helping the West Somerset Railway.

The HRA's annual awards night, at which the 2020 winners of the shortlists in all other categories will be announced, will again be held in the Burlington Hotel opposite Birmingham New Street station, on February 8. The guest speaker will be transport writer and railway historian Christian Wolmar.

➜ Tickets are available online at www.hra.uk.com

The award-winning restored Test Car 2 at the Great Central Railway. DAVE BOWER

London Transport Museum, which has been shortlisted for two Heritage Railway Association awards in 2020, opened a new cafe bar overlooking Covent Garden Piazza on November 29. Canteen at London Transport Museum takes its name from the static and mobile canteens that used to cater for London Transport workers during the 1940s and 50s. The stylish interior makes use of iconic poster artwork, Tube maps, reclaimed signs, tiles and original seats and also features wooden benches from the basements of Wembley Park and Gloucester Road stations, as well as salvaged luggage racks from decommissioned 1960s A stock trains. It is open to the public as well as museum visitors from 9.30am to 7.30pm Wednesday to Saturday and 7.30am to 6.30pm Sunday to Tuesday. LTM

First steam to run at new Bala station in June

MAKING steady progress on its planned extension, the Bala Lake Railway is to hold a Bala Town Open Day on June 13-20.

The aim is to promote the line's Red Dragon project to extend the line from the current Bala (Penybont) terminus into Bala.

Quarry Hunslet 0-4-0ST No. 364 of 1885 *Winifred* will run on a section of temporary track laid at the new station site behind the town's cinema.

Visitors will be able to ride on the first steam train to operate in the town since the closure of the GWR standard gauge station in the 1960s.

A miniature railway will also run.

Illuminated Christmas trains not just on standard gauge

WHILE the Dartmouth Steam Railway has been shortlisted for the HRA Award for Special Events for its pioneering Train of Lights festive steam trips – which has since been emulated by major standard gauge heritage lines – narrow gauge railways are now getting in on the act too.

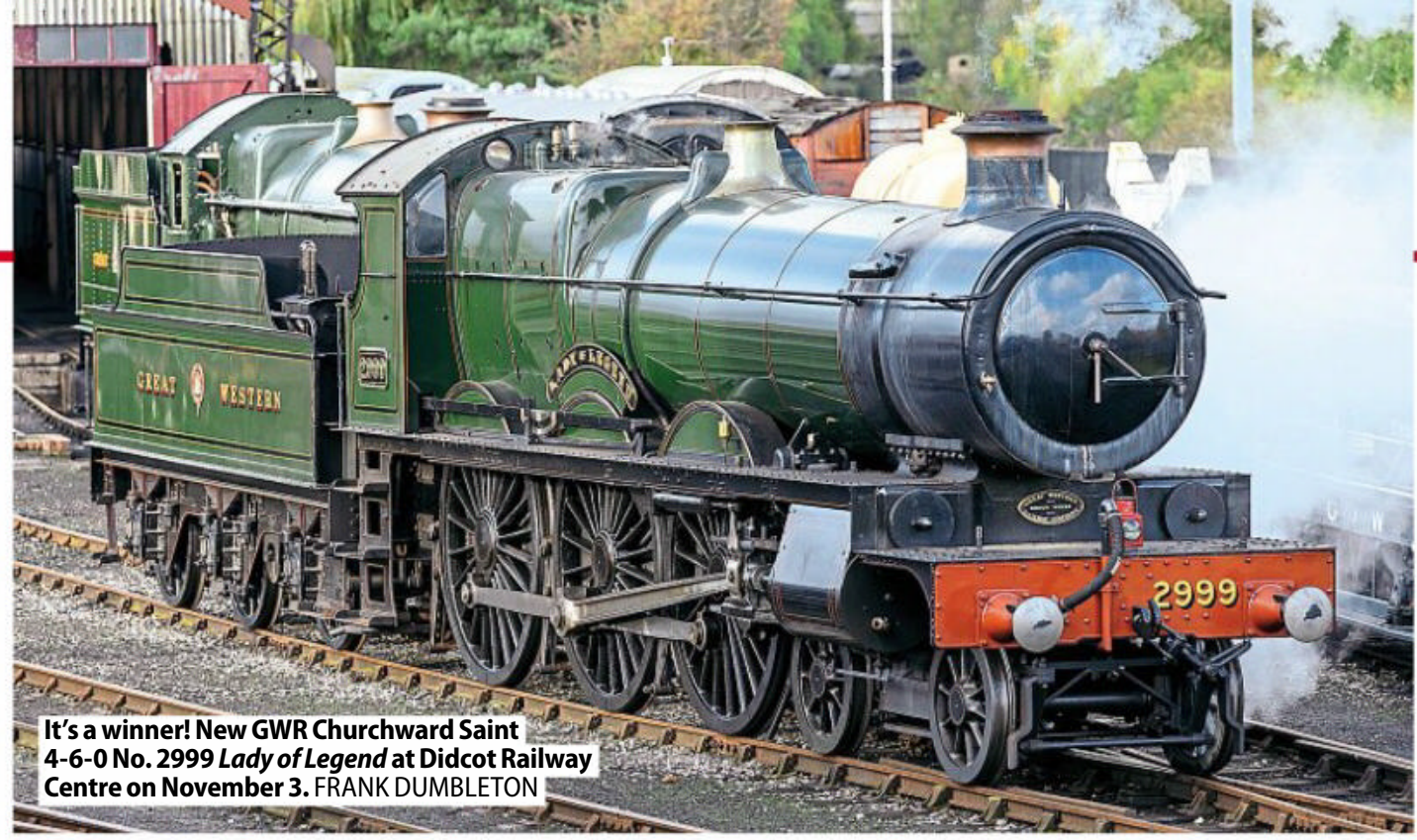
The 15in gauge Romney, Hythe & Dymchurch Railway launched its first-ever illuminated train on Saturday, December 7 when No. 2 *Northern Chief* hauled four lit carriages from Hythe to Dungeness and return as part of the afternoon tea with Santa experience. The lights are battery powered LEDs with four sets of batteries lasting for the entire Santa special season. Research was undertaken in October to find lights that were long enough to connect but can be removed appropriately if shunting or exchanges were needed.

The 15in gauge North Bay Railway has run its 'Scarborough Sparkle Express' for the second year running.

Above: The 'Scarborough Sparkle Express' on November 29. LEE BAILEY

Left: Lighting up Romney Marsh on December 7. RHDR

Senior curator Anthony Coulls and interpretation developer Laura Bootland in the award-winning Brass, Steel and Fire exhibition at the National Railway Museum. NRM



It's a winner! New GWR Churchward Saint 4-6-0 No. 2999 *Lady of Legend* at Didcot Railway Centre on November 3. FRANK DUMBLETON

THE SHORTLIST FOR THE HRA 2020 AWARDS

HRA AWARD (LARGE GROUPS)

➜ Ffestiniog & Welsh Highland Railways, for building 25 new carriages and four observation cars.
➜ Isle of Wight Steam Railway, for its telegraph pole route.
➜ Llangollen Railway, for the completion of track into Corwen station (see separate story alongside).
➜ Talyllyn Railway, for its involvement of young people.
➜ Volk's Electric Railway Association, for Magnus Volk's legacy.

HRA AWARD (SMALL GROUPS)

➜ Deeside Railway Company, for the restoration and operation of Bon-Accord (picture, News, page 36).
➜ Ferryhill Heritage Trust, for the restoration of the turntable at Aberdeen (see also News, pages 12-13).
➜ Lincolnshire Coast Light Railway, for celebrating 10 years of the 'Lazarus' line.
➜ West Lancashire Light Railway Trust, for securing the future of the railway.

THE JOHN COILEY LOCOMOTIVE ENGINEERING AWARD

➜ Avon Valley Railway, for the Fry's Sentinel restoration.
➜ Class 50 Alliance based on the Severn Valley Railway, for the restoration of No. 50033 Glorious.
➜ Mid Hants Railway – Urie Locomotive Society Ltd, for the extensive 18-year overhaul of Urie S15 4-6-0 No. 506.
➜ North Yorkshire Moors Railway for BR Standard 9F 2-10-0 No. 91234.
➜ Quainton Railway Society/Buckinghamshire Railway Centre for the restoration of WR 4-6-0 No. 6989 *Wightwick Hall*.

THE AWARD FOR SPECIAL EVENTS (NEW FOR 2020)

➜ Dartmouth Steam Railway & Riverboat Company, for Train of Lights (special feature, pages 88-90)
➜ Lynton and Lynmouth Cliff Railway.
➜ Leighton Buzzard Narrow Gauge Railway for '100 Not Out' (pictures, News, page 41).
➜ London Transport Museum, for the celebration of 150 years of the District Line.
➜ Railway Preservation Society of Ireland, for 50 years of the Two-Day Tour.

THE MORGAN AWARD FOR OUTSTANDING ACHIEVEMENT

➜ Great Central Railway's Quorn Wagon and Wagon, for Test Car 2.
➜ North Staffordshire Rolling Stock Restoration Trust (The Knotty Trust) for its restoration of NSR brake 3rd No. 3 and the creation of a three-coach heritage train.
➜ Midland & Great Northern Joint Railway Society, for the restoration of GER Brake Third No. 853.
➜ Scottish Railway Preservation Society for the Glasgow & South Western Railway Passenger Brake Van No. 122 (see News, page 34).
➜ Severn Valley Railway Charitable Trust for LMS coach No. 2886.

The Lord Faulkner Young Volunteer Award

➜ Chasewater Railway – Philip Civil.
➜ Elsecar Heritage Railway – Aaron Luckarift.
➜ Swanage Railway – James Forster.
➜ West Somerset Railway – Tom Shaw.
➜ West Somerset Railway Trust – James Pearson.

THE OUTSTANDING VISITOR ATTRACTION AWARD

➜ Bala Lake Railway, for its heritage centre.
➜ Bluebell Railway, for SteamWorks.
➜ London Transport Museum, for excellence in promoting London's transport heritage.
➜ National Tramway Museum, Crich, for Electrifying the Future.

THE BIENNIAL COMMUNICATIONS AWARD

➜ Avon Valley Railway, for a suite of marketing literature.
➜ LMS-Patriot Company for its magazine *The Warrior*.
➜ North Norfolk Railway for its carriage & wagon department blog.
➜ Quorn Wagon & Wagon website.
➜ Swanage Railway's website for staff communication.

Golden Fishplate completes Corwen extension track

By Robin Jones

AT 11am on Tuesday, December 10, more history was made, in time-honoured way – a golden fishplate officially linked the Llangollen Railway's running line with the trackwork in the new Corwen station.

Llangollen Railway Trust president Bill Shakespeare and vice president Gordon Heddon were helped to heave on the big spanners to fix the bolts to the symbolic fishplate to join the rails on the site of the former gap in the railway embankment.

The line now runs the full 10 miles from Llangollen to the buffer stop at Green Lane, Corwen.

It completes the dream of restoring the railway, as envisaged by the pioneering preservationists back in 1975 to rebuild the line through the Dee Valley from Llangollen to Corwen.

Furthermore, the occasion marked an important stage in the completion of the new Corwen station with the terminal trackwork loop now in place around the island platform.

Following the manual effort on the fishplate, the Road Rail Vehicle on site moved through rail connection from platform 1 to demonstrate the completion of the loop.

The Corwen Project team invited members of the town community who have supported the building of the station, while BBC Wales attended to record the occasion for its TV news programme.

Volunteer project manager, Richard Dixon-Gough said: "Today's celebration acknowledges all the hard work that has been completed by our dedicated volunteer work force to bring this highly complex trackwork project to a conclusion. This represents a magnificent effort.

"Over the past 44 years many people have contributed and supported the workforce thus helping to bring a heritage railway to the Dee Valley for all to enjoy travelling along this most scenic valley by train and experience the wonderful views from the comfort of a heritage railway vehicle.

"Without their support, the project would not have succeeded.

"The full 10 miles will be operational through to Corwen in 2020 if we can continue to meet the challenges which the remaining work on the new-build station platform represents."

A delighted Bill, 92, said: "Little did I think, when the first track was laid at Llangollen back in 1975, it would take so long to reach a new build station at Corwen. The volunteer workforce has done brilliantly with the limited resources available."

Gordon added: "When, as chairman of the Llangollen Railway, I initiated the Corwen extension project in 2004, I little realised how complex the whole process would be in the face of modern rules and regulations.

"That it was necessary to split the project into two phases to provide temporary station facilities for trains in 2014 is now apparent by the size and scale of the Corwen terminal station which is coming to a completion.

"This achievement has only been possible by the sheer determination of the volunteer members of the project team and the financial support of our members and well-wishers who have contributed towards the cost of the project."

The big link-up: Bill Shakespeare and Gordon Heddon pull on the big spanner to tighten the golden fishplate bolts. GEORGE JONES

Great Train Robbery loco in auction spotlight 56 years after raid drama

EXCLUSIVE

By Geoff Courtney

A WORKSPLATE from a Class 40 diesel that was at the centre of one of the most audacious and internationally publicised robberies in the history of Britain's railways is to go under the hammer. It is from D326, which in the early hours of August 8, 1963, was involved in what has become known as the Great Train Robbery.

A gang of 16 men, led by 31-year-old Bruce Reynolds, had sabotaged the signals on the West Coast Main Line at Sears Crossing between Leighton Buzzard and Cheddington in Buckinghamshire, bringing the Glasgow Central to Euston overnight Travelling Post Office mail train to a halt just after 3am.

David Whitby, secondman to driver Jack Mills, left the cab to telephone the signalbox, returning shortly after to tell his 57-year-old driver that the wires had been cut. With the 72 Post Office staff on board the 12-coach train unaware of what was happening, Mills and Whitby were attacked with an iron bar, and Mills sustained severe head injuries.

The gang uncoupled the diesel and the two leading carriages, one of which contained a stash of cash, with the intention of driving forward to a prearranged meeting place half a mile ahead at Bridego (now Mentmore) Bridge. However, the gang member who was hired to drive the train was a retired former Southern Region driver used to operating only shunters. On discovering he couldn't work the Class 40, the robbers forced the injured Mills to drive it for them.

Robbery worksplate: The English Electric worksplate from D326 that is going under the hammer on March 7. The Class 40 diesel was at the centre of an international media blitz when it was involved in the notorious Great Train Robbery in August 1963. GREAT CENTRAL RAILWAYANA

Once at the meeting point, the gang transferred 120 mailbags containing the cash to a waiting vehicle and drove to their hideout at Leatherslade Farm near Brill, 27 miles from the crime scene, arriving at 4.30am, about 10 minutes after the alarm had been raised by one of the Post Office workers stranded on the train. Their haul was a staggering £2,595,997 – equivalent to about £50 million today – and this was divided among the gang into shares of about £150,000 each, the bulk of which was never recovered.

The robbery grabbed the world's attention, and debate continues about it to this day. High-profile members of the gang who served time after a major police operation included Reynolds, Ronald 'Buster' Edwards, and Ronnie Biggs, while only one gang member is known to be still alive, Bob Welch, who served 13 years.

Driver never fully recovered

Both members of the diesel crew had died within a decade of the robbery, with driver Mills being particularly affected by his head injuries, from which he never fully recovered. He returned to work nine months after the raid, and worked for 18 months on light duties, followed by just over a year on sick leave. He returned at the end of 1966 but retired after a year, having spent 2½ months off sick during 1967.

Mills received just £250 compensation, but an appeal on his behalf by a national newspaper raised £34,000 that enabled him to move into a more comfortable house in Crewe. Shortly after moving, however, he died in February 1970 at the age of 64.

His secondman at the time of the robbery, David Whitby, who was based at Crewe with Mills and was also injured in the raid, died of a heart attack in January 1972 at the age of just 34, and his sister Nancy said her brother never recovered from the trauma of the attack. In December 2014 she unveiled a plaque at Crewe station in memory of the pair in a ceremony that filled her with emotion.

The worksplate is being sold next March by Great Central Railwayana, whose auctioneer Mike Soden said: "The Great Train Robbery was one of the most talked-about crimes of the century, and at its heart was the diesel crewed by driver Jack Mills and his secondman David Whitby.

"Class 40 worksplates have a following in their own right due to an increasing interest in heritage modern traction, but one of those from this particular diesel, which was involved in a notorious episode in railway history, makes it attractive to not only enthusiasts, but also the general public." Mike said he was confident it would sell well for into four figures.

D326 was built by English Electric at its Vulcan Foundry in Newton-le-Willows, Lancashire (works No. 3072/D622) in 1960, entering service in December that year. At the time of the robbery it was allocated to the former LMS shed of Camden in north-west London (1B), which coincidentally was to close to steam a month after the robbery. It was withdrawn as No. 40126 in February 1984.

It is said that after the robbery, some railwaymen were reluctant to drive the 1Co-Co1 diesel as it was regarded as a jinxed locomotive, a fear doubtless enhanced by a secondman being electrocuted while washing its windows a year to the month after the raid, and it is also claimed that it was cut up unusually speedily at Doncaster works after withdrawal because of the public's and enthusiasts' continuing fascination with the engine.

The plate is being sold by Great Central Railwayana at Stoneleigh Park, Warwickshire, on March 7.

Railway attraction: Class 40 D326 heads an Up express past Mallerstang signalbox on the Settle-Carlisle line between Kirkby Stephen and Garsdale, probably in the early-mid 1960s. The 1Co-Co1 diesel became the centre of worldwide attention on August 8, 1963, when it was halted at sabotaged signals near Leighton Buzzard in a raid that gained notoriety as the Great Train Robbery. In March the locomotive will once again become the centre of attention when one of its worksplates goes under the hammer in a Great Central Railwayana auction. NORRIS FORREST/THE TRANSPORT TREASURY

No snow around, but glowing in the rays of afternoon sunshine is Bulleid West Country light Pacific No. 34092 *City of Wells* heading the 2.30pm Santa special from Bury Bolton Street on the East Lancashire Railway on November 30. KEVIN WHITEHURST

Gresley P2 may run first on Wensleydale

By Robin Jones

THE Wensleydale Railway has been boosted by a return visit of A1 Peppercorn Pacific No. 60163 *Tornado*, due to take place shortly before Christmas.

Tornado is also likely to head public services on the line in February and March before resuming main line duties, as once again it is set to be a major crowd puller on the 22-mile line.

Furthermore, builder and operator The A1 Steam Locomotive Trust has been having talks with Wensleydale Railway officials about using the line for the testing of the £5 million Gresley P2 2-8-2 No. 2007 *Prince of Wales* once it is completed at nearby Darlington Locomotive Works.

Meanwhile, the railway's 'Polar Express' trips are on course for being the most successful event in the history of the heritage line.

As we closed for press, more than 32,000 tickets had been sold for the 22-mile trips, based on the Warner Brothers' hit 2004 movie starring Tom Hanks and centred around the children's book by Chris Van Allsburg.

The line's plc board heard in November that the event based at Leeming Bar was the largest of its kind outside the USA, and a target of 30,000 ticket sales had been set.

USATC 2-8-0 No. 6046 heads the hugely-successful 'Polar Express' at Leeming Bar. STEVE DAVIES

In keeping with the atmosphere of the movie, an American locomotive was hired to haul the 'Express', in the form of USATC 2-8-0 No. 6046 from the Churnet Valley Railway.

Meanwhile, PNP Events Ltd which runs adventures from the famous 3D computer-animated film under licence from Warners, and which was launched by enthusiast Paul Hughes, a Telford Steam Railway volunteer, and business analyst Phil Neal, has taken on a business unit at Telford's Halesfield 19 industrial estate, for offices, storage and props construction.

The firm has taken on six staff, and has employed a further 50 on short-term contracts to run the 'Express' at Wensleydale.

NRM hit by sit-down protest

AROUND 30 Extinction Rebellion protestors staged a sit-down protest in the Great Hall of the National Railway Museum, while demonstrating against parent body the Science Museum's (SMG) links with oil giant BP. The protestors poured fake oil over themselves during the protest on December 1.

Patrick Thelwell, from Extinction Rebellion in York, said their actions were designed to persuade the SMG to renounce its ties with BP. "It's companies like BP that use funding for science museums to sort of greenwash and promote that they are somehow an ecologically sustainable company," he added.

However, SMG director and CEO Sir Ian Blatchford responded: "We have long-standing relationship with several energy companies, who support our activities to inspire the scientists and engineers of the future. These firms have the capital, geography and people to be major players in finding solutions to climate change and demonising them is unproductive.

"We believe the right approach is to engage, debate and challenge companies, Governments and individuals to do more to make the global economy less carbon intensive. Ultimately our visitors can – and do – make their own minds up about our approach."

Forties Christmas at Mid-Hants

THE Mid-Hants Railway will again be staging its popular Christmas Leave event on December 26/27.

Evoking the atmosphere of a 1940s Christmas, visitors will join civilian and military re-enactors at the period stations where there will be live 1940s music, wartime games at Alresford goods shed and much more family entertainment.

For more information and to book tickets, please visit www.watercressline.co.uk/product.php/36/christmas-leave

Models at Alexandra Palace

NOW in its 24th year, the popular London Model Engineering Exhibition will return to London's Alexandra Palace during January 17-20, and will feature more than 2000 models built by individuals, clubs and societies.

This year's show pays a special tribute to the emergency services and armed forces, with more than 500 models of their vehicles displayed.

New motive power for Swindon & Cricklade

GWR 0-6-2T No. 6695 is to become the main operating locomotive at the Swindon & Cricklade Railway (S&CR) after being moved to Blundson to complete its overhaul.

Owning group the 6695 Locomotive Ltd has agreed to relocate it from its previous West Somerset Railway base. The 1928-built locomotive was originally based at the Swanage Railway but was damaged in an incident with the low loader transporting it to the West Somerset Railway spring gala in 2015 and has been at Williton ever since.

At the S&CR, it will take over from resident Polish Tkh 0-6-0T No. 3135 *Spartan* which is being overhauled.

Railway spokesman Alan Bott said: "This is fantastic news for the S&CR and gives us a much-needed morale boost following the recent departure of No. 6984 *Owsden Hall* (see separate story on page 25). We recently hired No. 5619 and have been commended for maintaining it and keeping it in running order."

The aim is now to complete No. 6695's overhaul in time for it to star in the March 28/29 spring steam gala.

Ferryhill turntable restorers scoop second top award

By Robin Jones

THE Ferryhill Railway Heritage Trust has scooped a second major award for bringing a main line turntable back into use to enable the visits of steam-hauled charters to Aberdeen.

The trust, which was formed in 2007 to restore the A-listed Ferryhill shed turntable next to Duthie Park, won this year's principal award from the Aberdeen Civic Society.

Society chairman Dominic Fairlie said: "The work done by the trust to bring the historic turntable back into use is inspirational, and is a great example of caring for our heritage and important buildings without it costing a fortune.

"Aberdeen is now on the map when it comes to national railway tours – a project that deserves our main awards."

The trust has now topped that local accolade by landing the Stagecoach Volunteers Award at the 40th National Railway Heritage Awards (NRHA), HRH The Princess Royal presenting the award at the Merchant Taylors' Hall in Threadneedle Street, London, on December 4.

Ferryhill's Caledonian Railway shed was rebuilt in Edwardian times with a new Ransomes & Rapier 70ft turntable installed in 1906. In regular use until 1966, it then fell into neglect and in 1988, the site of the adjacent shed was sold for redevelopment. Last used in 2000 to turn a visiting steam locomotive, the turntable's condition deteriorated. Flooding of the turntable pit caused additional damage and there was a real risk that it might be lost. However, in 2015 the trust took on a 25-year lease on the site and began a four-year project to restore the turntable to working order.

Because significant components were cracked and required replacement, the turntable had to be completely dismantled to allow repair and replacement of damaged parts with new material that replicates the original.

Above: Dr Jon Tyler from the Ferryhill Railway Heritage Trust receives the Stagecoach Volunteers Award from the Princess Royal and a cheque for £2000 from Emma Knight representing Stagecoach Group. DUNCAN PHILIPS/NRHA

Right: The restored Ferryhill turntable at Aberdeen. NRHA

NRHA chairman Jon Ellis said: "The trust is to be congratulated on completing this ambitious and complex project. It was well planned and carried out with skill and determination. The many challenges of restoring the turntable into working order have been superbly met and have enabled this listed structure to return to use."

As reported in Headline News, the trust has also been shortlisted for a Heritage Railway Association award.

Runners-up in the Stagecoach Volunteers Award were Hertfordshire County Scout Council for the work undertaken on the roof and platform canopies at Lochearnhead in Scotland and the Wensleydale Railways Association Trust for the restoration of the Wickham trolley shed at Scruton.

The NRHA's Abellio Signalling Award went to Swanage Railway Company Limited for the new installation at Norden, replacing the outdated system which would not allow regular incoming services from the main line at Worgret Junction south of Wareham.

Following discussions with Network Rail, a token block system was developed that would provide a seamless connection between Network Rail's centre at Basingstoke and the signalbox at Corfe Castle. A new LSWR-style signalbox at Norden was constructed, as were four platforms for token exchanges each way.

The token equipment is housed on the platform at Wareham and within the boxes at Norden and Corfe Castle. The equipment used are genuine Tyer's key token instruments with a new set of 30 tokens specially manufactured according to the original pattern and engraved for the Norden to Worgret section – giving historic impression for passengers of traditional signalling methods.

Runners-up in the category were the Grade II listed LBSCR signalbox at Billingshurst which has been rebuilt at Amberley Museum and Heritage Centre and the Downpatrick & County Down Railway Limited for the transfer of Bundoran Junction North signal cabin to Downpatrick and its restoration.

The winners of the other awards were:

The BAM Nuttall Partnership Award – Market Rasen Station Community Project Ltd for the restoration of the 1848 Grade II listed station at Market Rasen.

Runners-up were Bangor station roof and chimney (Network Rail) and the 1844 Darlington engine shed into living accommodation (Railway Housing Association).

The Great Western Railway Craft Skills Award, recognising the best use of traditional craft skills in the restoration of a building or structure – Southeastern for the restoration of Battle station in Sussex.

Runners-up were Edinburgh Princes Street station gates (Waldorf Astoria Edinburgh – The Caledonian) and the York North Eastern Railway 54ft war memorial (Network Rail and Colt Construction).

The Urban Heritage Award, sponsored by the Arch Company – Sevenoaks Town Council for the dramatic work at Bat & Ball station that brings the building back into use as part of a project to regenerate the area.

Runners-up were Ilkley station canopy (Glenwood Limited) and the refurbishment of Thorpe Bay station canopy (Trenitalia C2C Ltd).

This Costain Structures Award for the best restored structure – Network Rail and Taziker Industrial for work undertaken in refurbishing the South

Above: The Swanage Railway's Project Wareham director Mark Woolley (left) with centre, volunteer Mike Walshaw the project engineer for the Norden to Worgret/Wareham token block signalling scheme, receiving the Abellio Signalling Award from the Princess Royal. DUNCAN PHILIPS/NRHA

The Norden gates cabin token exchange equipment on the Swanage Railway. NHRA

Back in the steam age, here were the London King's Cross coal drops. In 2016, work started as part of the overall regeneration of the former goods yard area at King's Cross, costing £96 million to restore as much of the original fabric as possible and convert the buildings for commercial use. The sweeping new roofs incorporate Welsh slate from the quarry that provided the original material. The brickwork has been carefully restored using reclaimed bricks and the life-expired cast-iron balustrades have been carefully replicated in modern materials. Internally, the structural work has included the reinstatement of the cast-iron columns and the careful integration of original features like flooring. NRHA

The forecourt of Ballater station after rising in phoenix fashion from the devastating 2015 fire. NRHA

Esk Viaduct at Montrose on the East Coast Main Line between Dundee and Aberdeen.

Runners-up were Lydney St Mary's footbridge (Dean Forest Railway) and the North Eastern Railway Thickley Wood footbridge in Shildon (Construction Marine Ltd).

The London Underground Operational Enhancement Award – Network Rail (on behalf of the Thameslink Project) for the work undertaken at London Bridge station and the careful reuse of historical elements to create a modern station for 21st century traffic.

Runners-up were the Vale of Rheidol Railway for its Aberystwyth station and the Ffestiniog & Welsh Highland Railways for Waunfawr station.

The Supporters Award – Network Rail for the meticulous restoration of the clock at Tunbridge Wells station.

Runners-up were Daniel Brittain-Catlin for restoring one of the Blue Anchor camping coaches on the West Somerset Railway and Otley Town Council for the restoration of the 1849 Navvies' memorial in the churchyard of All Saints in Otley.

The Southeastern Commercial Restoration Award – Aberdeenshire Council for the restoration of the Grade B listed timber station at Ballater following extensive fire damage in 2015.

Runners-up were Don Ewing Residential Architects for work undertaken on Cultra station in Northern Ireland, McSquared Partnership Limited for the creation of the Station Yard micropub at Dunbar in a lodge built by the North British Railway and Nairn Men's Shed for work undertaken on the south platform Highland Railway main building at Nairn station.

The Railway Heritage Trust Conservation Award for the best restored structure supported by funding from the trust – Network Rail Commercial Property for work undertaken at Mytholmroyd, on the Halifax to Manchester line in West Yorkshire, in restoring the fabric of a redundant station building and preparing it for commercial reuse.

Runners-up were Lowestoft Central station (Station Regeneration East) and the Lancashire & Yorkshire Railway's Newton Heath war memorial (Andrew G. Podmore & Son Ltd).

Hendy & Pendle Trust Award for best overall entry – BAM Construction for the work undertaken on the King's Cross coal drops.

To mark the awards' 40th anniversary and John's retirement as chairman, a special 40th Anniversary Award was made to the project that, in his opinion, marked the single most significant contribution to the preservation of Britain's railway heritage over the past four decades.

It went to Network Rail, London Borough of Camden, London & Continental Railways, Argent and MacAslan Architects for the "conspicuous and dramatic work" undertaken at St Pancras and King's Cross stations, as well as the redevelopment of the once extensive goods facilities to their north.

The Princess Royal was presented with a copy of the book Restoration Rewarded, recognising the 40th anniversary and covering the competition's history with details of successful projects from the last four decades.

Strathspey pioneer Ivatt is coming home!

IVATT 2MT 2-6-0 No. 46464 is to return to the Strathspey Railway, where it hauled the first scheduled passenger train on July 22, 1978.

Owner the Carmyllie Pilot Company has signed an agreement with the railway for it to be relocated to Aviemore for completion of its long-term overhaul, after which it will join the fleet of operational locomotives, running alongside sister No. 46512.

The deal includes provision for the locomotive to visit other heritage lines.

Outshopped from Crewe in June 1950, No. 46464 hauled the last passenger train from Brechin to Forfar on August 2, 1952 and the final train to run over the Carmyllie branch on May 19, 1965. The nickname 'Carmyllie Pilot' was used by local staff during their working years, for both Nos. 46463 and 46464, both Dundee Tay Bridge (62B)-allocated engines. Both locomotives were often seen working the Carmyllie branch.

Withdrawn in 1966, No. 46464 was saved from the cutter's torch by enthusiast the late Ian Fraser of Arbroath. No. 46464 was presented to Dundee City Corporation with the aim of placing it on display, but it was stored for several years before being loaned to the Strathspey Railway, which it left on November 30, 1989 to move to the Caledonian Railway at Brechin.

After Ian died in 1992, plans for the locomotive's restoration were started, but the Caledonian Railway did not have sufficient funds, and so the present owning company was set up to rebuild and operate it. In March 2002, the engine was dismantled and moved from the Caledonian Railway to a private site nearby with better facilities and improved access.

Churnet Valley flagship LMS 4F comes home

ONE-TIME Churnet Valley Railway flagship LMS 4F 0-6-0 No. 44422 has returned to the line after nearly a decade away.

The first members of the line's operator, North Staffordshire Railway Company, saved the 4F from Barry scrapyard and moved it to Cheddleton in 1977. In recent times, it has been at the West Somerset Railway awaiting a return to working order, but its loan deal there had been concluded.

The Churnet Valley will now be carrying out a detailed investigation of the reassembled locomotive with a view to returning it to steam.

Above: New LNWR 'Bloomer' 2-2-2 No. 670 wows the crowds at the Warley National Model Railway Exhibition on November 16. PAUL BICKERDYKE

Right: The 'Bloomer' shows off its newly-installed single wheel. STEVE O'HARA

New 'Bloomer' wheeled for Warley model railway show

By Robin Jones

HISTORY was made at Tyseley Locomotive Works on Thursday, November 14. Behind closed doors, a milestone was passed when what was believed to be the first wheeling of a standard gauge express single wheeler for operational purposes in living memory, took place in the workshop.

Using Tyseley's wheeldrop, the pair of 7ft driving wheels was raised into new-build LNWR 2-2-2 'Bloomer' No. 670.

The operation, overseen by works general manager Alistair Meanley and carried out to pinpoint precision, took several hours, but left the chassis virtually complete – and the locomotive ready to play a starring role in the Warley National Model Railway Exhibition at the nearby National Exhibition Centre on November 23/24.

The exhibition saw the launch of the new phase in the project to re-create what is regarded as Britain's first high speed train.

It is estimated that around £300,000 will be needed to bring the new 'Bloomer' to full working order and complete a project which was started by Tyseley more than 30 years ago, and which has during that time been making slow progress as funds and workshop time allow.

Developed in 1851 from a design by LNWR Southern Division locomotive superintendent James McConnell's predecessor Edward Bury, in collaboration with Charles Beyer, the German engineer who went on to found Beyer Peacock & Co in Manchester, the 'Bloomer' was built at the railway's Wolverton Works. This powerful express type was considered ahead of its time, with high 120psi boiler pressure, a hopper grate for removing ash and clinker and an experimental firebox designed to run on coal not coke.

The class took its nickname from campaigning American feminist Amelia 'Bloomer'. Anything novel or striking was likely to be labelled as a 'Bloomer.' Her reforms in dress which shocked contemporary Victorian society revealed ladies' legs – the locomotive showed its 'naked' driving wheels and the lower part of its 'anatomy'!

The 'Bloomers' hauled trains between London and Birmingham at speeds up to 70mph in just two hours, and were considered the 'Concorde' of their day.

To mark the 150th anniversary of the West Coast Inter City route in 1988, construction of the 'Bloomer' began at Tyseley, under the direction of chief engineer Bob Meanley and financially supported by Birmingham City Council. Using an original tender underframe, together with wheels and brake gear from two other examples, the locomotive slowly took shape with cylinders, wheels, boiler, motion parts and connecting rods, plus the ornate brass dome – which was made at Wolverton Works – all completed and stored awaiting assembly.

Painted in LNWR Southern Division lined green livery copied from carefully conserved paint samples found on the original tender, the locomotive coupled to its tender was display at the Warley show in its most complete state to date. Its number 670 is that of Tyseley's postal address in Warwick Road, and indicates its 'home shed'.

As reported in issue 255, it is intended to display No. 670 outside the proposed High Speed 2 terminus at Birmingham's Curzon Street station, highlighting the link between the pioneering past and the future of rail travel. While in itself not intended to be equipped for running on the main line, the 'Bloomer' will be hired out for operation on heritage lines.

The imminent advent of HS2 has given the Tyseley project fresh impetus for completion.

Fundraising has now been launched to raise the capital to complete its manufacture in the Tyseley workshops by apprentices and young engineers. Once No. 670 is complete, Vintage Trains will continue to raise funds to build a complementary train of four-wheel carriages to represent a contemporary LNWR train using the frames of three BR brake vans. The bodies will be built within the newly-constituted Metropolitan Railway Carriage & Wagon Works at Tyseley.

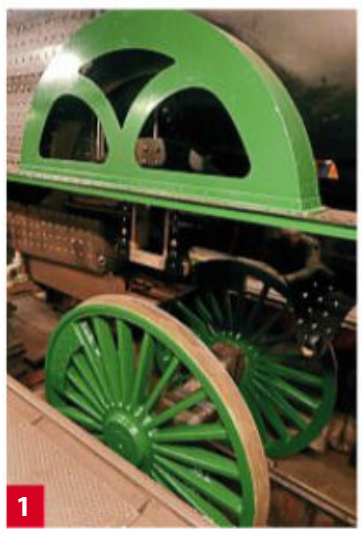
➜ Visit www.pioneerhst.co.uk for details of how to support the project.

A historical moment as Alistair Meanley's team roll the single driving wheelset on to the wheeldrop ready to be fitted to the 'Bloomer' behind on November 14. ROBIN JONES

1 & 2: The single driving wheels are lifted by the wheeldrop upwards into the "Bloomer' chassis. ROBIN JONES

3: There at last: a precise fit for the single driving wheel after an operation at Tyseley lasting several hours. ROBIN COOMBES

4: The ornate brass dome was made at Wolverton Works 30 years ago. ROBIN JONES



Modern traction world first also on display

ALSO on display at the Warley show was NER petrol-electric autocar No. 3170, a vehicle of immeasurable global historical importance and the earliest example of an internal combustion engine being used in a passenger-carrying rail vehicle.

Restored to its Edwardian splendour by a team led by Stephen Middleton, who discovered it on a farm in North Yorkshire, No. 3170 has been running in service 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 Peter Manisty Award for Excellence – for its restoration.

While at the show, No. 3170 was presented with the Association of Larger Scale Modellers Ltd's Sir William McAlpine Award for the best preservation project in 2019.

After its Warley appearance, No. 3170 was taken to the Great Central Railway for a series of mechanical adjustments in the Loughborough workshops. While there, it was planned that No. 3170 would also undertake public runs on the line.

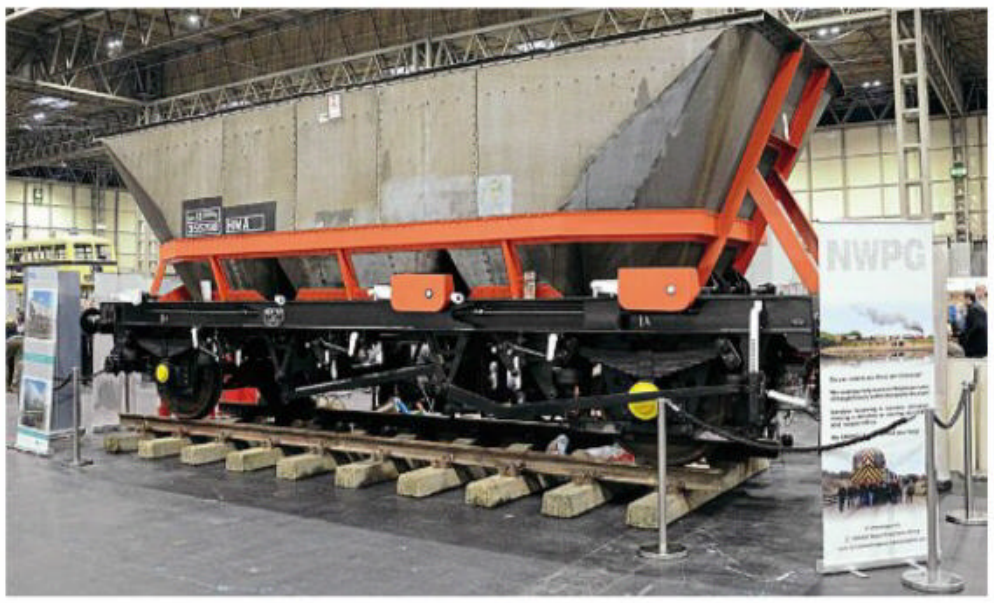
Another exhibit was the first vehicle preserved by the National Wagon Preservation Group in the form of HMA Merry-Go-Round hopper, No. 355798, which is housed on the Chasewater Railway.

Bought from DB Schenker, the wagon was acquired from Immingham TMD. The group's aim is to preserve and exhibit a selection of wagons built since Nationalisation. It owns prototype CDA china clay hopper No. 353224 too, also at Chasewater and a TEA tank wagon, which is stored at a private site.

The 2019 show, which featured 365 exhibitors, proved to be another great success for the Warley Model Railway Club. More than 15,000 visitors attended the event, an increase of 3.3% on last year.

Inset: The Association of Larger Scale Modellers Ltd award to NER autocar No. 3170. STEPHEN MIDDLETON

NER petrol-electric autocar No. 3170 at the Warley show. CHRIS MILNER



Merry-Go-Round HMA hopper No. 355798 at the big model show. It and fellow MGR wagons preserved at the Chasewater Railway are due to star in the line's Pits to Power station gala on April 4/5. PAUL BICKERDYKE

Rod Stewart and the layout that rose from the dead after vandal attack

TAKING pride of place amongst the many model layouts at Warley show was Woodcroft – displayed for the first time since it was smashed up by four drunken teenagers in May.

Owned by Lincolnshire's Market Deeping Model Railway Club, the £30,000 00 gauge layout had originally been built over a 23-year period, created by former club chairman David Smith. It is a through station on an imaginary single-track line built to give access to Stamford from the Great Northern main line.

However, it was wrecked when four teenage boys, who had been drinking prior to sitting their GCSEs, broke into Stamford Welland Academy in the early hours of Saturday, May 18, where the club had been preparing an exhibition.

The four boys later pleaded guilty to criminal damage totalling £30,000 when they appeared before Lincoln Youth Court. They were handed 12-month referral orders and each of their sets of parents were ordered to pay £500 compensation, £85 prosecution costs and a £20 victim surcharge. Presiding magistrate John Lock said: "The hurt can never be compensated for. In nearly 20 years on the bench, I cannot recall such a case as this, of mindless, wanton destruction."

Support

However, the mindless vandalism generated international headlines, spurred on by veteran rock singer Sir Rod Stewart, an accomplished railway modeller himself, donating £10,000 to the club as soon as he heard of the damage.

An online fundraising page, which was originally set up to raise £500 for the club, received more than £107,000 in donations from as far away as Australia and Japan.

Woodcroft was rebuilt by 25 people contributing around 1000 man hours.

The Warley show was the first time that the rebuilt Woodcroft had been exhibited.

On Monday, November 18, the day afterwards, both Sir Rod and current club chairman Peter Davis appeared together on the BBC's The One Show.

Peter presented the 74-year-old singer, who was celebrating his 50th anniversary as a solo artist, with honorary membership of the Market Deeping club.

Sir Rod told the show he had loved model railways since boyhood "ever since my dad gave me a guitar for Christmas instead of the model train I wanted."

Peter said: "Rod's money not only helped us get back up and running, it's changed a lot of people's lives in the club and community. We're working with a charity Little Miracles to support youngsters with cerebral palsy."

The club will return to the Welland Academy a year after the damage, and will stage an exhibition there on May 16/17. Club officials say it will be its biggest-ever show.

The layout that refused to die: trains running again at Woodcroft during its comeback at the Warley show. PETER NORRIS/MCMRC

Market Deeping Model Railway Club chairman Peter Davis and Sir Rod Stewart after their meeting on The One Show. MDMRC

Major railwayana auction to star in EL50 festival

By Geoff Courtney

ONE of the highlights of the *Heritage Railway*-sponsored Lincolnshire Wolds Railway EL50 festival next year will be a major auction of local railway memorabilia at Batemans Brewery visitor centre in Wainfleet, near Skegness.

The auction is being organised by East Midlands-based Talisman Railwayana, one of the country's well known specialist auction houses headed by Roger Phipps, whose father's family come from the Lincolnshire villages of Fulbeck and Ruskington.

With the sale set for September 19, Roger and his wife Sandra are in the early stages of organising the event, but already they have about half of the 500 lots that are expected to go under the hammer.

The EL50 festival, details of which are just being rolled out, is to be staged at different locations around the county to commemorate the closure of around 100 miles of Lincolnshire lines in one fell swoop over the weekend of October 3/4, 1970.

The post-Beeching closure left huge swathes of the county isolated from the national network and is still a source of resentment throughout the region half a century on.

Support

Heritage Railway and Mortons Media Group – also publisher of *The Railway Magazine* and *Rail Express* – is supporting the two-month festival, which starts in August and includes a main line visit to Skegness on September 26 by LMS 4-6-0 No. 46100 *Royal Scot,* which was saved for static display at the resort by holiday camp entrepreneur Sir Billy Butlin back in 1962. It has been cleared to run from King's Cross.

Roger said the auction of mainly Lincolnshire railwayana would feature named items from the county's stations and the railway companies that ran through them, the latter including the LMS, LNER, GER, GNR, GCR, Manchester Sheffield & Lincolnshire, Lancashire Derbyshire & East Coast, and Midland & Great Northern Joint railways, as well as BR.

Two early lots include relics from two Great Northern Railway stations on the Lincoln to Firsby line, a Midville platform lamptop and a signalbox nameboard from Coningsby. The two stations opened with the line in July 1913 and were closed, again with the line, in October 1970.

"As with the Somerset & Dorset Joint, Lincolnshire railwayana can fetch good prices, and Sandra and I were delighted when the organisers of EL50 invited us to stage the auction, which we are looking forward to immensely," said Roger.

"Lincolnshire is a large county which had great railway diversity, but has sadly suffered from station and line closures on many of its rural routes. The auction will give people the opportunity to acquire an item from a lost era, or perhaps from a station they remember fondly."

Memorabilia display

Alongside the auction in the visitor centre will be an exhibition of other Lincolnshire railway memorabilia which the organisers are hoping will, in conjunction with the auction, comprise the largest number of such items from the county ever assembled. The ambition is to include items from every part of the 100 miles of former GNR routes that were closed at the same time, including the Peterborough-Grimsby main line via Boston and Spalding, and the branches from Firsby to Lincoln, Willoughby-Mablethorpe and Woodhall Junction-Horncastle.

Royal Scot up and running again

By Cedric Johns

SIDELINED and wheelless for some months, Crewe-based No. 46100 *Royal Scot* has just rejoined the Locomotive Services fleet after successfully completing its test runs on the Severn Valley Railway.

The 4-6-0 departed Crewe by road and as planned, returned under its own steam via Kidderminster.

Following that, the Scot's newly-retyred and fitted wheelset was given further examination with two loaded test runs to Chester and Shrewsbury at the end of November.

Royal Scot is not likely to be seen on the main line in the near future because it is destined to join the rest of the Locomotive Services fleet which have been drained down and stabled until February 1.

Among many other requests for *Royal Scot,* the Nene Valley Railway has announced that the 4-6-0 will visit Wansford for the railway's VE celebrations on May 8-10.

Friday, May 8 has been declared a bank holiday by the Government, and Wansford station will be celebrating with live singers, dancing and music to create a street party atmosphere. Visitors will be encouraged to dress up in the 1940s outfits and bring dancing shoes to take part in platform activities throughout the weekend.

No. 46100 will haul the 'Royal Scot Jolly Fisherman' on the Friday evening, with fish and chips served in decorated carriages.

LMS 4-6-0 No. 46100 *Royal Scot* with support coach and Class 47 No. 47593 *Galloway Princess* approach Searchlight Lane Junction en route from Kidderminster to Crewe on November 26. JOHN WHITEHOUSE

Royal Scot for Skegness comeback – but this time in steam

LMS 4-6-0 No. 46100 *Royal Scot* is to return to Skegness next autumn after a 48-year absence – and for the first time ever in steam.

The operator will be UK Railtours, in conjunction with Royal Scot Locomotive & General Trust, although bookings have not been opened.

No. 46100 is making a special railtour visit on September 26, close to the EL50 festival.

Royal Scot has not been to Skegness since 1971: indeed, a member of the class has never hauled a train there.

Astonishingly, there were no plans to preserve *Royal Scot* when it was one of the first of the class of 71 Fowler/Stanier 4-6-0s to be withdrawn from service at Nottingham shed towards the end of 1962. Its celebrated 11,000-mile tour of Canada and the United States in 1933 meant little to BR at this time.

Sir Billy Butlin, who would later be credited with persuading BR not to close the Boston-Skegness route, purchased No. 46100 for static display at the Skegness holiday camp that he had enterprisingly created from 200-acres of windswept coastal farmland in 1936.

He had it painted it in LMS crimson lake livery at Crewe Works, and its arrival (by rail) from Boston on July 18, 1963 saw it piped in by members of the 1st Battalion of the Royal Scots regiment. It spent its days at the camp purely as a static exhibit, with the aim of amusing younger holidaymakers.

No. 6100, as it then again was, moved to Bressingham Steam Museum in Norfolk on March 16, 1971, and was returned to steam the following year. It was sold by Butlin's in 1989, and is now in the care of the trust led by Jeremy Hosking. It was returned to the main line in 2009.

It was Sir Billy who also rescued several other large express LMS engines – Stanier Pacifics Nos. 6203 *Princess Margaret Rose*, 6229 *Duchess of Hamilton* and 6233 *Duchess of Sutherland*, for display at his camps across the country.

An EL50 spokesman said: "Other major events are at the planning stage, and we will be announcing them in *Heritage Railway* in the coming months."

Wolds Railway will benefit

EL50 has been created to try to speed up the Lincolnshire Wolds Railway's four-mile push towards the market town of Louth, which has already begun this year with track laying south to Peartree Crossing north of Utterby.

The LWR will be operating steam-hauled services most weekends over its operational section between Ludborough and North Thoresby, and expects to secure a visiting ex-BR main line locomotive.

The heritage line occupies part of the trackbed of the lost GNR main line from Grimsby to London via Louth and Boston.

Heritage Railway supports EL50

MORTONS Media Group, publisher of *Heritage Railway* and its sister publications *The Railway Magazine* and *Rail Express*, is delighted to be one of EL50's major supporters.

It is particularly significant that the magazines are published at Horncastle, which was one of the Lincolnshire towns that lost its railway back in October 1970, although passenger services were cut more than a decade earlier.

Publisher Tim Hartley said: "As an independent Lincolnshire-based business, we are delighted to be playing our part by supporting a magnificent festival which will do so much to celebrate the county's railways, past and present.

"Mortons and local railways have always been intertwined, as members of the families of our employees would have worked for the Great Northern from its earliest days. We have been in business locally for over 140 years, and are naturally pleased that we have fared better than the railways we are honouring!

"The Lincolnshire Wolds Railway is also on our doorstep. We're pleased to support its aims of becoming a major visitor attraction in the years to come."

Brunel goods shed bought by council

A GRADE II listed goods shed in High Wycombe, designed and built by Isambard Kingdom Brunel, has been compulsorily purchased by Wycombe District Council from Chiltern Railways.

Known locally as the 'Brunel Shed', the council aims to refurbish it and bring it back into use for community groups and possibly start-up businesses, and as an "attractive and welcoming entrance" to the town for visitors arriving by rail.

The purchase is the first step in the authority's plan to upgrade the area around the station and along Easton street.

SUPPLYING QUALITY BOOKS & DVDS FOR OVER THIRTY-EIGHT YEARS

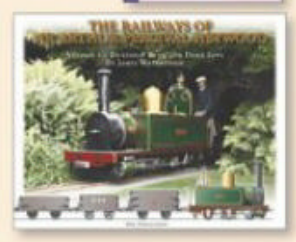
CAMDEN

Barrow Farm Rode Frome Somerset BA11 6PS Tel: 01373-830151

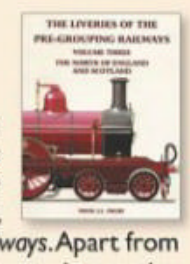
From the last great Genius of Steam Power:-

Advanced Steam Locomotive Development • Porta • £12.60
Selection of Papers by L.D. Porta Volume 1 Tribology and Lubrication • £30.85
Selection of Papers by L.D. Porta Volume 2 Adhesion, Compounding and the Tornado Proposal • £30.85
Between them, these three books contain 11 technical papers on how the steam locomotive could be developed, all written by Dante Porta, plus one by David Wardale developing on one of the Porta Papers. Volume 2 contains a reworked transcription of the *Fundamentals of the Porta Compounding System*, which is in the first book, in its original transcription. 104, 244 & 246 pages respectively. The first book contains some photographs, and all contain technical drawings, charts. etc. All are paperback.

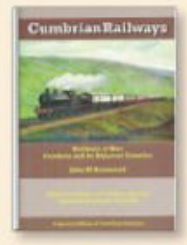
The Railways of Sir Arthur Percival Heywood Volume 1 - Duffield Bank and Dove Leys Waterfield • £53.45
The long awaited first volume of the new work on Sir Arthur Heywood by James Waterfield. James has spent many years studying and researching the work of Sir Arthur Heywood, and has also built fine full-size working replicas of the locomotives and items of Heywood rolling stock. A large hardbound book with 336 pages, over 300 photographs, 42 modellers' scale drawings, 40 drawings, diagrams, maps and plans.



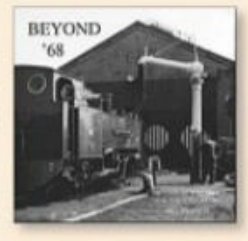
The Liveries of the Pre-Grouping Railways Volume Three The North of England and Scotland • Digby • £17.45
The third in this superlative series, this featuring railways which merged to form the LMS, IE the *Caledonian, Cheshire Lines Committe, Furness, Glasgow & South Western, Highland, Lancashire & Yorkshire, London & North Western, Maryport & Carlisle, Midland, North Staffordshire and Stratford-upon-Avon & Midland Junction Railways*. Apart from much information on all of the railways' liveries, there is a very interesting foreword on 'Caledonian Blue and Photographic Emulsion'. 111 pages, full of colour illustrations. Paperback.



Railways at War: Cumbria and its Adjacent Counties - Ambulance Trains and "Jellicoe Specials" Operated During the Great War • Hammond • £10.25
The history of the Ambulance Trains and the 'Jellicoe Specials' Whilst it concentrates on what happened in Cumberland, Westmoreland & Lancashire, the long distance nature of these trains means the coverage goes much further afield, to the South Coast, South Wales and many Scottish destinations. A quite extraordinary story of how the railways coped with an ever increasing number of ambulance trains, and an almost unimaginable number of coal trains from South Wales, generally northwards, to keep the Grand Fleet at sea. Two incredible stories which graphically illustrate why Britain's railways were run down by the end of the war. 64 pages. Around 70 illustrations, including maps, track layouts etc.. Paperback



Beyond '68 • Jamieson • £33.45
This stunning book marks the 30th anniversary, in 2018, of the running of the last steam powered trains under BR management - on the Vale of Rheidol Railway. There are 104 hardbound pages 292mm x 273mm with 85 B&W photographs (most one to a page) duotone printed on heavyweight paper. For logical reasons explained in the text, there are 10 pages of photographs of European working NG steam to start with, all the rest being of the Vale of Rheidol. The vast majority were taken in the 1980s, up to 4th November 1988, the last day under BR control. Each of the three Davies & Metcalfe 2-6-2 tanks has a section devoted to it, mainly in chronological order, following it at work up to Devil's Bridge. Bill Jamieson's photography is of the highest order, and this book has been printed to a very high standard.



SAVE! Prices shown **INCLUDE U.K. Post & Packing**; buy two or more items and **SAVE**, often considerably, on postage. Savings, and overseas postage automatically calculated if you order online.
If ordering by post and paying by cheque or Postal Order, please make this payable to: **Camden Miniature Steam Services**

Buy online at: www.camdenmin.co.uk
or phone 01373 830151 to order

New window on King's Cross and the harsh winter of 1947

The cover of the newly-acquired 'Railway Chronicle.'

By Robin Jones

THE everyday life of railway workers in postwar London King's Cross is portrayed in a unique collection of 114 cartoon sketches, which has just been acquired by the National Railway Museum (NRM).

Museum officials have appealed for more information about Arthur Gooch, the little-known artist who produced the humorous and often satirical drawings and watercolours of workers at the King's Cross Passenger Locomotive Depot, an outstation of 'Top Shed' where locomotives could be serviced between suburban passenger duties, between 1947/48 in the 'watershed era' between the 'Big Four' and Nationalisation.

The cartoons document the extreme winter of 1947, with drawings showing workers getting lost in snow drifts and turning into icicles.

As well as comic mishaps involving falling piles of coal and leaking water towers, the drawings also depict real-life events that are known to have taken place.

These include a visit from the rebuilt Gresley experimental LNER W1 4-6-4 No. 10000 nicknamed 'Hush-Hush' and which was renumbered 60700 by BR in 1948, to be withdrawn in 1959.

NRM lead curator Ed Bartholomew said: "These sketches are a fascinating and unique glimpse into the everyday life of railway workers at a busy London locomotive depot.

"As well as being great fun, they also help tell the story of postwar Britain and the railways at the time of Nationalisation. However, we don't know very much about the artist Arthur Gooch, or his career, and we'd love to hear from anyone who could shed some light on these colourful scenes."

The collection, named 'The Railway Chronicle – From the King's Cross Pass Loco' features several recurring characters, including Bogie the dray horse and accident-prone worker Tosh. There is also reference to real railway employees such as running foreman Tom Taylor and assistant district motive power superintendent Mr Weedon.

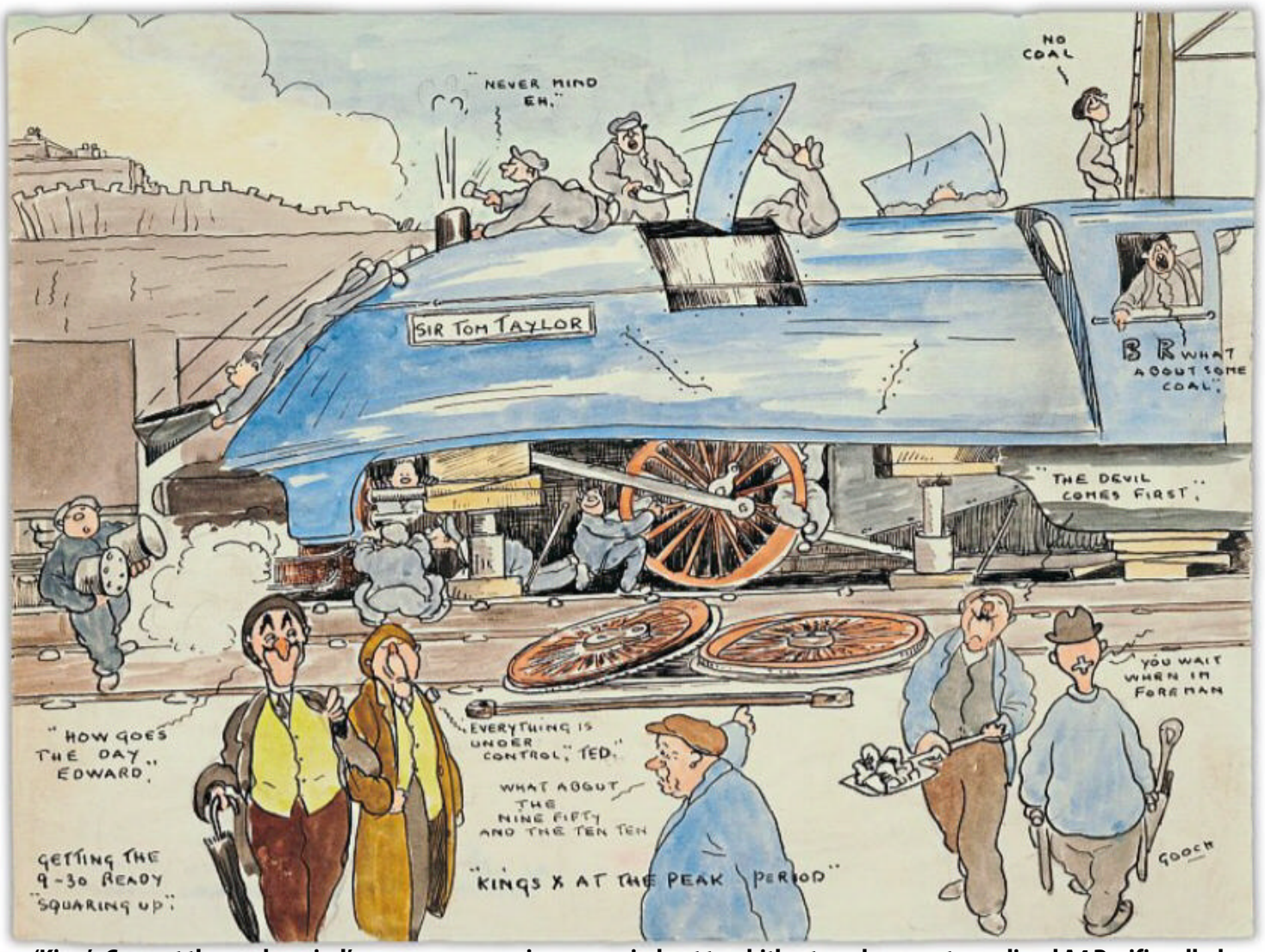
While the drawings display a detailed knowledge of life at 'Top Shed', very little is known about the artist, although he is thought to have worked on the railways.

To find out more about the sketches, the museum contacted Peter Townend, the last shedmaster at King's Cross and he was able to provide valuable information about each drawing.

The Railway Chronicle was acquired from a private seller who previously purchased the collection at auction, and so far searches have failed to reveal any relatives or further details of Arthur Gooch's career.

The drawings are now part of the National Collection and can be viewed at the NRM archive in York by appointment.

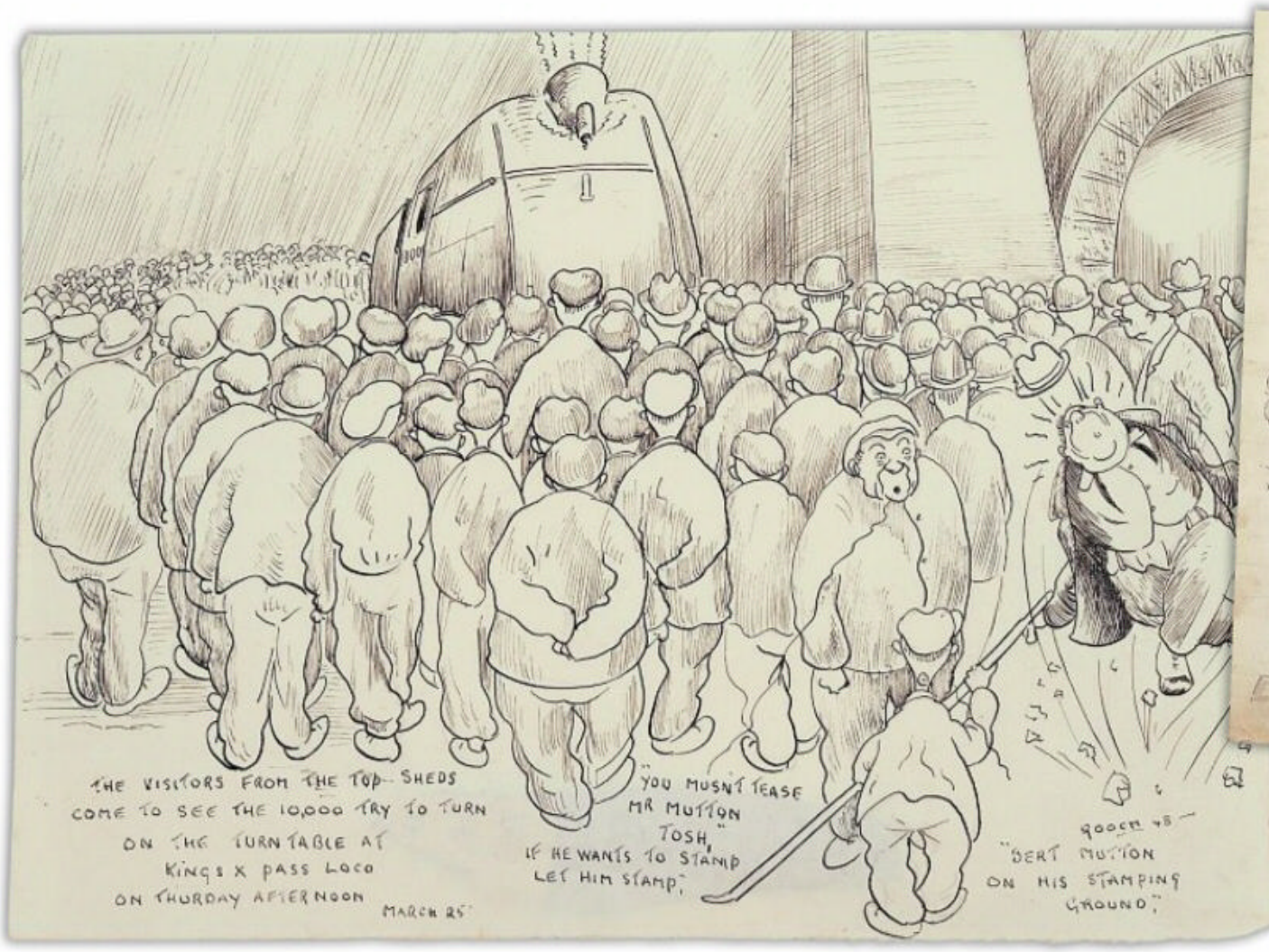
The NRM has the largest collection of railway objects in the world, including 27,000 items associated with railway life and work, ranging from guards' whistles to toys and games. Its art collection contains over 1000 paintings, more than 11,000 posters and 2350 prints and drawings.



'King's Cross at the peak period': emergency repairs are carried out to a hitherto unknown streamlined A4 Pacific called *Sir Tom Taylor!*

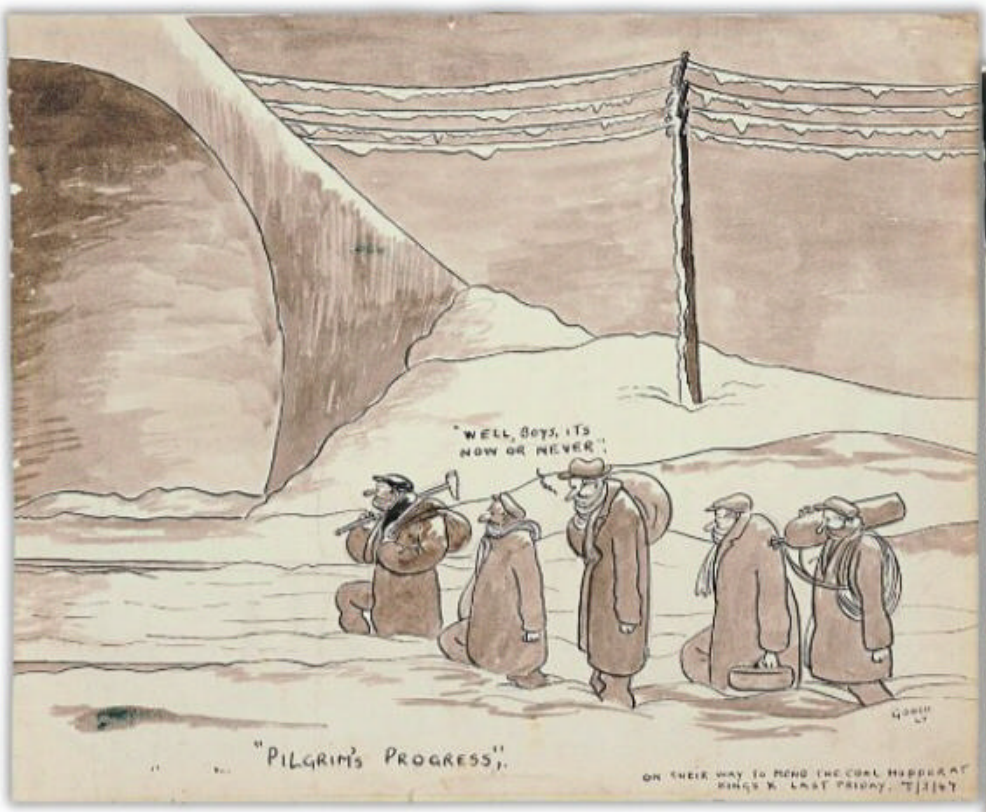
'The Nerve Centre' at King's Cross on a snowbound day, with a locomotive from the early days of steam, or maybe from the Stockton & Darlington Railway, brought in to help out.

'The gang on a day out': the King's Cross crew swap rails for the city roads!

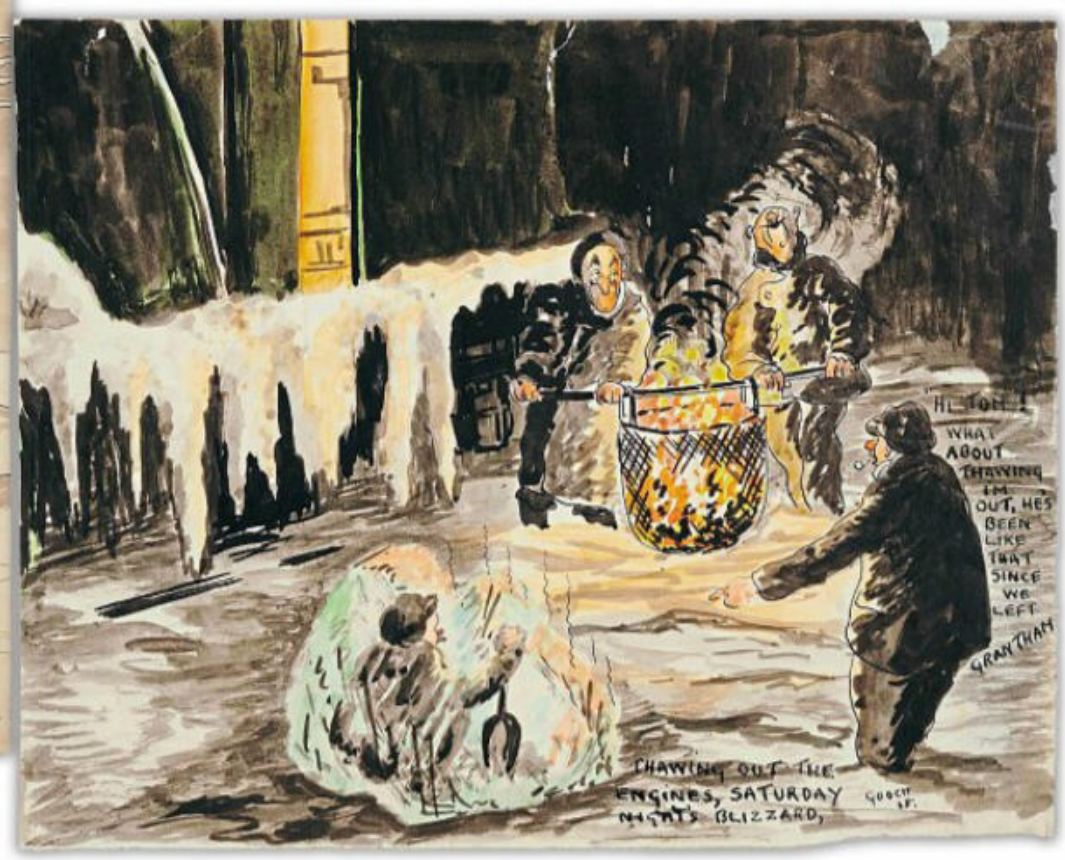


Above: 'Look out Jack, there's a puffer behind you!'

Left: Clearly not that much of a secret any more: Gresley's No. 10000 W1 'Hush Hush' 4-6-4 on the King's Cross turntable.



'Pilgrim's Progress': staff on the way to mend the King's Cross coal hopper on March 7, 1947.



'Thawing out the engines after Saturday night's blizzard.'

'Housewives' choice or fireman's delights': a refuelling mishap at the depot.

Dinner time in the depot canteen.

Mid-Hants set to return to Alton after completion of bridge work

By Gareth Evans

A milestone was passed in the renewal of a major piece of infrastructure on the Mid-Hants Railway (MHR) on December 10 when the new Bridge 52 was successfully tested – meaning passengers trains are now due to return to Alton on February 14.

As previously reported, the line to Alton has been severed since January 4 to allow for the construction of a replacement bridge at Whitedown Lane. MHR operations have continued to run between Alresford and Medstead & Four Marks.

Richard Bentley, MHR operations manager, said: "We crawled across the bridge at walking pace, then built up the speed in increments of 5mph until we crossed it at 25mph. The movements were monitored by our infrastructure manager, who was taking careful measurements.

"We used Class 50 No. 50027 *Lion* and Class 47 No. 47579 *James Nightall GC* – it was decided that 239 tons on 12 axles was a fair test."

'Hoover' returns too

No. 50027 failed with a burst radiator on June 2, 2018 and has recently re-joined the operational fleet.

"When we removed the radiators, we found that beneath years of detritus the floor was rotten. We've spent the last 16 months refurbishing the compartments and radiators. Sadly, Mick Fuller, the locomotive's owner, died on August 3. It was one of Mick's wishes that his Class 50 be one of the first locomotives over the new bridge."

Richard added: "The first passenger train to Alton on February 14 is due to be hauled by No. 60103 *Flying Scotsman* (see separate story, news page 22). It's perfect timing all-round for us – the line will re-open in style!"

Passed with flying colours: Class 50 No. 50027 *Lion* and Class 47 No. 47579 *James Nightall GC* test the new bridge on December 10. MATT BENTLEY

New P2 needs £360k to complete tender

GRESLEY P2 builder The A1 Steam Locomotive Trust has appealed for £360,000 to complete the tender of No. 2007 *Prince of Wales*.

The tender frame under construction by ID Howitt of Crofton, Wakefield is now structurally complete, the tender tank, being manufactured by North View Engineering Solutions of Darlington, is now substantially finished and the four tender wheelsets are now being painted at Darlington Locomotive Works.

I D Howitt is making good progress with machining the tender horn blocks and the first pair have been trial fitted to the frame. The completed frame is scheduled to be delivered to Darlington Locomotive Works in April.

The trust's The Tender Club has raised nearly £90,000 towards its initial £450,000 appeal target of raising £450,000 from 250 supporters each donating £1500 (plus Gift Aid) in up to 15 payments of £100 by standing order. A range of special benefits for members is provided.

The tender is based closely on that of the trust's A1 Pacific No. 60163 *Tornado*. The original P2 tenders incorporated the 1930s non-corridor design for Gresley's A3 Pacifics that were being built at that time. Their water capacity was 5000 gallons, which at 45 gallons per mile would provide a range between water stops of 80 miles. The tender for *Tornado* was redesigned to increase the water capacity to 6250 gallons, boosting the range to about 110 miles, but in doing so, reduces coal capacity from nine tons to 7½ tons.

A pair of accommodation bogies, believed to have come from early Central London Railway (now Central Line) London Underground carriages, was purchased from Crewe Heritage Centre and stripped, grit-blasted, repaired and painted at Darlington.

➜ To join The Tender Club, visit www.p2steam.com, email enquiries@p2steam.com or telephone 01325 460163.

Riley to overhaul Toddington pioneer

THE oldest privately-preserved locomotive built by the GWR is to bow out of Gloucestershire Warwickshire Railway traffic on January 1 for its 10-year overhaul.

Churchward heavy freight 2-8-0 No. 2807, the oldest survivor of the 28XX class and the oldest locomotive saved from Barry scrapyard, will also run on December 31. Its owner, Cotswold Steam Preservation Ltd, has contracted Riley & Son of Heywood to carry out the boiler overhaul and hopes to send it there around mid-2020.

In 1981, No. 2807 became the first steam locomotive to arrive on the nascent railway, where it first steamed in 2010.

Tetbury goods shed exhibition

VOLUNTEERS have set up a permanent exhibition inside Tetbury's GWR goods shed to mark the 130th anniversary of the station with a £5800 National Lottery Heritage Fund grant. The exhibition includes a newly-edited archive film of the Tetbury branch and a station replica created by Tetbury Model Railway Society.

New-build LMS diesel workshop opens

By Fred Kerr

THE Ivatt Diesel Recreation Society (IDRS) passed another milestone in its bid to recreate pioneer LMS main line diesel No. 10000 when it commissioned its new workshop facility at Wirksworth on the Ecclesbourne Valley Railway (EVR) on Friday, December 6.

The new workshop, leased from the EVR, was officially commissioned by society president Stan Fletcher, who was then invited to inspect the collection of items accumulated for fitting to the new-build locomotive once refurbished in the new workshops. On view were mainly small parts as the larger items, including an original 16SVT engine, a pair of bogies from a Class 77 electric locomotive similar to those fitted to No. 10000 and a Class 58 chassis, are currently stored elsewhere. The workshops will be used to modify the 58 chassis to accept the EM2 bogies.

Stan was a commissioning engineer for English Electric where he accompanied the original locomotive during the early years of its BR service. Now approaching his century in March 2020, his valued support was marked by the IDRS naming the new facility Centenary Workshops in his honour.

Earlier in the day, Stan attended an event at Porterbrook's Ivatt House in Derby where he presented Neil Foster, Porterbrook's director of fleet services with a commemorative plaque and replica No. 10000 worksplate to acknowledge the support given by Porterbrook to the group and to commemorate the fact the firm's office was located on the site where the original No. 10000 had been built. Porterbrook has donated Mk.3 sleeping car No. 10597, now located at Wirksworth, for the use of EVR and IDRS volunteers.

After the commissioning of the new facility, guests joined EVR volunteers on Derby-built first generation railcar No. 79900, which took them along the EVR to Duffield then, on return to Wirksworth, they were invited to inspect the donated sleeping car. Work is currently under way to fully restore the heating, air conditioning, lighting and fire detection systems.

IDRS chairman Mark Walker presented the first new Volunteer of Year Award to Tony Earnshaw. Mark said that while most volunteers fit work on No. 10000 around their life, Tony fits his life around his commitment to No. 10000 and his reward was a large bottle of his favourite rose wine.

Stan Fletcher inspecting the accumulated items for the new No. 10000. FRED KERR

LMS10000 Progress

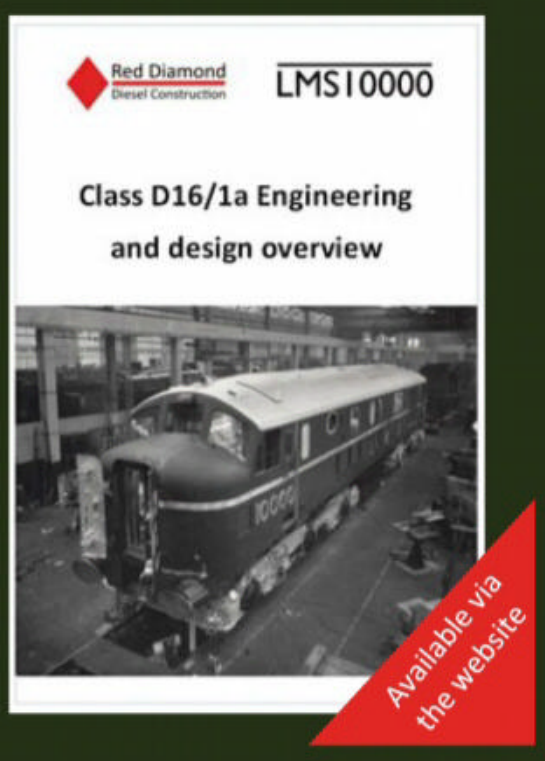
During 2019 the Ivatt Diesel Re-creation Society has acquired more of the parts that we will require to recreate 10000. These include an ex-works engine governor and vital parts of the vacuum brake system, with more items scheduled to be donated in the coming year.

The re-created 10000 will utilise readily available equipment that is proven in service and is well suited for use in the locomotive. Working with rail industry experts, the decision has been made to use power and brake equipment based on that fitted to classes 43, 56 and 58.

Exactly replicating the original electrical and brake would be financially unrealistic, even if such equipment were still easily available. The use of more modern components will make 10000 a much more reliable and easy to maintain locomotive in service.

Photo: 10000 hauling freight circa 1953-6 Photographer unknown. © Jeremy Suter

A definitive engineering plan is now in place and is available on our website. After much deliberation, this plan details the combination of equipment to be used, and how it will work together. The production of the plan followed detailed input, assistance and guidance from industry experts in the fields of traction equipment, chassis and brake design.



It is pleasing that this input has not only given credence to the Society's original design proposal but has removed the uncertainty surrounding suitable equipment choices. The path forward has now been mapped out to enable us to construct the loco and gain certification for 10000 to haul trains on heritage railways. As ever, funding will determine the speed with which this is achieved.

On the 6th of December, the Society opened its workshop at Wirksworth on the Ecclesbourne Valley Railway, where components will be stored and overhauled, beginning the task of constructing 10000. A thorough clean and painting of the building and surrounding area has improved the visual appearance and made a statement of intent for the future. Thanks to Waverley Security, owned by a member of the society, the new workshop now also has an excellent modern security and fire detection system in place. Having a base to work from has already been a great boost to the project. Members will be invited to inspect progress soon.

Future fundraising targets

It will cost up to £750,000 to complete the locomotive, this will come from donations and sponsorship. Key expenditure will be on:

- Refurbishment of the bogies, including shot-blasting, crack detection and overhauling the traction motors.
- Improvements to strengthen the chassis, including modifications to fit it to our EM2 bogies.
- Formal approval of our proposed design, particularly the chassis and braking system.

The construction phase has begun!

Please join the Society as a regular donor and help us to complete the new D16/1 locomotive.

Choose your own membership rate !

Membership is usually by monthly donation and members decide the rate they can afford to donate each month, from a minimum of £2. The more you donate, the more benefits you accrue. Cheques and lump sums can be made if preferable.

Donations can be made via our website: www.LMS10000.co.uk

by cheque made out to the Society at the address below or to direct to 30-94-77 50405860.

Benefits for donors:

* Donors of over £500 will be offered a free seat on 10000's first passenger train.
* All other regular donors will have the opportunity for a free seat on one of 10000's first passenger trains.
* See the 'Benefits for donors' page on our website for further benefits

LMS10000

Ivatt Diesel Re-creation Society,
46 Biddick Village Centre, Washington, NE38 7NP Charity no: 1147032
info@LMS10000.co.uk 0755 162 1685 www.LMS10000.co.uk

Charity status awarded to Gowrie Project

THE new-build Gowrie Project has had its application to become a Charitable Incorporated Organisation granted by the Charities Commission.

The new status means the the group is now able to take advantage of benefits such as Gift Aid and potential grant applications.

Single Fairlie 0-6-4T *Gowrie* was built by Hunslet in 1908 for the Welsh Highland Railway's predecessor, the North Wales Narrow Gauge Railway, but is believed to have been scrapped in or around 1928.

A group of engineers want to build a replica from scratch, but, unlike the original locomotive, will have it fitted with both air and vacuum brakes, enabling it to run on both heritage era Welsh Highland lines, as well as visiting others.

Scotsman to visit Ropley and Bury

A3 Pacific No. 60103 *Flying Scotsman* is to make its first-ever visit to the Mid-Hants Railway.

It will run on February 14 on 29, and March 1, 7 and 8. Additional *Flying Scotsman* experiences will be available at other times.

Director Simon Baggott said: "The entire Watercress Line team is delighted that our bid to host this national treasure has been successful."

Tickets are now available at www.watercressline.co.uk/flyingscotsman

Also, tickets are on sale for a series of visits by the A3 to the East Lancashire Railway. It has been booked to run on the line between May 8-10 and September 26-27, with other dates being planned.

It will run dining trains on May 8 and 9 and September 26, and will also feature in events such as the award-winning 1940s weekend and Days Out With Thomas. Educational experiences with the A3 will also be on offer.

For further details and to book tickets, visit www.flyingscotsmanatelr.com

Patriot needs £100k to complete boiler work

By Gareth Evans

THE LMS-Patriot Company is appealing for £100,000 to complete the boiler for No. 5551 *The Unknown Warrior,* which is nearing its final stages at Heritage Boiler Steam Services (HBSS) at Huyton, Merseyside.

Since the boiler appeal was first launched in 2010 when the contract was awarded to LNWR Heritage at Crewe, then owned by Pete Waterman, the design specifications and costings have changed and additional items that were not originally costed in the original estimate are now required as the boiler approaches completion.

Furthermore, due to the fact that the new owner of LNWR Heritage ceased all external contract work, a new company had to be found to complete the work. In 2017, HBSS was awarded the contract to complete the work on No. 5551's boiler, at its original workshop space at the West Shed, Butterley.

Since then the material specification for the boiler stays has changed. "The type of material for the stays was originally costed for steel stays after advice from our boiler insurer Royal Sun Alliance," explained Andy Laws, marketing and publicity director at the LMS-Patriot Company.

"They had advised that the original design of the boiler was over engineered for a 200psi boiler and that the cheaper steel stays would have been sufficient. However, copper stays are now being used as per the original design as additional time would be needed to get approval for a design change and would delay the boiler certification. Riley & Sons is supplying machined copper stays which HBSS have been fitting to the firebox for No. 5551.

"Other items have also added to the overall cost. The dome has had to be recast after imperfections were discovered with the original casting, which has now been rejected. A new pattern is needed and the dome will be cast and machined.

Cost increase

"The grate, ashpan and boiler cladding were not originally quoted for by HBSS as they were unable to supply these items at the time, and these have now been added into the appeal total.

"Other material costs have increased over time. For example the cost of the small and large tubes has increased since the start of the boiler build."

With an additional £100,000 needed, the Raising the Pressure Appeal has been launched to complete the boiler. Copper stays can be sponsored for £20 each, crown stays for £50 each and the steel stays which are fitted for £7 each.

Significant progress is being made on the chassis of No. 5551 by the Princess Royal Class Locomotive Trust's (PRCLT) engineers in the West Shed at the Midland Railway-Butterley. On the centre driving wheelset, the replacement of the defective crank pins is underway. A repair was tried, but following receipt at West Shed, a full assessment has deemed that this was not robust enough.

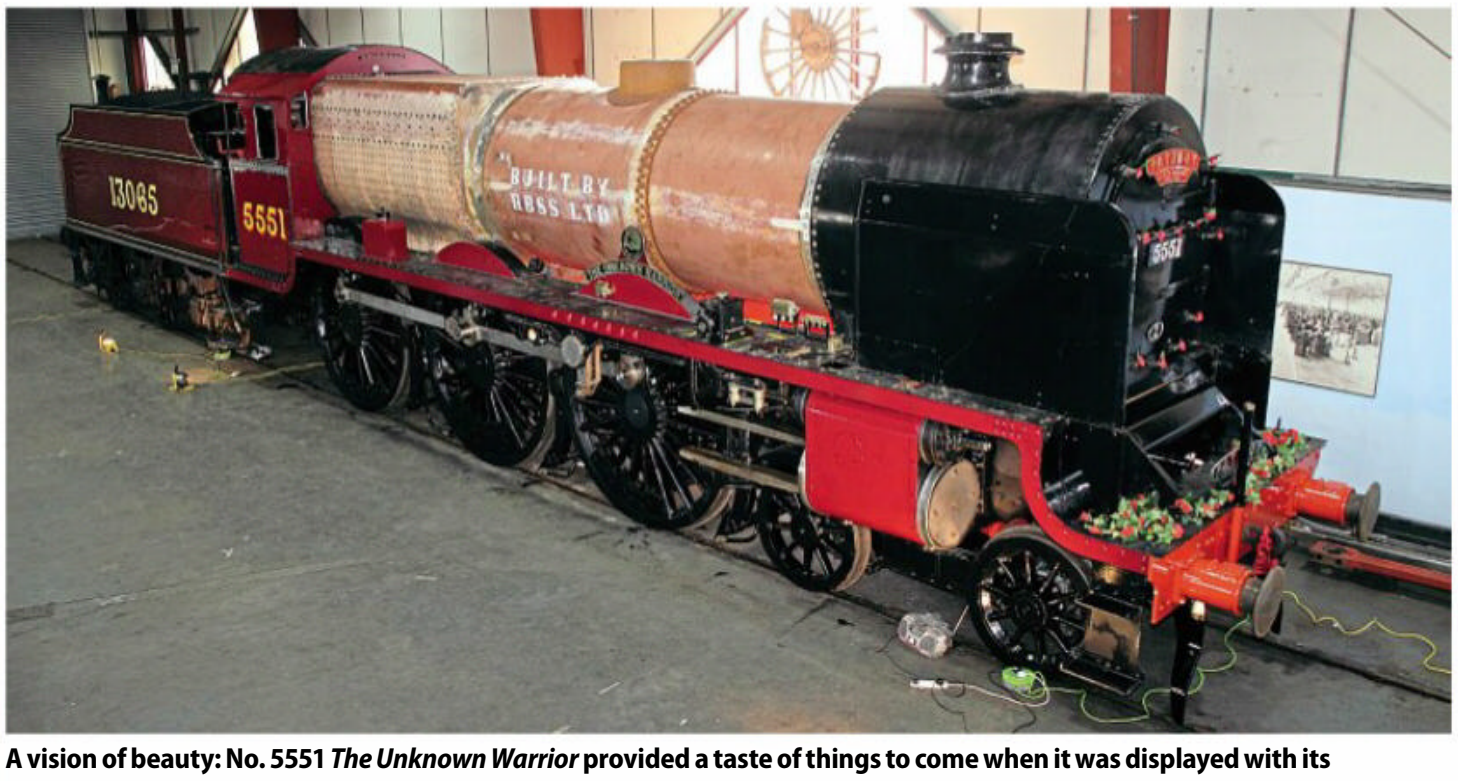
While the crank pins are being replaced, the axle journals will be polished to remove the slight damage caused by dirt ingress.

The bogie wheelset obtained from former 'Barry 10' 8F No. 48518 was known to have tyres with the back to back dimension slightly over specification. Originally this had been approved for use, but with the bogie dismantled for cleaning and inspection, the opportunity has been taken to fit replacement tyres to the correct current specification. This work on the wheels is in progress at Ian Riley & Sons in Heywood.

Back at the West Shed base, the drain cock operating gear has been assembled onto the pressure relief valves and the operation adjusted. Pipe runs from the cylinder drain cocks are being made. Casting for six new drain cocks are on order to replace the original parts which are showing signs of extensive use.

The cab reverser unit is ready to assemble prior to installation in the cab. The six driving wheel splashers and rear bogie wheel splashers have been finally installed to the correct position and clearances – previously these had only been temporarily bolted in position.

A number of cab and boiler fittings



A vision of beauty: No. 5551 *The Unknown Warrior* provided a taste of things to come when it was displayed with its part-built boiler and tender borrowed from East Lancashire Railway-based 'Crab' No. 13065 at Crewe Heritage Centre on November 11, 2018. Well-wishers are now being asked to help fund the remaining £100,000 to complete the 4-6-0's boiler. GARETH EVANS

Above: The superheater header has recently been produced by Premier Patterns and now awaits machining to allow a pressure test to be carried out.
PREMIER PATTERNS/LMS PATRIOT PROJECT

Right: Significant progress is being made on the chassis of No. 5551 by the Princess Royal Class Locomotive Trust's engineers in the West Shed at the Midland Railway-Butterley.
LMS PATRIOT PROJECT

have been borrowed from the East Lancashire Railway to aid the design and manufacture of these parts for No. 5551. The loan of a number of casting patterns has also been arranged.

Work is continuing at HBSS with the fitting of the transverse stays and the firehole door and back plate cladding. The casting for the superheater header has been received and is awaiting first machining to allow a pressure test to be carried out.

Board restructuring

After the LMS-Patriot Company AGM on November 9, the company secretary received the resignation of chairman David Bradshaw, with engineering director Steve Blackburn following days later.

"This follows a lot of uncertainty over the last 18 months, going back to issues at Llangollen, our previous main contractor, and with other contractors," said Andy.

"In recent weeks, members of both the charity board and the trading company board have agreed that significant changes are necessary in order to improve the management of our engineering processes and that additional support for our chief mechanical engineer, Kevin West, was needed. By implementing these improvements, we aim to ensure that building No. 5551 to the highest possible standards continues.

"A lot of internal discussion among both boards has taken place in recent weeks which has led to the aforementioned resignations and to the decision to restructure the engineering team.

"We are pleased to be able to announce that Keith Riches will be joining the charity board in support of the engineering team, and additional support is currently being sought. The board feels that we are now in the best place with *The Unknown Warrior* as a result of its move to the PRCLT workshops at West Shed. And with Simon Scott, their CME, providing expert engineering advice and input, we have the utmost confidence in them and their ability to complete the locomotive. Our newly restructured engineering team will be working closely with Simon and the PRCLT to assist where possible."

Andy continued: "The board would like to thank David Bradshaw, without whom the LMS-Patriot Project might have remained nothing more than a fond hope. His contribution has been a major factor in the impressive progress we have made since 2008.

"We are also most grateful to Steve Blackburn for his service and contribution to the project throughout his 11 years as director, engineering. We wish them both well for the future.

"Changes have already been made within the engineering team. Regular meetings with the PRCLT have taken place, and will continue, to ensure the ongoing progress of No. 5551. That progress is, of course, entirely dependent on continued fundraising.

"We now believe that our current aspiration of locomotive completion by November 2020 (with its remembrance significance) is unlikely be met. However, we still intend to commemorate the 100th anniversary of the repatriation of the remains of the Unknown Warrior. We will make further announcements as our planning develops."

➜ Donations can be made via the LMS-Patriot Project website at www.lms-patriot.org.uk or posted to: The LMS-Patriot Company Ltd., The Hub, 17 Eastgate Street, Stafford ST16 2LZ.

NRM and university offer free online rail heritage course

A FREE online course about Britain's industrial heritage and the lives of railway workers has proved an international hit.

The National Railway Museum and the University of Strathclyde have joined forces to offer the Massive Open Online Course outlining the often-untold stories of railway staff from the early 1800s up to the outbreak of the First World War.

More than 1500 people from 67 countries, including South Africa, New Zealand and Chile, have taken part in the first run of the course, entitled Working Lives on Britain's Railways: Railway History and Heritage.

Registration now is open for the next session, which is due to begin in January.

Dr Oliver Betts, the National Railway Museum's research lead, and Karen Baker, the National Railway Museum's librarian, explore some of the archive material that inspired the free course.
NRM

Syllabus

Leading the course are the NRM's research lead Dr Oliver Betts and the university's chairman in English studies Professor Kirstie Blair. The four-week course features video footage from railway experts, interactive quizzes, first-person handwritten accounts and the chance to discuss the materials online with other students.

The course focuses on a different railway occupation each week. The first looks at the role of the engine driver, week two explores the art of signalling and the role of the signalman. Week three reveals the lives of the navvies who built the railways and week four looks at clerks and other professionals who worked behind the scenes.

Dr Betts said: "It has been great to see so many people, from across the globe, coming together to explore the lives of Victorian railway workers. Talking with so many enthusiastic learners has given us new ideas and perspectives, and it is so exciting to see how much this key part of our national past ignites their interest. Their ideas will be really valuable when it comes to thinking again about how we tell the story of the Victorian railway in our upcoming redesign."

Professor Blair said: "It's been fantastic to see the lively discussions among people taking this course, and their stories and memories of railways and railway work past and present."

Access to the learning materials and the course website will continue to be available indefinitely to enable more people to take part in future.

➜ Registration for, and information on, the course Working Lives on Britain's Railways: Railway History and Heritage is available free of charge at www.futurelearn.com/courses/working-lives-on-the-railway

Australian museum reopens after fire

A FIRE-ravaged museum which is home to one of four surviving Great Central Railway Robinson 8K (O4) 2-8-0s has reopened in time to celebrate its 40th anniversary.

Australia's Richmond Vale Railway was all but wiped out during the blaze which swept through it in September 2017, destroying countless priceless historical artefacts, including 30 wooden coal hoppers and a 100-year-old brake van.

However, the fire did not reach Railway Operating Division No. 2004, a sister to the National Collection's Loughborough-based No. 63601, which was cosmetically restored to its First World War condition.

In February 1919, No. 2004 became the 350th ROD locomotive to go to France and was later purchased as war surplus by J&A Brown which owned the Richmond Vale Railway in Newcastle, New South Wales. It became the company's No. 23, and in July 1967 hauled one of the last loaded coal trains from Richmond Main Colliery to Hexham. On February 15, 1973, it became the last ROD locomotive to work a main line train anywhere in the world, and in 1986, it became a static exhibit at the museum.

The fire caused damage estimated in excess of $1 million. However, volunteers have now restored a kilometre of operational track.

Talyllyn pioneering new legal scheme for young volunteers

By Robin Jones

THE Talyllyn Railway (TR) is being guided by fresh legal advice so it can continue training volunteers aged between 14 and 16 to eventually help run the line.

Officials at the world's first volunteer-run heritage railway were dismayed when the Heritage Railway Association legal department advised that the line's policy regarding the activities of young people under 16 should be changed.

The relevant legislation quoted in the advice covers activities which included exposure to heat, noise, movement and other health and safety issues, operational activities such as working with guards, station staff and engine sheds, and dates back to the 1920s and 1930s to protect young people who, in those times, started work at 14. The received legal opinion was that this legislation could still be interpreted as applying to voluntary activities, just as much as in actual employment, as was the original intent.

At the TR, provision had been made for young people from 14 years old and upwards to join in operational activities, working under supervision with guards, station staff and as engine cleaners, leading to opportunities at the age of 16 to undertake full training on one of these operational roles. Junior members are encouraged to join the Tracksiders gang, participating in support activities while supervised by adult members.

After receiving the legal advice, officials were anxious not to simply write out the opportunities previously given to under 16s and so the training department, led by training co-ordinator Matthew Wear, has drawn up a new Under 16 Training and Development Programme. It is specifically aimed at under 16s who wish to participate in those areas of train operating that would otherwise be deemed to be outside the activities that legal advice considers to be permissible.

Syllabus

The new scheme consists of four weekends each year of two to three days each. The first took place over the May Bank Holiday weekend and had 14 participants, followed by two weekends during the busy August timetable and the fourth during the autumn half-term school holiday.

The programme during the weeks, supported by input by inspectors from all the participating departments, included supervised visits to explore and understand traffic operations together with classroom, group and online training to cover the railway operational handbook and rulebook. The programme contains an active learning syllabus covering the role of guards, station staff and engine cleaners

Young volunteers taking part in the new training scheme for youngsters aged 14 to 16 at Tywyn with No. 7 *Tom Rolt*. TR

Matthew said that the initial weekend had been received with great enthusiasm, with 14 participants taking part and "overwhelmingly positive" comments had been received from their parents and carers.

At the end of each course, the participants received a certificate of attendance.

One participant, Matthew, 14, said: "Instead of just dropping out of the old system of junior volunteering, the new scheme gave a good lead into what could be taken up as a volunteer, post 16," adding that "as much practical experience as possible gave a good start to eventually volunteer, and qualify more quickly."

Discover two centuries of the Mansfield & Pinxton Railway

A NEW exhibition celebrating the 200th anniversary of what is claimed to be England's oldest continuously-running commercial railway is on show until January 6.

This exhibition on the local studies floor at Nottingham Central Library in Angel Row, and arranged by Kirkby & District Archaeological Group, highlights the history of the Mansfield & Pinxton Railway.

More than two centuries ago, discussions took place to see how Mansfield could be connected to the rapidly increasing network of canals, to boost the town's economy. Due to the terrain, it was decided not to extend the canal but to connect the two together with a railway – which was duly officially opened on April 13, 1819.

The 7½-mile horse-worked line allowed coal to be more easily brought into the town to fire the industrial boilers and furnaces, while exports of stone, malt and sand rapidly increased.

The line is believed to be the first full double track railway between two towns in England, as opposed to single track, with passing points.

Passenger trains were introduced in 1832, but it was not until 1849 that the first steam locomotives ran on the line.

Exhibition

Under the Beeching axe, passenger services ended in 1964, but freight continued. Half of the original railway has now been incorporated into the Robin Hood Line, which runs from Nottingham to Worksop, while the other half branches off toward Pinxton, still carrying a few freight trains each week.

The exhibition includes a scale model of Kings Mill Viaduct in Mansfield, which is believed to be the oldest railway viaduct in England.

The Mansfield & Pinxton Railway's horse-drawn passenger coach, which replaced the original passenger carriage of 1832, a basic coal wagon with seats placed inside. MANSFIELD MUSEUM

The Kirkby group has joined with the Old Mansfield Society, Sutton Heritage Society, Pinxton & South Normanton History Society and railway historians to celebrate the bicentenary.

Thanks to a Heritage Lottery Fund grant of nearly £90,000, the groups have arranged exhibitions, talks, walks, a book, leaflets, a website, archaeology, teaching materials, activities and heritage boards along the route.

The world's largest steam locomotive, Union Pacific Big Boy 4-8-8-4 No. 4014, is seen heading through the Mohawk Mountains Pass on October 16 during its third and final tour celebrating the 150th anniversary of the completion of the US Transcontinental Railroad. No. 4014 left the Steam Shop in Cheyenne, Wyoming, on September 27 for the 'Great Race Across the Southwest,' making brief whistle-stops in communities along its route through Arizona, Arkansas, California, Colorado, Kansas, Missouri, Nevada, New Mexico, Oklahoma, Texas, Utah and Wyoming. RODNEY TOWERS

Restoration of *Owsden Hall* to continue at Buckinghamshire Railway Centre

By Gareth Evans

WR 4-6-0 No. 6984 *Owsden Hall* moved to the Buckinghamshire Railway Centre (BRC) from the Swindon & Cricklade Railway (S&CR) in late November, where its restoration will continue.

No. 6984 is the only one of the six surviving Modified Halls yet to run in preservation. Rescued from Woodham Bros' Barry scrapyard in 1986, restoration began at the Gloucestershire Warwickshire Railway, before the 4-6-0 moved to the S&CR in 2013.

Owsden Hall's restored tender moved to the BRC in early 2018, allowing classmate No. 6989 *Wightwick Hall* to undergo testing and enter revenue-earning service while the No. 6989 *Wightwick Hall* Restoration Group completes the locomotive's own 4000-gallon tender, which is literally being built from scratch.

Louisa Richards, BRC marketing manager, said: "No. 6984 *Owsden Hall* is an exciting addition to our fleet. One of our engineers will be working on the locomotive. It's great to have two Halls in residence."

The S&CR said in a statement: "The owner has decided to move the locomotive to Quainton Road, where its restoration will continue. Although the team at the S&CR are disappointed with this decision, following the dedicated effort we all put in, we wish No. 6984 well in its future endeavours and hope it will return one day."

No. 6984 *Owsden Hall* is seen under restoration inside Hayes Knoll shed at the Swindon & Cricklade Railway on October 15, 2018. GARETH EVANS

As reported last issue, *Wightwick Hall* is to remain at the Battlefield Line until January. The locomotive is due to star in the Leicestershire line's end of season bash on January 4&5.

It is hoped the gala will help fund the railway's new reverse osmosis plant for locomotive watering. The system has been purchased but needs installing.

Meanwhile, at Quainton Road, the No. 6989 *Wightwick Hall* Restoration Group is continuing the task of constructing its new tender with work focused on the tender tank. Additional spare parts are also being acquired to support the locomotive in service.

Taiwan learning from UK about heritage venues

A DELEGATION of 29 expert staff from Taiwan's Taipei Railway Workshop has been touring heritage lines in the UK.

Taiwan is embarking on a large-scale project to restore a huge railway workshop in its capital city of Taipei and to convert it into a National Railway Museum funded through the Ministry of Culture.

The Taipei staff are undertaking the special educational tour to learn more about the restoration, technical operation and the management of heritage railways.

Mr Lin, deputy director of the Preparatory Office of National Railway Museum (Taiwan), who has been leading the UK visit, said: "We are delighted to have an opportunity to visit some of the UK's premier railway heritage sites.

"There is much we can learn from the ways in which the UK has embraced its long and distinguished railway history.

"We hope that we can bring some of the UK's expertise to bear on our ambitions to establish Taiwan's first National Railway Museum."

The delegation visited the Middleton Railway on November 21. Middleton museum manager Tony Cowling said: "Taiwan is a long way from Leeds but we all share a love of our railway past and the desire to see it protected and well managed for future generations."

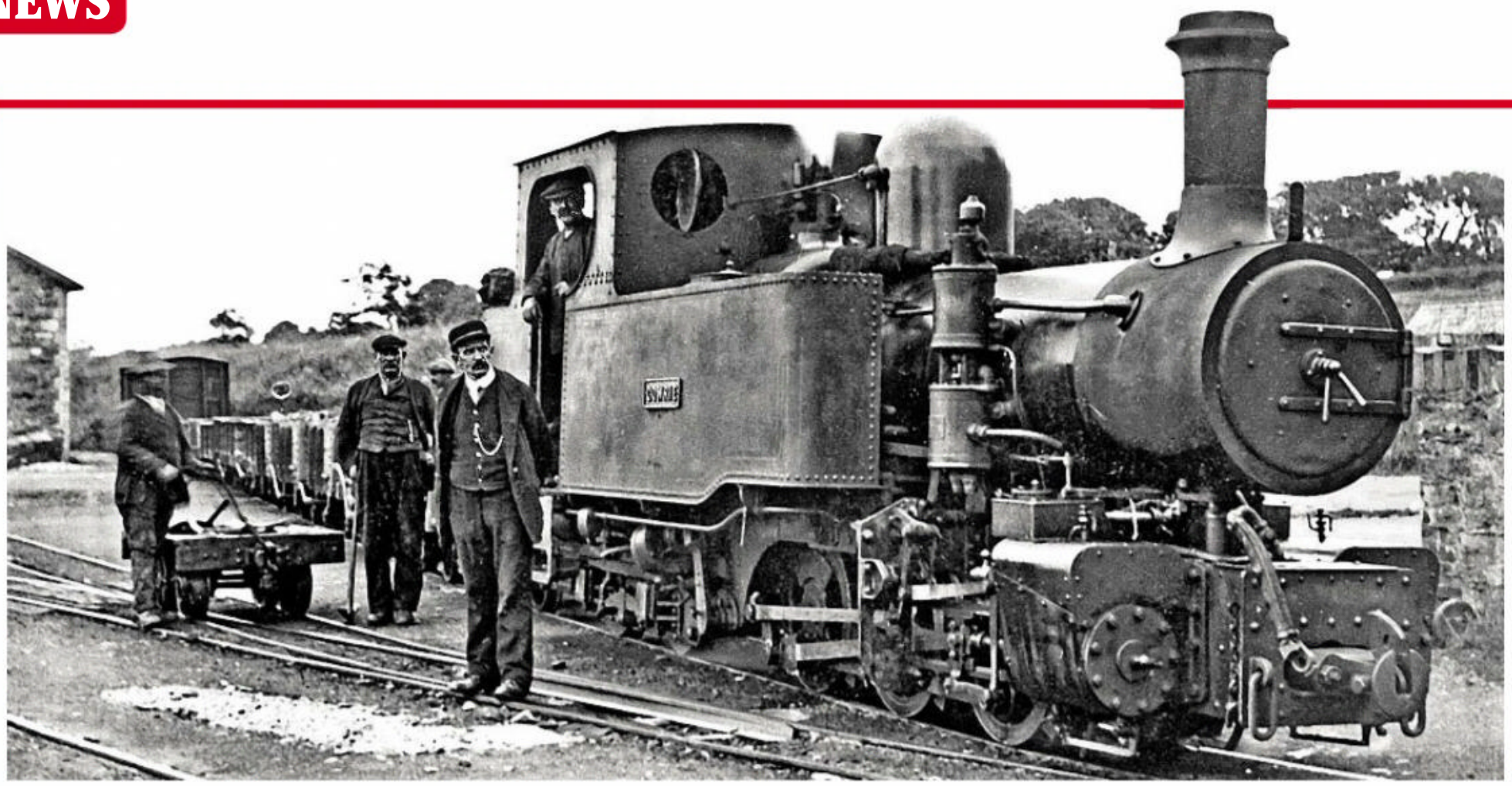
Other venues visited included the Ecclesbourne Valley Railway.

Welsh Highland Caernarfon station vandals may be caught on film

HIGH-DEFINITION CCTV footage may reveal the identities of mindless vandals who caused £5000 worth of damage by smashing windows in two attacks on the Welsh Highland Railway's showpiece new Caernarfon station.

Ffestiniog & Welsh Highland Railways general manager Paul Lewin pledged that the railway would "vigorously pursue" the vandals with the help of the police and the footage.

The attacks took place on the nights of November 22 and 28. "We have enjoyed wonderful co-operation from the local people and have forged great relationships in the town, therefore it's regrettable that a mindless few seem intent upon spoiling this," said Paul.



Former chairman donates top WHR photograph collection to railway

By Geoff Courtney

ONE of the country's largest and most comprehensive collections of Welsh Highland Railway photographs has been donated to the line's heritage group by a former chairman. It comprises more than 4200 images that have been compiled by David Allan, who in addition to being a former chairman was also a founder of the group.

Distinct eras

The collection of negatives, photographs and postcards covers two distinct eras, from the very earliest days in the 19th century to the end in 1937, and from 1982, when revival plans were being aired, to 2010, when reopening the 1ft 11½in gauge line was becoming a reality.

David, who prior to retirement ran a garden centre and served on Wirral Council, told *Heritage Railway* that the earlier photographs and postcards were given to him by close friend John Keylock, while the more recent selection was his own work.

"John, who was also a founder member of the heritage group, had started collecting old photographs of the line in about 1975. He was concerned that they would simply disappear at the back of old drawers or in attics, and he had the foresight to have his growing collection professionally copied.

"I have had a lifelong interest in photography, and from the age of 10 in the late-1940s had been developing my own films, and John passed on to me the stewardship of his collection."

Safe home for the future

Of his decision to donate the collection to the heritage group, David, who is 81, said: "I now think it's about time it had a good home where it can be stored safely for the benefit of future historians."

Recollecting his association with the railway and subsequent involvement with the heritage group, David, who lives in the Wirral village of Eastham, said: "With my enthusiasm having been stimulated by the book Welsh Highland Wonderland by Peter Deegan, I joined the Welsh Highland (The '64 Co), now the Welsh Highland Heritage Railway, in about 1982, and served as a board member for about 15 years.

"This book, with its sepia photographs and evocative

Standard and narrow gauge in tandem: Dinas Junction station in July 1934, two years before Welsh Highland Railway passenger services ceased. The photograph, taken by F M Gates from a road overbridge looking towards Caernarfon, shows the LMS main line and platforms on the left, and the WHR platform, goods shed, ticket office and station building centre and right, and the stationmaster's house far right. In the middle distance, 2-6-2T *Russell*, built by Hunslet in 1906 and still operating today on the revived WHR, can just be seen running round its train. The station was opened jointly by the LNWR and the WHR predecessor, North Wales Narrow Gauge Railways, in August 1877, with the WHR closing its part of the station to passengers in 1936 and to freight the following year, while the main line station was closed by BR in 1951 and the line itself in 1964. The revived WHR reopened Dinas in 1997, using the former main line trackbed. JOHN KEYLOCK/DAVID ALLAN WHR COLLECTION

Survivors: Hunslet 2-6-2T *Russell* (left), is about to depart from Beddgelert station towards Rhyd Ddu (previously named South Snowdon) in 1934, while beside is 0-4-0STT *Welsh Pony*, built by George England & Co in 1867, whose nameplate has attracted the attention of a photographer. Both *Russell,* named after North Wales Narrow Gauge Railways' chairman and receiver James Cholmeley Russell, and *Welsh Pony* escaped the cutter's torch and have survived into preservation. JOHN KEYLOCK/DAVID ALLAN WHR COLLECTION

Find us on www.facebook.com/heritagerailway

Left: Ready with the goods. Just a year after it was built by Hunslet Engine Co for North Wales Narrow Gauge Railways – forerunner of the Welsh Highland Railway – 0-6-4T *Gowrie* prepares to leave Dinas Junction with a freight train in 1909. The single Fairlie, which was sold in 1918 and scrapped about 10 years later, was named after NWNGR secretary and manager Gowrie Aitchison. JOHN KEYLOCK/DAVID ALLAN WHR COLLECTION

descriptions of the line, led me to firmly believe that this railway, which had somehow survived all that untamed Snowdonia could throw at it, deserved a second chance, and I had an irrational desire to help."

That self-confessed irrational desire led him to walk the old WHR trackbed on a warm April day in 1997. "Five eccentric railway enthusiasts – John, Michael Davies, Alan Donaldson, Cedric Lodge and me – decided that with restoration work imminent we would walk the whole trackbed from Caernarfon to Porthmadog and record everything that was left of the old line.

"It was not easy, as nature had had a free rein for more than 60 years. After an exhausting morning we had a break for lunch, and I remember lying on the grass by the derelict rail bridge over the Afon Gwyrfai wondering whether we were doing the right thing bringing steam locomotives back to this peaceful unspoilt spot.

Heritage group formation

"We must have decided that we were, because there and then it was agreed to formalise our ambition to preserve what we could of the old line. I was nominated chairman – nobody else wanted to do it – and so the WHR Heritage Group was formed, and later we were officially designated as the expert consultees when heritage items were in danger during the reconstruction."

Nick Booker, who succeeded David as group chairman in 2013, said: "David is a highly-talented and creative photographer, both behind the camera and in the darkroom and digital world. He has spent a good part of his life collecting historical photographs and postcards of the WHR and its predecessors, and recording the long and sometimes difficult rebirth and restoration of the railway.

"On behalf of the Heritage Group and all those with an interest in the past and recent history of the railway, I would like to thank David for his foresight and drive in creating such a fascinating and valuable historical record."

Two 'original' Ffestiniog engines 'to debut in 2020'

By Robin Jones

IF all goes according to plan, two steam locomotives – one old, the other new – will enter traffic on the Ffestiniog & Welsh Highland Railways in 2020.

A seven-year project to restore 1867-built England 0-4-0STT *Welsh Pony* to running order for the first time since 1940 is on schedule for completion at Boston Lodge.

Meanwhile, in the works, new double Fairlie *James Spooner*, built to a traditional design, is also likely to be ready.

In 2014, the Ffestiniog Railway Company decided to build a new double Fairlie locomotive to sustain the ability to haul today's long and heavy trains, and work started with the design of a new boiler to replace one of a pair of boilers built by Hunslet in 1969. With the third boiler fitted to locomotive *David Lloyd George* also approaching 25 years old, taking steps to reduce the average boiler age in the fleet was seen as a way to mitigate against the risks associated with an ageing Fairlie boiler pool.

Designed at Boston Lodge, this new boiler has been under construction for more than two years at Powys Steel Fabrications. The sub-assemblies of the boiler were brought to Boston Lodge in October and have since been welded together. A hydraulic test is expected early in the new year.

The cradle frame, which carries the boiler, was fabricated during 2019 and more recently the final parts, including the reversing gear and brake rigging have been completed. The frame, which is mounted on the 1986 bogies last in service under withdrawn new-build double Fairlie *Earl of Merioneth*, is now ready to accept the completed boiler.

The boiler of *Welsh Pony* in Boston Lodge. Completion of the locoomtive in 2020 depends on available resources. FF&WHR

The boiler for the new double Fairlie *James Spooner* inside Boston Lodge Works on November 18. FF&WHR

The superstructure for the locomotive has been designed by volunteer Dominic Wells using CAD software. At the end of November, 3.5 tons of steel profile were scheduled for delivery at Boston Lodge, where space has been cleared ready for the major fabrication exercise that will see the new locomotive quickly take shape. If all goes well, the new *James Spooner* will enter service in 2020, which will see the 150th anniversary of the trials of the first FR double Fairlie *Little Wonder*.

Restoration

It was in 2013 that the Ffestiniog Railway Company announced the intention to restore *Welsh Pony* to traffic. The locomotive has been completely rebuilt many times and at withdrawal in 1940 was carrying a life-expired third boiler and very tired second set of main frames. Plans in the Fifties and Sixties to restore it never came to fruition, and it ended up being plinthed outside Porthmadog Harbour station, where it rusted in the salt sea air.

The dismantling of *Welsh Pony* took place during the celebration of 150 years of FR steam. Sadly, all three major components – the boiler, frames and cylinders – were found to be well beyond restoration and have been stored for future display.

New frames, cylinders and a boiler were constructed early on in the project. Additionally, a replica tender was built and the original paired with unrestored sister *Princess*.

New rods for the locomotive have been completed and fitted recently. The dragboxes and footplate framing have advanced well and the works paid staff have fitted the new stainless steel smokebox. Main steam pipes have been restored and the boiler cladding is being fitted. A new chimney and smokebox door will be fitted, while the previously-restored saddle tank dating back over a century was set to be test fitted in December.

Several original fittings have been returned to the locomotive after being safely stored. A long-forgotten pair of clacks dating back to 1903 were found by chance in a heritage store: restored within weeks and fitted with new valve heads, they are now fitted to *Welsh Pony* – which will have spent eight years longer awaiting its comeback to service than the 72 years it was in traffic originally.

Welsh Pony will be outshopped for testing in the deep plum livery carried by the FR heritage carriages. However, once proven, it will be painted in green livery as a tribute to Allan Garraway, the first heritage era FR general manager, who made the first donation to start the fund to restore the locomotive in 2013.

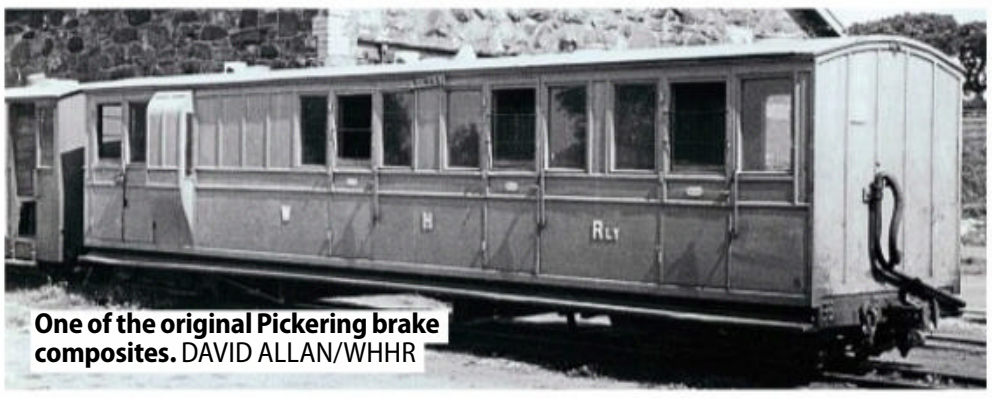
Pickering brake composite coach for Gelert's Farm

THE Ffestiniog & Welsh Highland Railways is to build a new replica Pickering brake composite coach for the 'third' heritage line in Porthmadog.

Thanks to the generosity of a sponsor, the Welsh Highland Heritage Railway (WHHR) at Gelert's Farm has signed a contract for the replica to be built at Boston Lodge Works, with the new coach plugging a sizeable gap in local railway history.

The original Welsh Highland had two brake composites that were built for the North Wales Narrow Gauge Railway by RY Pickering of Wishaw, Lanarkshire, in 1907. One or the other of these coaches appears in almost every photograph of an original Welsh Highland train, but sadly they were auctioned off and lost when the closed line was scrapped in 1942.

It has long been an ambition of the WHHR to have a replica of one of these iconic coaches to provide a brake coach for its heritage train.



One of the original Pickering brake composites. DAVID ALLAN/WHHR

The coach will be fitted with air and vacuum brakes to allow it to work with both WHHR and Ff&WHR locomotives and carriages and will be at full height. The original coaches were cut down in 1924 to fit the FR loading gauge. The interior will be adapted to incorporate a wheelchair accessible compartment.

WHHR chairman Graham Farr said: "I'm delighted that we will be able to add a Pickering brake to our train of restored and replica coaches to be pulled by our locomotives *Russell* or No. 590. I'd like to personally thank the sponsor for his generosity in making this a reality."

Ff&WHR general manager Paul Lewin said: "This year we have really enjoyed working with the team at Gelert's Farm to deliver events with *Russell* on the Welsh Highland. This project is the icing on the cake and is a great way to round off 2019."

Work has already started on the construction of the coach and completion is planned for 2021.

Separate Hawes-Garsdale railway revival planned

By Robin Jones

A NEW group has been formed to investigate the possibility of reopening the Garsdale to Hawes branch of the Wensleydale Railway.

Following a public meeting in Hawes in August 2018, the group of volunteers acting under the banner of the Upper Wensleydale Railway (UWR) are now incorporating an organisation to support and promote this goal.

Rebuilding of the existing Wensleydale Railway westwards from Redmire to Hawes and Garsdale was one of the original aims of its revivalists, with the aim of providing public transport, but in recent times, its operators' aspirations have changed to that of running primarily a heritage line.

By contrast, the UWR wants to hold talks with main line train operating and railway infrastructure companies will focus on the potential operation of modern trains to and from Hawes and which may continue through Garsdale, past the Yorkshire Three Peaks and possibly on to North Lancashire and Greater Manchester. The thinking is that a reopened six-mile branch would connect with trains on the existing Leeds-Settle-Carlisle route at Garsdale.

Consultation

A website set up at www.upperwensleydalerailway.org.uk welcomes comments and offers of assistance or support, or donations. The UWR wants to expand its small team to bring on more expertise, and initial fundraising has started to meet the set-up costs, and would be independent of the Wensleydale Railway.

Consultations with landowners, local authorities and other key stakeholders has begun. One of the UWR's first aims is to commission a comprehensive feasibility study including a detailed cost-benefit analysis.

Hawes station was opened in October 1878 by the Midland Railway as the terminus of its branch from Hawes Junction, later renamed Garsdale. At Hawes, the branch made an end-on junction with the North Eastern Railway line from Northallerton via Bedale which reached there in the summer of 1878.

The NER section of the line lost its passenger service in April 1954, but the station retained a nominal service of one train each way from Garsdale until final closure to passengers on March 16, 1959. Freight from the Leyburn direction continued until complete closure in April 1964, after which the track was lifted and the buildings fell into disrepair.

The site was eventually bought by the Yorkshire Dales National Park Authority and converted into a museum and tourist information centre in the early 1990s, with the station buildings and platforms refurbished, and a short length of track relaid.

Hawes stock relocation?

Robert Stephenson & Hawthorns 0-6-0T No. 7845 of 1955 *Hams Hall Power Station No. 12* was cosmetically restored in BR colours as NER G5 0-4-4T No. 67345, which hauled the last passenger train out of Hawes station in 1959. It has been paired with three BR Mk.1 coaches.

If the UWR plans bear fruit, this train would need to be removed and placed in a newly-constructed siding, so that the entire station could be reinstated to its former use.

UWR, which plans to set itself up as a registered charity, has also appealed for photographs or cine-film footage of the line, its structures and its trains.

Donegal Heritage Centre seeks museum accreditation

By Hugh Dougherty

DONEGAL Railway Heritage Centre is to seek museum accreditation by applying to the Heritage Council, the body responsible for such status in Ireland.

The Donegal Town-based centre has included this aim in an ambitious, three-year business plan, which also seeks planning permission and funding for a working narrow gauge railway in front of the centre, as well as for a permanent ride-on miniature railway at the site.

County Donegal Railway Restoration Limited (CDRRL) also plans to build a platform and canopy to protect County Donegal Railways (CDR) 2-6-4T *Drumboe,* when the locomotive returns to Donegal, as well as other items of rolling stock on outdoor display. The plan also pledges staff and volunteers to increase educational and outreach work, with the emphasis on improved liaison with schools, better community links and an enhanced membership offer.

Centre manager Niall Caughan said: "Obtaining accredited museum status is a major and essential step for us to ensure that the collection of rolling stock and artefacts at the centre are professionally curated and safeguarded for the future.

"We have made great strides forward over the last year and visitor numbers are up by 25%. Now we need to continually improve our offer, attract more visitors, and move towards a working railway on site.

Main: CDR coach No. 58 and railcar trailer No. i5 on show at Donegal Railway Heritage Centre which is seeking accredited museum status. HUGH DOUGHERTY **Right: The CDR train staff presented to the Donegal Railway Heritage Centre.** CDRRL

"Our appeal to bring *Drumboe* home is well up and running, and it's essential that when the engine does come home, we have the platform and canopy ready to protect it from the elements, not forgetting that our ultimate aim is to return this historic locomotive to steam."

Meanwhile, a train staff from Inver station on the Donegal-Killybegs section of the CDR was presented to the centre on November 14 by Simon Campion, grandson of the late Norman Campion who had acquired the staff after the railway closed in 1959.

A well known Irish railway enthusiast, photographer and author, a member of the Irish Railway Record Society and CDRRL, Norman died in his native Dublin on August 11 at the age of 90. On honeymoon with his wife, Matilda, in Donegal in 1959, he shot colour cine footage of the railway in action in its last summer, donating it to CDRRL, which shows the film as part of its heritage centre displays and also makes it available on a DVD entitled The Rail Donegal.

Niall said: "We are most grateful to the Campion family for donating this train staff to us and it is already on display. Norman had mounted it on wood and it had taken pride of place in the family house in Sandyford, Dublin. Now it is back home in Donegal on display beside Norman's film and, appropriately enough, in time to mark the 60th anniversary of the closure of the CDR."

Simon said: "My grandfather made sure that the staff was kept safely at home for nearly 60 years, and it was a real pleasure to present it to Niall to ensure that it will continue to be in safe keeping and be used to educate museum visitors about the CDR, about which my grandfather cared deeply."

The Webb Thomson-manufactured staff incorporates a key used to unlock siding points on the Donegal-Killybegs line. Inver, which had a miniature signal cabin, but had its train staff instruments in the station building, was the only crossing place between the two towns.

➜ **Gone but far from forgotten – feature, pages 76-81.**

Find us on **www.facebook.com/heritagerailway**

Wickham trolley run marks 60th anniversary of line's closure

MULLANBOYS Halt on the former County Donegal Railways Donegal to Killybegs line came to life once again, on Tuesday, December 3, when County Donegal Railway Restoration Ltd's Wickham trolley ran along a short length of 3ft gauge track to mark the 60th anniversary of the closure of the system.

Local people, members of families associated with the railway, and CDRRL members and supporters, gathered to witness the event at the restored halt platform, with the trolley running over a 200ft length of narrow gauge track which was bought from the Isle of Man Railway in 2009, and laid at Mullanboys.

Donegal Railway Heritage Centre manager Niall McCaughan said: "We decided to mark the 60th anniversary earlier in December, rather than on the actual date of December 31, when people are busy with new wear preparations. The event was a great success and marked this important anniversary.

"Crucially, it also showed that we are determined to bring the 3ft gauge back again to Donegal. Operating the trolley, and having narrow gauge wheels running on the actual CDR trackbed again is part of that drive and is a statement of our intent."

Trolley good show: CDRRL's Wickham trolley at Mullanboys Halt to mark the 60th anniversary of the closure of the CDR. COURTESY CDRRL

Mullanboys Halt, one mile out of Inver on the former crossing station's Donegal Town site, and its crossing keeper's cottage, has been sympathetically restored by owner, Fred Symmons, who allowed the event to take place and provided refreshments.

The crossing keeper's cottage was occupied by the Rose family in the 1950s and after the closure, the family managed to persuade the tracklifting team to leave the halt's gate signal in position. It stayed there for nearly 30 years as an early example of CDR preservation, and is now in Donegal Railway Museum.

Channel 4 seeks sheds

POPULAR Channel 4 restoration show Find It, Fix It, Flog It is looking for sheds across the country filled with vintage vehicles and automotive memorabilia.

The series follows motorbike-obsessive Henry Cole and upcycling expert Simon O'Brien, as they search for vintage and unusual items gathering dust in people's sheds, to restore and sell at a profit for their owners.

They want to hear from anyone with sheds, garages, lock-ups, barns, outhouses or even shipping containers full of mechanical curiosities and anything automotive they can bring back to life. The series will start filming in March 2020.

If you, or someone you know, has an assortment of memorabilia, an automotive collection or just needs a clear out, email: info@hcaentertainment.com for details. The production team won't reveal the location of any sheds.

HERITAGE RAILWAY

SUBSCRIBE AND SAVE

Enjoy 6 months for just £20

FOUR GREAT OPTIONS TO CHOOSE FROM...

PRINT ONLY

BEST OFFER

6 issues FOR £20
then £20 every six months Direct Debit »

13 issues FOR £44
Credit/debit card »

DIGITAL ONLY

6 issues FOR £15.99
Credit/debit card »

13 issues FOR £29.99
Credit/debit card »

Great reasons to subscribe

» Free UK delivery to your door or instant download to your digital device

» Save money on shop prices » Never miss an issue

» Receive your issue before it goes on sale in the shops

LNER B1 4-6-0 No. 1264 as you have never seen it before, decked out in LED lights for the North Yorkshire Moors Railway's 'Northern Lights Express' on November 29. The illuminated trains have proved hugely popular in their debut season, running from Pickering to Levisham and back.
CHARLOTTE GRAHAM/NYMR

classicmagazines.co.uk/HRDPS

01507 529529 and quote HRDPS

Lines are open from 8.30am-5pm Mon-Fri

TERMS & CONDITIONS: Rates are based on UK orders only – for overseas please visit www.classicmagazines.co.uk/hr-overseas. Subscriptions will start with the next available issue. Offer closes 17/01/20. Direct debit payments will continue at the price you paid, on this offer, every 6 months thereafter unless you tell us otherwise. Full terms and conditions can be found at www.classicmagazines.co.uk/terms. Quoted savings are based on a 13-issue digital subscription when compared to the cost of 13 full-price printed issues.

Northampton & Lamport in last cash push for Boughton opening in 2020

By Robin Jones

THE NORTHAMPTON & Lamport Railway (NLR) has renewed its £18,000 appeal for funds to complete and open its southern extension next year.

The money is needed for matched funding, but by the end of November, only around £4000 had been raised.

However, steady progress has been made. At the new terminus of Boughton, work has continued on constructing the new platform wall. The first platform edging slabs were laid at the southern end of the platform on October 6 and blockwork has been laid for the entire length of what will be a five-coach platform. The facing brickwork is following along behind, with just over a third now completed.

The trackwork over Bridge 11 is now fully reinstated, jacked and packed and final ballasting was carried out in mid-November. Demonstration goods trains ran over the full length of the extension on October 20 during the autumn gala.

Work to complete the underside of the bridge will involve drilling roughly 150 holes into the brick arches and back-filling with grout and tie bars. Originally scheduled for November, this work is now being postponed until early 2020.

An additional panel of track has been laid at the south end of Boughton station to allow materials to be loaded straight onto wagons, making material deliveries much easier.

***Eustace Forth* heads towards Bridge 11 on the Northampton & Lamport's nearly-finished southern extension during the autumn gala on Sunday, October 20.** LEWIS BEVAN

***Swanscombe No.4* climbs away from Pitsford Sidings towards Pitsford & Brampton with the demonstration goods on October during the autumn gala.** DAN CALLIS

Meanwhile, the railway has been accepted on to the Tesco Bags of Help community funding scheme in the Northampton area for January to March 2020, as part of its fundraising effort to repair Lamport signalbox cabin.

Following the closure of the Northampton to Market Harborough line in 1981, the top section of the signalbox was rescued by the fledgling heritage line and recovered to the NLR headquarters at Pitsford and Brampton station, where it now stands on the station platform, adjacent to the main entrance.

Until recently it had been used as the line's booking office, giving it a useful purpose until the railway is able to reinstate it back close to its original position at Lamport.

Sadly, the building had to be closed for health and safety reasons in early 2018, as its structural timbers had experienced significant deterioration.

Major work needed to restore signalbox includes providing a new hardwood corner post, hardwood main beam, floor joists and floorboards, with a total estimated cost of £23,000.

Without intervention, the deterioration could lead to the signalbox being lost forever.

Accordingly, the railway is also appealing for £10,000 for this project, again to be used as match-funding against grants being applied for.

Once restored, the signalbox will resume its role as the booking office until such time as a permanent station building is erected.

Meanwhile, Hawthorne Leslie 0-4-0ST No. 3718 of 1928 *Swanscombe No.4* will be staying at the line for the foreseeable future, giving the railway two working steam locomotives for the first time in several years.

However, Robert Stephenson & Hawthorne Ltd 0-4-0ST No.7063 of 1942 *Eustace Forth*, now owned by the Foxfield Railway, is expected to move elsewhere early in 2020.

➜ Anyone wishing to help can donate securely online at www.goldengiving.com/fundraising/boughton-extension or by sending cheques payable to 'Northampton and Lamport Railway CIO' to Southern Extension Appeal, Northampton and Lamport Railway, Pitsford and Brampton Station, Pitsford Road, Chapel Brampton, Northampton NN6 8BA.

Special DMU celebrates Greater Manchester Transport half-centenary

THE East Lancashire Railway (ELR) ran a special train to mark the 50th anniversary of Greater Manchester Transport during its DMU day on November 9.

Danny Vaughan, head of Metrolink, unveiled a special headboard for the 9.30am train from Bury Bolton Street to Rawtenstall.

Keith Whitmore, ELR vice president and former Transport for Great Manchester (TfGM) chairman said: "It is very appropriate that ELR salutes the contribution made to rail by the Greater Manchester Passenger Transport Executive, now TfGM, over the last 50 years.

"When I was GMPTE chairman I was especially pleased to be able to facilitate the donation of the former Oldham Mumps station canopies, which can now be seen in use at Bury Bolton Street and the remainder now being erected at Rawtenstall station following the modernisation of the Oldham loop line and its transformation into Metrolink. The jewel in the crown of the last 50 years of transport in Greater Manchester must be the introduction of the Metrolink tramway system, now the largest in the UK."

Coun Mark Aldred, chairman of the Greater Manchester Transport Committee, said: "Transport has played a hugely significant part in shaping Greater Manchester over many years, and it's wonderful to celebrate our fantastic transport heritage. It's a great foundation to look to the future and make sure that we're providing customers with an integrated accessible transport system to be proud of."

Danny Vaughan, head of Manchester Metrolink and East Lancashire Railway vice-president Keith Whitmore about to place the GMPTE/TfGM 50th anniversary headboard on the Cravens-built Class 105 DMU. ELR

K1 leaves Dinas for the Statfold Barn Railway on December 4. CHRIS PARRY/Ff&WHR

World's first articulated Garratt moves to Statfold Barn for public display

By Robin Jones

THE Ffestiniog & Welsh Highland Railways (Ff&WHR) has sent pioneer articulated Beyer Garratt K1 to the Statfold Barn Railway for cosmetic repair and long-term display.

Withdrawn following the expiry of its boiler certificate in 2014, K1 has been stored at Dinas in a part-dismantled state, awaiting full retubing and an 'intermediate' overhaul of its power bogies.

The Garratt articulated locomotive was designed by Herbert William Garratt, a British locomotive engineer who became the New South Wales Railways' inspecting engineer in London. His articulated design permits larger locomotives to negotiate curves and lighter rails that might restrict large rigid-framed locomotives, a major advantage on lightly-built lines in Third World countries. The first pair were ordered for use in Tasmania, where they needed to cope with 99 degree radius curves and 1-in-25 gradients.

K1 was built in 1909 at the Gorton Works of Beyer Peacock and was repatriated by the firm in 1947, 18 years after it last saw service in Tasmania. When Beyer Peacock closed down, a new home was found for K1 at the Ffestiniog Railway (FR), where it was unsuitable for use due to its size. Moved to the National Railway Museum in York in 1976, it was displayed in works grey for many years, until a team of Welsh Highland Railway (WHR) volunteers moved it out in 1995 and overhauled it first at Tyseley and then at Boston Lodge.

It ran successfully for several years hauling short trains to the Welsh Highland Railway (Caernarfon)'s previous terminus at Rhyd Ddu.

Accessible

FR company director Mike Hart said: "We have a very heavy workload at present in our workshops at Dinas, where we are working towards having four NGG16 Garratts available for traffic on the WHR. K1, while originally thought to be ideal for the WHR, has proven to be both underpowered and lacking in bunker capacity to work normal-length WHR passenger trains. In addition, it has become very apparent that this locomotive (and its sister K2) were prototypes. As a result, K1 is a high-maintenance machine – and maintenance often involves a considerable amount of dismantling. It is therefore difficult for the Ff&WHR to prioritise work on this locomotive at this time. A 'window of opportunity' to carry out an overhaul in the summer of 2019 failed to materialise, and it is likely to be at least four years before another opportunity presents itself."

The Ff&WHR and Statfold Barn have devised a solution to allow enthusiasts ready access to the locomotive, ahead of an eventual return to service. After being moved to Staffordshire at the end of November, cosmetic restoration will take place, including the reinstatement of cab fittings removed at the end of its last period in service.

Mike added: "K1 is a really interesting locomotive, and we are very conscious that people like to see it. With no facilities for public access at Dinas at the present time, we are really grateful to the Statfold Barn team for taking charge of it. Not only will the locomotive be on display but it will be possible to make some fascinating comparisons with other locomotives in the collection. We know it will be in safe hands".

Statfold Barn founder and trustee Henry Noon said: "We are absolutely delighted to have the opportunity to offer a secure home for this iconic locomotive. It will join our varied mix of locomotive types, which includes the only examples of Mallet articulated locos in the UK, the historically-important *Eclipse* and *Coalition* (electric locomotives that were converted from Bagnall steam engines) and an 1884 Corpet with Browns Patent valve gear, amongst others.

"K1 will be available to be inspected during our first dedicated enthusiasts' event of the year on March 21, 2020."

The K1 will return to the WHR when a suitable slot for overhaul opens up. The eventual return to steam should be straightforward as the boiler which K1 carries was built by Israel Newton in the heritage era when the original boiler which came from Tasmania with the locomotive was found to be beyond repair.

Midsomer Norton development wins approval

PLANS by the Somerset and Dorset Railway Heritage Trust for a major expansion of Midsomer Norton station have been given the go-ahead.

Bath and North East Somerset Council's planning committee has approved outline consent for the scheme at Silver Street which will involve a new 700 square metre maintenance shed, with the existing shed facilities being extended to create a tourist hub with refreshments, retail facilities and meeting spaces.

The blueprint for the future of the site also includes a new museum and an education room. The historic stables will be converted into two one-bed units for tourist accommodation as an extra revenue earner.

The scheme was approved despite objections on traffic, road safety and parking grounds from Westfield Parish Council.

Railway reaction

Trust spokesman Joseph Marchant told committee members: "The site needs significant investment and a long-term strategy. The outline application is essential to have in place prior to submitting funding bids.

"The trust has developed an application with an outward-looking vision which focuses on the railway station, but also considers the other tourist assets in the areas and in the town."

He said that the scheme would greatly improve the economy of Midsomer Norton and could attract "significant" investment.

Trust chairman Stephen Lacey said: "This is a ground-breaking moment for the trust and our future development."

Long local authority lease opens new doors for the Avon Valley Railway

A NEW 65-year lease could herald a new dawn for the Avon Valley Railway, it has been claimed.

Since the Avon Valley Railway Heritage Trust's embryonic days, the line has been run on an annual lease, but the lack of long-term security of tenure has limited its ability to apply for grant aid from major bodies like the National Lottery Heritage Fund.

Chairman Roger Eynon said: "Now nothing is impossible and we need to discuss future projects in earnest for our bright new future."

He said that with the promise of long-term stability, the trust would be able to talk to Bath and North East Somerset Council about extending the line eastwards to Newbridge and maybe linking up with the park-and-ride site there.

However, more immediate plans include a new covered maintenance area at the line's Bitton headquarters, a museum highlighting the history of the heritage line, enlarged catering facilities at the station and more office space.

Applying the brake to lost Glasgow & South Western Railway heritage

Words and pictures by Dr Al McPhee

IT is not widely realised that the Scottish Railway Preservation Society's (SRPS) collection at the Bo'ness & Kinneil Railway collection contains some of the most important pre-Grouping carriages in UK preservation, not least of all the two magnificent Caledonian Railway coaches, Nos. 1375 and 464, and the 1898 Great North of Scotland Railway Royal saloon.

One other vehicle which is now in the final stages of restoration is the society's Glasgow & South Western Railway (GSWR) James Manson passenger brake van of 1901, No. 122.

The GSWR was the third ranking pre-Grouping Scottish railway, after the North British and the Caledonian. But due to the early withdrawal of its locomotives after 1923 as the LMS pursued its policy of standardisation, only one engine survived into preservation, and by the skin of its teeth. Thankfully, Peter Drummond 0-6-0T No. 9 (LMS No. 16379) is now safely ensconced in Glasgow's Riverside Transport Museum.

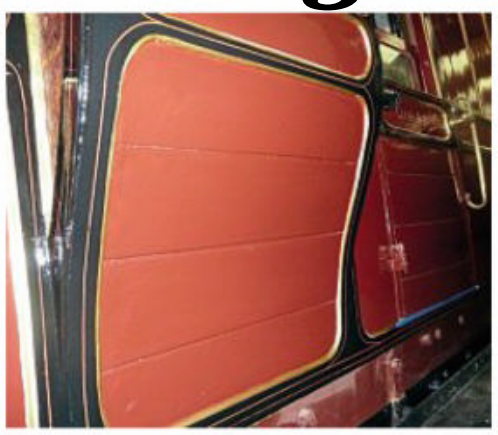
GSWR passenger carriages fared somewhat better in terms of their survival – many of them were still in service in the 1950s and the last one was not withdrawn until 1962.

However, they did not last into preservation as intact vehicles, with the exception of No. 122 and Drummond corridor third No. 731.

GSWR No. 122 was constructed at Kilmarnock Works in 1901. It was built to Diagram 16, and was one of 96 constructed to this pattern between 1894 and 1907. The designs are those of Kilmarnock Works and are attributable to Superintendent Manson.

Above: The east interior showing reinstated emergency ladder and ambulance box.

Right: Original Glasgow & South Western Railway paint on the guard's ducket north side.



The Barassie Works matchboard repair – unique to that GSWR facility – on the north side of the van has been preserved for reference by future generations.

It was used for a variety of purposes, and would have been employed on both branch and main line trains throughout the south west of Scotland. In 1923 it fell into the ownership of the LMS. In BR days it was converted into a staff messing van for the use of weighbridge firm Pooley – one of a number of GSWR passenger six-wheel brakes (BZ in LMS code) to be so converted – although these conversions were not at all similar and many variants were produced. No. 122 became DM284290 at this point.

It was based for these duties in Inverness. The conversion entailed the cutting of windows in the ends and in one pair of luggage compartment doors on each side for extra light, the removal of lighting gear, the installation of a coal-fired stove (in a wooden vehicle!) and the installation of wooden bench seating around the sides and one end.

Its last classified overhaul was on January 29, 1960, when it was lifted and painted at Barassie. In 1967 it was bought by the SRPS and moved by rail to its then Falkirk depot, where it continued to serve as staff bothy, stored inside.

However, it did venture out once – to star in a television production with the Caledonian coaches – on the main line!

In 1989 it was taken to Bo'ness and continued to be the well-loved place of rest and recreation for the denizens of the steam shed.

It became clear that it was becoming too small for this purpose – and a new bothy was constructed outside the shed, complete with modern fittings for the comfort of the volunteers. No. 122 was not banished, but it continued to reside safely under cover.

By this point moves were already afoot to consider its restoration, as the first GSWR passenger rated vehicle to be returned into its original condition.

To this end, a full survey was undertaken, and this revealed the van to be in excellent condition, and that returning it to its former glory was more than feasible.

The east end of the brake van showing restored details such as the footsteps and the handrail.

Volunteers set to work

Research was also undertaken as to its history, provenance and modifications, and the Glasgow & South Western Railway Association was able to provide a general arrangement drawing of the Manson brake in original condition.

This was of invaluable assistance, as were several photographs of Manson brakes in passenger service.

At this point, enter the Hole in the Wall Gang. Bob Kelly, a long-standing member and SRPS stalwart and Richard Macdonald, assisted by the author, commenced the job by undertaking several important tests.

These quickly established that there was some original GSWR paintwork on the guard's duckets; that the van had been lined in gold; that a very thin ⅛in vermilion line was painted on the mouldings; that the underframe had been painted GSWR maroon and not black as previously thought, and that the tyres on the Mansell wheels had been originally painted white.

The GSWR maroon on the duckets was of crucial importance, as no sample of the company's carriage livery had been identified up until this point. This research-based forensic approach has, we believe, been fully justified, although it was time consuming.

The interior of the vehicle was stripped of the crew benches, along with the coal-fired stove, and scraped and painted. The chimney hole in the roof was repaired and the two glass skylights – a feature of the Manson brakes – were restored.

Following that, the bodywork was worked on and returned to the original specification, but retaining examples on the north side of the matchboard repair technique, which Barassie Works used to replace split mahogany panels, even on mainline passenger vehicles.

As much original material as was humanly possible was retained and there is little replacement plywood used on the van.

Replacement footsteps and handrails were provided on the van ends, and then it was the turn of the underframe to be tackled.

Fortunately, the underframe was in excellent order. It is of wood and steel construction, entirely typical of its

Find us on www.facebook.com/heritagerailway

time. Repairs were carried out to the buffing and drawbar springs, and the vacuum cylinder was removed, with much difficulty, and overhauled.

The Mansell wheels were stripped and varnished, the wooden components treated to a coat of preservative, and the metalwork was de-rusted and painted. Then a new set of footstep brackets was cast, from an original, and new full-length footsteps fitted.

One of the most interesting features of the whole restoration has been the use of recycled materials wherever possible and these footsteps are a prime example of this – they are recycled roof beams.

A livery reborn

The paintwork was the final stage. Several coats of primer and undercoat were applied – and then the topcoats of gloss. To make sure that the livery was as accurate as possible, a flake of original paint was taken for analysis and the glorious, deep maroon of the GSWR could be recreated.

The mouldings were picked out in black and gold and that fine vermilion line applied.

One guard's ducket retains a panel in original GSWR finish, which has been varnished to preserve it and also to act as a point of reference for future study. Inside the van, recreated period features such as the emergency ladder, fire equipment, ambulance box and tricolour oil guard's lamp add authenticity.

The end result is that the SRPS has in its collection a vehicle which acts as a repository of conventional carriage building practice at the turn of the century, and which will be an asset to the museum.

Yes, it is capable of operation in a train, but the decision as to whether this will happen will have to be taken by others.

And what of the future for the Hole in the Wall Gang? The 1914 GSWR bogie corridor third is next in line for the team – and hopefully they will be allowed to soon start work on this exceptionally important carriage, the last remaining passenger vehicle from the GSWR – and whose interior is essentially, apart from the upholstery, untouched since its construction.

The team has already carried out the necessary research and has begun to assemble parts that were missing.

Drawings for the vehicle are already to hand – again with help from the GSWR Association and, in particular, tothe efforts of Stuart Rankin and Ian Middleditch.

It could even help comprise a GSWR train – albeit one of only two vehicles! It is hoped to run an appeal for donations to this end.

Appeal launched to help Churnet Valley Railway recover from flood

CHRISTMAS came early for the Churnet Valley Railway – after its supportive local council provided a bridging loan to help it meet the six-figure sum it needed for emergency repairs following flood damage.

Accordingly, the line was able to reopen in mid-November, in time to run its fundraising nine-trains-a-day Santa special programme as planned.

As reported last issue, flash flooding following a breach of the adjacent Caldon Canal early on October 26 affected around 100ft of track, washing out ballast and leaving a section of track near Consall suspended in mid-air.

In the days that followed, the heritage line received offers of support both from the rail industry and the local community.

Stobart Rail drew up a blueprint for repairs and then completed them in less than a month. This work saw the entire embankment rebuilt in five-metre steps from the valley floor upwards.

To help cover the cost of the work, Staffordshire Moorlands District Council, which is also supporting the line's extension to Leek, has stepped in with a bridging loan. "This kind of support is beyond true recognition," said a railway spokesman. However, the loan must be repaid, and the railway has accordingly launched a national appeal for donations.

The railway's events manager, Jack Ilczyszyn, added: "Our priority was to ensure repairs were completed in time for our Santa trains – one of our biggest events of the year. This is why we are so grateful for the grant from Staffordshire Moorlands District Council, as it shows a real belief and faith in what we offer to the local community.

"The railway is at the heart of this community, and to receive such support means we can run our Santa specials as planned."

➜ To donate to the appeal, visit www.churnetvalleyrailway.co.uk/donations. Also, £1 shares are available, with a minimum purchase of £100.

JOIN RCTS THE RAILWAY CORRESPONDENCE AND TRAVEL SOCIETY TODAY

HALF PRICE

Membership Special Offer
until December 2020
New Members Only
Terms and conditions apply

'The Society For All Railway Enthusiasts'
For further information visit
www.rcts.org.uk/join
QUOTE OFFER CODE HRJR
Or by post write to Mrs. Vron Cooke, 60 Hayse Hill, Windsor, SL4 5SZ
A Charitable Incorporated Organisation.
Registered with the Charity Commission for England and Wales - registered number 1169995.

COULD YOUR SHED STAR ON TV?

HENRY COLE SEEKS SHEDS FILLED WITH UNIQUE ITEMS FOR RESTORATION IN NEW TELEVISION SERIES.
EMAIL INFO@HCAENTERTAINMENT.COM TO FIND OUT MORE.

Above: The rebuilding of Bodmin General to its 'steam era' format continues. As reported last issue, the classic GWR canopy at the front of the station has been replicated and replaced – and as soon as the Bodmin & Wenford Railway's main operating season finished at the end of October, the line's 'Orange Army' took possession of all tracks at General to begin enabling works for the Platform 2 project. The new platform's foundations are seen being prepared on the left, and on the right volunteer track gangers are busy removing the rails from the Shed Road, so that this section can be lowered to the same level as tracks in Platform 1 and its run-round loop. The biggest construction project to take place at General since the line opened in 1887, it has been made possible by grant funding from Great Western Railway and Cornwall Council. JIMMY JAMES

Left: Barclay 0-4-0ST No. 807 of 1897 *Bon Accord*, which has just been shortlisted for a Heritage Railway Association award, heads the first of this season's Santa specials on the Royal Deeside Railway on November 30, returning to Milton of Crathes. TREVOR GREGG

Loss-making West Somerset profitable again – chairman

By Robin Jones

WEST Somerset Railway plc chairman Jonathan Jones-Pratt said that "real progress" is being made in returning the heritage line to viability, despite reported losses exceeding £800,000.

The company's delayed annual report and accounts show the 22-mile railway had been losing more than £12,000 a week over the 15 months leading to March 2019.

However, in a letter to shareholders, Jon said: "When I took over as chairman I found a bad financial position. We had been told by our safety regulator that it had real doubts about our capability to operate a safe railway.

"I had to take some very hard decisions – but these are starting to work. Is the job done? Not yet, and there remain big challenges. We still need more funds, we must bring in more active volunteers so we don't have to rely so heavily on a few and we still need to improve the way we work together, but we are making real progress.

"I have been told that my approach is too commercially minded and that change was not needed. I have to say that was never going to be the case. We can only make this railway that we love – and we all do love it – continue to live on, if the money we raise through the fare box, commercial activities, donations and grants exceeds our costs. No excess, no money to repair and renew the track; no excess, no money to mend the locomotives; no excess, no money to keep our stations in a safe conditions; we have to have a clear business focus.

"I feel so positive about this great railway. So many people have done so much to make the last few months a success. From a position where our auditors were questioning our survival, we now have our accounts signed off, and we can move on. The very important work to upgrade our infrastructure has begun and will continue well into the new year to get us ready for the new season."

The past year saw £120,000 raised for the Track Appeal by the West Somerset Railway Association (WSRA) and £30,000 by the Steam Trust. The railway is currently about halfway to the total it needs for the 2019/20 winter works – donations are welcome at www.wsra.org.uk

The WSRA is supporting work on locomotives and rolling stock including the return of mogul No. 9351 to traffic, totalling nearly £80,000 during the year, and is now focusing efforts back on to prairie No. 4561: it has over £100,000 in its restoration fund and has started work. The Steam Trust is adding £20,000 from its own funds to enhance the £40,000 Lottery grant in order to enable the Gauge Museum to be updated and continue its renovation work on the historic coaches with carriage No. 6705 close to completion. It is also helping with the funding of the renovation of the external structure at Blue Anchor Museum as part of the overall infrastructure plan for this year. Trust chairman Chris Austin said: "We are fully in support of the plc with Jonathan Jones-Pratt at the helm."

Writing in the Winter 2019 issue of the West Somerset Railway Journal, Jon said: "I have had to make difficult decisions that have affected individuals' careers and lives, but this has been necessary as we put the railway back onto a firm footing. I have lost friends over some of these decisions, but these were simply commercial with no emotion. My one aim has been to protect our railway and to see it prosper.

"This accounting period closes the door for me on the past – yes we have been honest! Surely that's good – it's a terrible set of accounts and we knew it would be. It doesn't represent where we stand today though but it does illustrate where we were in the past.

"Looking at what we have done this year, we have had an extremely good season. A year ago, who would have thought we would have nearly £1 million cash reserve in our bank, for example. We now operate a profitable business, a safe railway, a good railway. The WSR is alive and very much kicking. I am so proud to be part of this railway."

WSRA chairman Paul Whitehouse said the line has a future under Jon's leadership: "We can raise money provided that we work together and Jonathan Jones-Pratt is quite confident that the railway company and the association are together and will succeed."

The railway has enhanced its Santa special services, repackaged as Santa's Winter Wonderland, running until Christmas Eve from Bishops Lydeard to Crowcombe Heathfield station, renamed Snowcombe, complete with grotto, animatronic reindeer and a large sleigh. The spring steam gala is back on April 23-26, with North Yorkshire Moors Railway-based BR 9F No. 92134 as the first guest. Other events are Vintage Diesels to the Seaside III and the beer and cider festival on June 4-7; a Sixties dance on July 4; the WSRA's steam and vintage vehicle rally on August 1/2: the 1940s weekend on September 12/13: the GWR-themed October 1-4 autumn steam gala and the December 29/30 winter branch line festival.

It is planned to increase the line's axle loading for 2020, allowing a wider range of locomotive visitors. Also, the Station House at Bishops Lydeard will be refurbished and let to boost income.

becks dvds

01948 770033

Flying Scotsman – *4 DVD set* & The Official Book & Memorabilia Collection £19.99

The complete story of the world's most famous steam locomotive containing:

11 programmes on 4 DVDs.

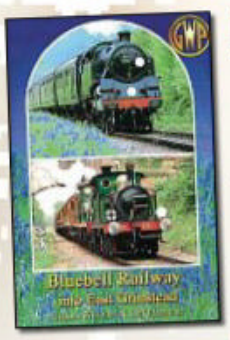
Memorabilia Pack, collection of authentic historical memorabilia created from original items.

148 page hardback book packed with beautiful and rare photographs, telling the full story of the Flying Scotsman's life.

Ravenglass & Eskdale Heritage DVD £12.99

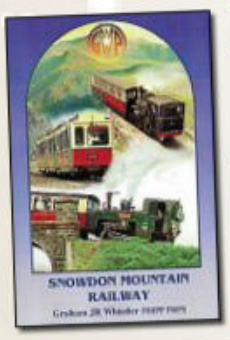
The Ravenglass and Eskdale Railway offers the visitor to the Lakelands a wonderful opportunity to enjoy the splendid countryside from the vantage point of an open carriage, pulled by steam. This is no ordinary miniature railway, it is a little line with a main line feel and a character all of its own. You will see veterans from the start of 15" gauge railways, still roaring along the rails today and the new addition to the Ravenglass and Eskdale Railway locomotive fleet, the powerful diesel Douglas Ferreira.

Also including unique footage from the footplate and the lineside.



Bluebell Railway into East Grinstead *DVD* £14.99 *Blu-ray* £18.99

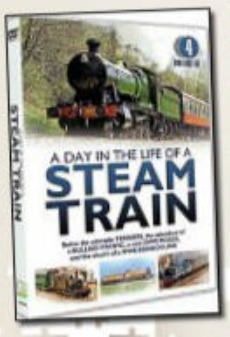
The volunteer-run Bluebell Railway is UK's first standard gauge passenger line, opened to public service in 1960. The steam trains now run through 11 miles of Sussex Countryside from Sheffield Park, Horstead Keynes, Kingscote to East Grinstead. In 2013, the Bluebell Railway was reconnected to the main line national rail network at East Grinstead.
See the first train on 23rd March 2013 and opening of the railway in a snowstorm! A few days later, we see the first special excursion mainline train run into the newly connected railway at East Grinstead. Included is full coverage of the Giants of Steam Weekend in the Autumn of 2015.
Narrated by BBC's Nicholas Owen.



Snowdon Mountain Railway *DVD* £12.99

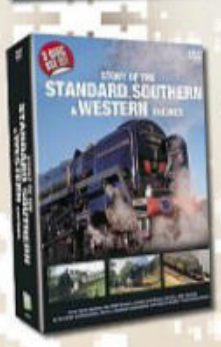
Britain's only rack railway, up the highest mountain in England and Wales. Set in superb Welsh scenery and shot in summer weather with the stirring sights and sounds of steam locomotives working to their limits.

The remarkable Snowdon Mountain Railway is unique in Britain for the narrow gauge of 800 mm and for the Swiss Abt rack system, which enables grades as steep as 1 in 5½ to be climbed to reach the highest station in England and Wales.



A Day in the Life of a Steam Train *4 DVD set* £9.99

Relive the adorable TERRIERS, the spendor of a BULLEID PACIFIC, a rare GWR MOGUL and a DAY IN THE LIFE OF A GWR BRANCH LINE a dawn-to-dusk account of South Devon Railway s 40th anniversary celebrations. .



Story of the Standard, Southern and Western Engines *3 DVD set* £13.99

This film looks at Standard engines in Britain. Among them is the unique Duke of Gloucester the last express passenger engine ever built by BR. Also 9F freight engines and the Class 4 tank engines described as perfection on wheels.
THE SOUTHERN ENGINES From the diminutive tank engines to Bulleid's express machines, this is a detailed examination of the Southern locomotives demonstrated by the enginemen who worked them.
THE WESTERN ENGINES Join the drivers and firemen aboard the Great Western engines for live footplate action sequences as you've never seen before. With more than a dozen GWR types profiled and filmed over the course of five years.

Miniature Railways Vol 2 DVD £14.99 Blu-Ray £18.99

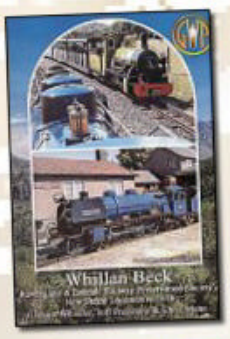
Following on from the first Miniature Railways, this new programme features five new railways some of which are privately owned and rarely open to visitors. The railways are Echilles Wood, The Wilderness Railway, Norton Hill Light Railway, Eastleigh Lakeside Railway and Exbury Gardens.

Also on DVD, Miniature Railways Vol 1 DVD £12.99

Puffing Billy Australia's Finest *DVD* £14.99 *Blu-ray* £18.99

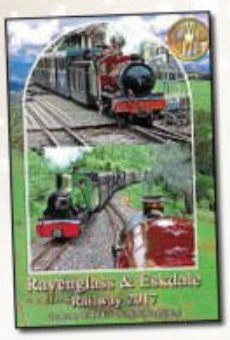
Here's a programme about the wonderful steam, 2ft 6ins gauge railway in Melbourne, Victoria, Australia - the Puffing Billy.

Rescued from the scrapper in the 1950s, with the dedication of volunteers, and staff, and earning widespread public support, the line has been restored. This programme takes you behind the scenes on Puffing Billy, to have a look at things that you may otherwise never see.



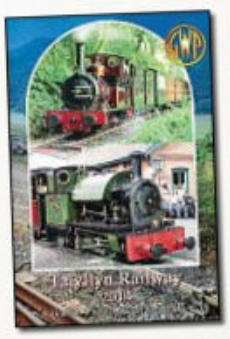
Whillan Beck DVD £11.99 Blu-ray £14.99

The 15 inch 7 mile long Ravenglass & Eskdale Railway runs from the Cumbrian Coast through two of the most beautiful valleys in the Western Lake District.
This all new film features Whillan Beck, Ravenglass & Eskdale Railway Preservation Society's new steam locomotive, now fully restored and in service on the railway in July 2018. Formally known as "The Train from Spain" also has early footage in Spain and rebuilding and testing in Ravenglass.
The film will take you on the complete journey featuring Whillan Beck with cab ride and dramatic trackside action, and there are some new aerial drone scenes of the new locomotive



Ravenglass & Eskdale Railway 2017 *DVD* £14.99 Blu-ray £18.99

The 15 inch, 7 mile long Ravenglass & Eskdale Railway runs from the Cumbrian Coast through two of the most beautiful valleys in the Western Lake District.
The film includes plenty of action from three of the railway's resident steam locos and diesel Douglas Ferreira. See the new "Spanish Loco" including footage from Spain, its arrival and restoration in Cumbria. Featuring steam trials and Santa's Special Trains.
The film takes you on the complete journey featuring River Mite with cab ride and dramatic trackside action, and some amazing aerial drone footage of the railway.
Narrated by BBC's Nicholas Owen.



Talyllyn Railway *DVD* £14.99 *Blu-ray* £18.99

Special Winter Offer DVD £11.99 Blu-Ray £15.99

The Talyllyn Railway runs on 2ft 3in narrow gauge tracks from Tywyn on West coast of Wales through a dramatic unspoilt valley 7¼ miles to Nant Gwernol. It was established by the 1865 Act of Parliament to carry passengers and slate from the Bryn Eglwys Quarry. This film will take you on the complete journey featuring Edward Thomas, Tom Rolt and Dolgoch steam locomotives.
Narrated by BBC's Nicholas Owen.

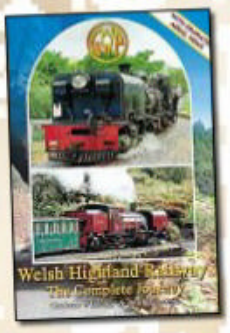
Great Little Trains of Wales *DVD* £12.99

This 15th GWP railway video features all 8 members of the Great Little Trains of Wales: BALA LAKE RAILWAY; BRECON MOUNTAIN RAILWAY; FFESTINIOG RAILWAY; LLANBERIS LAKE RAILWAY; TALLYLLYN RAILWAY; VALE OF RHEIDOL RAILWAYS; WELSH HIGHLAND RAILWAY (Portmadog) and WELSHPOOL AND LLANFAIR RAILWAY. These narrow-gauge steam railways all run in dramatic countryside and were filmed in beautiful weather.

Yorkshire Railways *DVD* £12.99

A double feature DVD covering The North York Moors Railway and The Keighley & Worth Valley Railway.

Take a dynamic trip on the Keighley and Worth Valley Railway, up and down the valley on trains with locomotives working hard up the hill. See the Standard Locomotives on the Worth Valley working hard, as well as a lot more varied motive power featuring in the DVD. It is a busy hour of excellent shots from trackside, footplate and stations. You will really see the character of this excellently preserver railway, plus glimpses of vintage electrics now long departed.



Welsh Highland Railway *DVD* £14.99 *Blu-ray* £18.99

The Welsh Highland Railway is now fully restored and connected to the Ffestiniog Railway. This two foot narrow gauge railway runs 25 miles from Caernarfon on the Menai Strait in North Wales through the dramatic Snowdonia National Park to Porthmadog.
Our film takes you on the complete journey and features the powerful South African Garratts. With dramatic cab ride, track side action, and aerial views. See the track gangs at work in the Aberglaslyn Pass and the tunnels, including riding with the works train.
Narrated by BBC's Nicholas Owen.

AVAILABLE WHILE STOCKS LAST

www.gwpvideo.com

ORDER NOW AT www.becksdvds.co.uk or call Ian or Toni on 01948 770033

T3 re-steaming appeal passes third of £350k target

By Robin Jones

A BID to restore LSWR T3 4-4-0 No. 563 to working order has raised more than a third of its £350,000 appeal target in the first six months.

Controversy flared when the National Railway Museum 'gifted' the 1893-built classic – part of the National Collection – to the Swanage Railway, where it would be based on home territory rather than in 'exile' at the Locomotion museum in Shildon – and could be given the chance to return to steam. Under the terms of the deal, the new owner would have to offer it back to the NRM if it decided that it had no further use for the locomotive.

The 563 Locomotive Group, a subgroup of the Swanage Railway Trust, has announced that it has raised £162,000 due to "exceptionally generous" donations and standing orders from the public.

In 2017, the locomotive moved to Bill Parker's Flour Mill workshop at Bream in the Forest of Dean, which has built up a reputation for the restoration of Victorian steam locomotives, including the Buckinghamshire Railway Centre's Metropolitan Railway E class 0-4-4T No1 (feature, pages 70-75). At the Flour Mill, No. 563 has been assessed with a view to returning it to steam.

Matt McManus, chairman of the 563LG said: "We are delighted by the recent fundraising progress made by the whole 563 team. With our recent donations and standing orders we are now well over a third funded and can now accelerate into manufacturing new firebox parts and then begin the reassembly process."

Group secretary Nick Lloyd said: "The T3 is a significantly important part of Victorian history that will allow us to showcase an express passenger locomotive of the day, on the railway which it was built for at Swanage."

The group's deputy chairman Nathan Au said: "The prospect of seeing 563 in working order for the first time in over 70 years has clearly captured the public's imagination and their support has been extremely encouraging."

No. 563 remained in service until 1945 and was the last survivor of its class, despite the others being withdrawn in the 1930s. It was saved from the scrap line at Kimbridge Junction in 1948 to become one of the starring attractions at the Waterloo Station centenary celebrations later that year but has never steamed since.

The Flour Mill stripdown discovered the chassis and running gear had essentially already been overhauled by Eastleigh Works before the Waterloo centenary.

The boiler however, was in a comparatively poorer condition and is currently being fully overhauled. The inner firebox was painstakingly removed as a complete assembly to preserve a historical example of the original platework and is a testament to the craftsmanship of the early railways. Around £30,000 of bespoke copper has been ordered in the meantime to create a brand new replacement along with steel sides for the outer firebox as well. The aim is to give No. 563 a robust boiler which it is hoped will provide at least 25 years' service.

With the boiler extracted, removing and measuring all of the other components and taking out the wheels for inspection also allowed the frames to be shot blasted, repaired and protected with primer and undercoat. In effect, there is now a kit of parts awaiting refitting to complete the chassis.

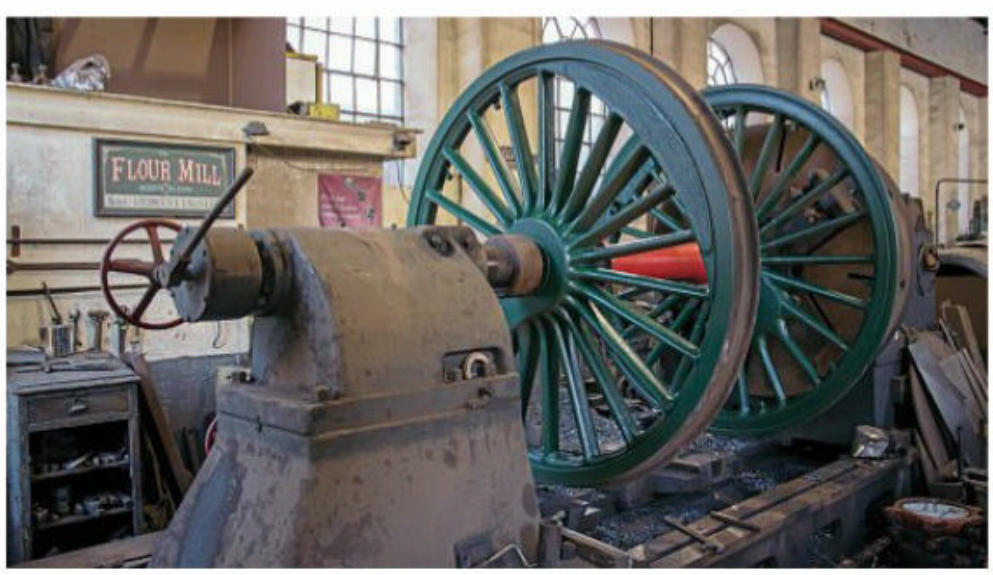
However, further funds are needed if the group is to retain the impetus of seeing No. 563 receive its overhauled boiler and steam again soon. All new side, girder, longitudinal and crown stays, a front tube plate and associated tubes, a rebushed throatplate, repaired back head, foundation ring and smokebox are all needed.

Other ongoing work includes planning the stripdown of No. 563's tender, which has remained in storage at the Swanage Railway.

➔ Anyone who would like to help fund the project, either with a monthly standing order or one-off donation, or join the group as a volunteer, is invited to visit www.563locomotivegroup.co.uk or email 563locomotivegroup@swanagerailway.co.uk

The dismantling of the sole-surviving LSWR T3 No. 563 inside the Flour Mill workshop. 563LG

The original inner firebox is to be replaced but preserved. 563LG



The wheelsets under overhaul at the Flour Mill. 563LG

Bluebell gives green light for new-build SECR E class

THE builders of replica Brighton Atlantic No. 32424 *Beachy Head* have been given the go-ahead by hosts the Bluebell Railway to start work on their next project.

The line's Atlantic Group's £1.2 million plans to replicate SECR E class 4-4-0 No. 516 have been approved by the Bluebell's board, society and trust.

As reported last issue, the new *Beachy Head* passed its hydraulic test at Sheffield Park on October 21, and has set an unofficial target of summer 2021 for the locomotive's steaming.

The group has now followed the example of the market-leading The A1 Steam Locomotive Trust, which is following up the building of A1 Peppercorn Pacific *Tornado* by constructing Gresley P2 2-8-2 No. 2007 *Prince of Wales*, and before it has approached the final stages, has already embarked on a third new-build, V4 2-6-2 No. 3403.

Atlantic Group chairman Terry Cole said: "After the sometimes fiendish complexities of the Atlantic, we were looking for something rather simpler which would be easy to build and easy for the railway to maintain.

"We plan to build it in original condition in full SECR livery which is very attractive and popular and it would add a locomotive type widely used on the Southern Railway but which the Bluebell Railway currently doesn't have – the pre-Grouping 4-4-0. The chosen engine is No. 516 which was used as the 'Royal' engine and kept in tip-top condition."

It has been decided to replicate No. 516 in its original condition.

An appeal for funds from supporters will be launched in the new year and it is estimated the project will take 10-13 years to complete. Preparatory work on E class 516, such as collecting drawings and usable material, will take place in time for work to begin on construction as soon as *Beachy Head* is steaming.

SECR E 4-4-0 No. 516: building could begin in 2021.
MATTHEW COUSINS

Telford bids to double service days

RESPONDING to some neighbours' concerns, the Telford Steam Railway has applied to double its running days.

A small group of residents claimed that the railway was operating on more days than was permitted under the terms of its original planning permission.

Now following a subsequent investigation by Telford & Wrekin Council, officials of the heritage line have submitted an updated application.

In the application, the railway said its seasonal 'Polar Express' trips had attracted 90,000 visitors and earned £3 million since it was launched on the line in 2016, which will be used to expand the line if the planning permission is altered.

The application said: "A cross-party review of the impact of heritage railways on their local economy has shown that on average for every pound spent on the railway there is an additional £1.70 spent in the local economy, meaning the 'Polar Express' has been worth over £8 million to the local economy.

"The proceeds from the event will enable the railway to expand its current offering and facilities, with the aspirations to run trains from Lawley to the new development at the site of the former power station at Ironbridge.

"The railway mitigates against disturbance at its Horsehay site by using the Jiggers Bank car park and operates a park-and-ride service from the car park to the railway."

The end is nigh: Thompson B1 No. 61306 is the centre of attention at Leeds City on September 30, 1967, and with good reason – it has pulled into the station from Bradford Exchange with the last steam-hauled portion of the 'Yorkshire Pullman' to King's Cross. The 4-6-0 was taken off the train at Leeds City and immediately withdrawn, but was saved for preservation, one of just two in the 410-strong class to avoid the cutter's torch. A 1:32 scale live steam model of the engine has been launched by Accucraft UK at a price of £3100 in kit form or £3600 ready to run.
KEITH WIDDOWSON/ANISTR.COM

Steam workhorses of yesterday become centre of nostalgia today

By Geoff Courtney

THEY had far less appeal than their high-profile glamorous stablemates, their pragmatic design was hardly guaranteed to stir the blood, and the names carried by some of the class were esoteric and often unpronounceable. In short, Edward Thompson's ubiquitous B1 4-6-0 locomotives were to us ungrateful trainspotters also-rans that warranted underlining in our Combined Volumes but nothing more. Our dreams were of Gresley, Stanier or Bulleid Pacifics, or Collett's majestic Kings.

The passage of time, however, adds a rose-tinted hue to spectacles and memories, and many of the unloved steam workhorses of yesterday are part of the preservation scene of today. The B1 class is no exception, with two examples having survived, and if one was to pass by on the local main line, undoubtedly many from those halcyon days of steam would pop over for a nostalgic look.

Now there is another element to add to that B1 nostalgia bank. Or to be precise two elements, for both preserved members of the class, which were numbered 61264 and 61306 in the BR era, are from this month available in 1:32 scale live steam either ready to run or in kit form.

The models, which are nearly 2ft long, are built by Aster Hobby of Japan and imported into this country by Accucraft UK, whose managing director Graham Langer is also a director of The A1 Steam Locomotive Trust – and an admirer of the B1s. "I have always regarded them as handsome locomotives, with very clean lines comparable to a GWR Hall or a Southern Railway S15," he said.

Of Aster's pedigree, he added: "Its locomotives are often regarded as the benchmark for 1:32 live steam, and its product experience and expertise has combined with Accucraft's component manufacturing and production skills to produce a new range which represents a fresh approach by Aster, being less complicated and more affordable."

The models are available as LNER Nos. 1264 or 1306, while the former is also available as BR No. 61264, and for those enthusiasts who wish to give their model another identity, unlettered and unnumbered examples in LNER or BR livery feature in the range. Prices are £3100 for the kit and £3600 ready to run.

Both locomotives on which the models are based were built by North British Loco Co, No. 61264 entering service as No. 1264 on the cusp of Nationalisation in December 1947, and No. 61306 the following April. The older of the two was withdrawn from Colwick (40E) in November 1965 and No. 61306 from Bradford's Low Moor depot (55J) in September 1967, and in preservation has been named *Mayflower*, the name originally carried by scrapped classmate No. 61379.

Two other recent launches by Herefordshire-based Accucraft UK also in 1:32 scale are a live steam LSWR 0415 class 4-4-2T, three of which famously worked the Axminster to Lyme Regis branch in the BR era as Nos. 30582-84, and a rake of LSWR coaches of the type that ran with these tanks in both their early London suburban days and later branch line existence.

The Class 0415 models come in a range of liveries and identities priced from £1795 to £1995, while the hand-assembled coaches, also in various liveries, cost £650.

TV star helps Amberley Museum celebrate anniversary in style

By Geoff Courtney

AMBERLEY Museum, home to one of the most comprehensive collections of different gauge steam, diesel, electric and petrol locomotives in the country, celebrated its ruby anniversary over November 16/17, with the launch of a new exhibition attended by local dignitaries and BBC presenter and railway enthusiast Nicholas Owen.

The exhibition 'Meet the workers' includes many photographs that have never been on public display before and reveals some of the stories of people who were employed at the site, which was worked as a 36-acre chalk quarry between 1846 and 1969.

The exhibition was opened by Mrs Susan Pyper, Lord-Lieutenant of West Sussex, and a ceremonial cake was cut by Nicholas Owen, who is an active supporter of the West Sussex museum.

Other activities over the weekend included a series of talks on the chalk and lime industries, practical demonstrations of lime mixing, and a Victorian schoolday for younger visitors.

Another feature that drew the crowds was the appearance of reproduction 10-ton railway wagons that had been built by museum volunteers in the style of those which operated on the quarry's standard gauge rail network during its working days.

A short section of this track remains beside some of the surviving kilns, and it was on this stretch the wagons were demonstrated, pulled by *Burt* one of the museum's restored locomotives. This diminutive 56bhp 4wDM Simplex shunter was built by Motor Rail in 1950 for timber merchants Burt, Boulton & Haywood of Kent, and is similar to one of the quarry's railway fleet that operated in the 1920s.

The quarry's steam or diesel-hauled wagons transported such materials as chalk, coal and coke to the kilns, and then the lime produced in the kilns for the agricultural and building industries to the nearby Amberley station, thus providing a direct connection to the main line network during the pre-Grouping, Big Four and Nationalisation eras. The wagons are in the livery of Pepper & Son, which worked the quarry exclusively from 1900 until its closure in 1969, employing 100 men at its peak immediately prior to the First World War.

Of the ruby anniversary festivities, museum director Valerie Mills said: "A big 'thank you' to everyone who helped us celebrate our first 40 years, in particular the Lord-Lieutenant and Nicholas Owen. It would also not have been possible without the support of our volunteers."

Wagons roll: A reproduction Pepper & Son wagon of the type that operated on the standard gauge railway at Amberley chalk quarry, which closed in 1969 and reopened 10 years later as a museum dedicated to the industrial heritage of West Sussex. The wagon was part of a freight train display at the museum's 40th anniversary celebrations on November 16/17. AMBERLEY MUSEUM

In addition to the standard gauge demonstration track, the museum's 2ft gauge 'main line' runs for half a mile with three stations and regularly offers public steam train rides, while the railway collection comprises more than 30 locomotives in no fewer than 13 gauges, from 1ft 6in to 5ft 3in. Other attractions are dedicated to the industrial heritage of the area and include resident craftspeople.

The museum's winter season opening times and dates are 10am-4pm Wednesdays to Sundays up to February 14, other than closure from December 23-January 11. The 'Meet the workers' exhibition runs until March.

Strathaven makes Parliamentary history during 70th anniversary year

Provost Ian McAllan tries his hand at the controls of *Margaret* during his civic visit to the Strathaven Miniature Railway. SMR

By Hugh Dougherty

STRATHAVEN Miniature Railway made its own piece of Parliamentary history during its 70th anniversary year.

The celebrations finished on November 5 when trains ran to complement the South Lanarkshire town's annual firework display as the last working of a very successful season for the 7¼in gauge line which opened in 1949.

Secretary Ian Samson said: "Our local MP, Dr Lisa Cameron lodged an Early Day Motion in the House of Commons, congratulating us for running the line for 70 years and marking our contribution to the local community.

"She kindly presented us with a framed copy of the motion. As far as we know, the SMR is the only miniature railway to have been honoured in this way in Parliament, certainly in Scotland, and, probably, in Britain too."

The line was also officially visited by Provost Ian McAllan of South Lanarkshire Council, to congratulate the volunteers on 70 years of keeping the line alive and well.

The Provost tried his hand at the controls of the line's original steam locomotive, 4-6-0 *Margaret,* which ran faultlessly throughout the 70th anniversary celebration year. Volunteers marked the civic visit by raising £570, which was donated to Kilbryde Hospice in East Kilbride.

Thanks to publicity surrounding the anniversary, the line has attracted two new drivers, passed out for diesels, with a third due to complete steam training in time for next season which opens at Easter 2020.

Plans are well under way to roll out 'Black Five' *Highlander* during the new season. Currently in the SMR workshop, the locomotive's boiler is being fitted into the frames, with the motion already successfully tested using compressed air.

Leighton Buzzard Railway Society members celebrate the centenary on November 17. JOEY EVANS

Leighton Buzzard celebrates its centenary

MORE than 130 members attended a celebration at the Leighton Buzzard Railway on Sunday, November 17, to commemorate 100 years since the line first opened.

Giving an opening speech, chairman Terry Bendall, said: "I doubt if the original promoters of the Leighton Buzzard Light Railway thought it would still be working 100 years later. It's a testament to the dedication and hard work of all our volunteers and supporters over the past half a century of preservation."

The railway was gifted with a steel sleeper from the original First World War railway track, at its twin French railway, P'tit train de la Haute Somme. It will take pride of place in the station building at Page's Park.

A special members' train was operated to Stonehenge Works, headed by the pair of visiting Hudswell Clarke Ganges class locomotives, Nos. 1238 from Apedale Valley Light Railway and GP39 from Statfold Barn Railway – the same type as the first steam locomotives to run at Leighton Buzzard. This trip allowed both a view of the ongoing extension work, and the chance to re-create the original opening photograph of 1919, where visiting dignitaries had their image taken in a similar manner.

Further speeches were also made by railway vice-presidents Tony Tomkins and Alf Fisher, as well as special guest Lord Faulkner, president of the Heritage Railway Association, who said he was very impressed at what the railway and its volunteers had achieved in 52 years of preservation.

Also unveiled on the day was a new donation point in the station, providing well-wishers with the opportunity to donate £3, £5 or £10 via contactless card, or cash and cheques of any amount to the railway's extension fund.

Hudswell Clarke Ganges class 0-6-0WTs Nos. 1238 and 1643 lead the members' special. The sand-carrying line's original steam locomotives, a pair of the Ganges class, lasted less than two years, being replaced in 1921 by War Department armoured Simplex petrol locomotives, built locally in Bedford. This move is believed to have made it the first railway in Britain (or maybe even the world?) to convert entirely to internal-combustion traction. JOEY EVANS

One in, one out at Last Hurrah

WR 4-6-0 No. 6990 *Witherslack Hall* passes the junction with the Mountsorrel Railway at Swithland on November 16. ALAN WEAVER

By Robin Jones

THE Great Central Railway's last big event of 2019 before the Santa season and new illuminated Winter Wonderlights festive specials saw one old favourite return to traffic – but another bow out.

The Last Hurrah of November 16/17 marked the return of LMS 'Black Five' No. 45305 *Alderman A.E Draper* following major repairs and LMS 'Jinty' 3F 0-6-0T No. 47406 making its final gala appearance before its 10-year boiler ticket expired.

Also in steam were WR 4-6-0 No. 6990 *Witherslack Hall,* BR Standard 5MT 4-6-0 No. 73156, BR Standard 9F 2-10-0 No. 92214 *Leicester City* and LMS 8F 2-8-0 No. 48305.

They were joined by Class 20 D8098, standing in for Class 45 Peak D123 *Leicestershire and Derbyshire Yeomanry,* which had experienced problems just before the event, and the line's Metropolitan Cammell DMU.

During the gala, Tim Mills mounted an exhibition, Aspects of Steam, comprising black-and-white prints of main line steam action taken between 1958-63, in the general waiting room at Loughborough Central.

Also, on the Saturday, a free heritage shuttle bus service ran between Loughborough Midland and Loughborough Central stations, operated by Leicester Transport Heritage Trust.

Interesting combinations included Nos. 45305 and 73156 double-heading on coaches and vans and the Class 101 DMU with a Shocvan and parcels coach attached – unusual but nonetheless prototypical. All went according to plan with only slight delays.

A total of 6597 passenger journeys were made – roughly similar to last year.

Meanwhile, the Ecclesbourne Valley Railway is to hire GCR-based Ivatt 2MT 2-6-0 No. 46521 from mid-June until mid-September 2020.

The visit coincides with the launch by the LMS Carriage Association of its restored Brake Third Open coach into traffic. It will provide the opportunity of seeing an LMS-design locomotive and appropriate coach running on an LMS branch.

Farewell old friend: LMS 3F No. 47406 heads past Swithland on November 16, in its last gala appearance before its 10-year overhaul. ALAN WEAVER

Making the most of the autumn sunshine, BR Standard 9F 2-10-0 No. 92214 *Leicester City* heads past Swithland Reservoir on November 16. ALAN WEAVER

BR Standard 5MT 4-6-0 No. 73156 passes Quorn & Woodhouse with the 'Windcutter' coal train during the Great Central Railway's Last Hurrah of the Season' gala on November 16. BRIAN SHARPE

Comeback king: firm favourite LMS 'Black Five' No. 45305 *Alderman A E Draper,* back in action after heavy repairs were completed, passes Rushey Lane. EDWARD DYER

A timeless atmospheric scene at Swithland: No. 6990 *Witherslack Hall* works the 'Windcutter' rake of 16T mineral wagons at Swithland on November 16. ALAN WEAVER

New Southern Mid Hants Auction Venue

Railwayana Auctions UK Ltd

MID-HANTS RAILWAYANA AUCTIONS

New Southern Mid Hants Auction Venue

The leading UK Railwayana Auction for everyone

All commission rates held for 2020

On Site Refreshments

NEXT AUCTION: 11th APRIL 2020

Doors open 8am, Auction starts 10am

Welcome to our 34th Auction

QUALITY - RARITY - DIVERSITY

FOR IMMEDIATE RESPONSE CALL NEIL TODAY
01242 620020 or 07836 225711

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

Free probate & insurance valuations on single items or whole collections

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

What is your Railwayana worth?

3000 CATALOGUE DISTRIBUTION

We offer a collection service from all corners of the UK

The Wickham Community Centre, Mill Lane, Wickham, Hampshire PO17 5AL
Items Now Being Accepted For Our 11th April 2020 Auction. Contact Neil For Further Details

Results from our 26th Oct 2019 Mid Hants Auction.

CREWE HERITAGE CENTRE, VERNON WAY, CREWE, CHESHIRE CW1 2DB
Items Now Being Accepted For Our 8th February 2020 Auction. Contact Neil For Further Details

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

ALL LINES LEAD TO CREWE HERITAGE RAILWAYANA AUCTIONS

Free Bus from Railway Station to Venue

Railwayana Auctions UK Ltd

CREWE HERITAGE RAILWAYANA AUCTIONS

On Site Catering Facilities

The leading UK Railwayana Auction for everyone

Free probate & insurance valuations on single items or whole collections

STOP PRESS! *More Exciting Rarities Arriving Soon*

NEXT AUCTION: 8th FEBRUARY 2020

Doors open 8am, Auction starts 10am

Welcome to our 33rd Auction

QUALITY - RARITY - DIVERSITY

FOR IMMEDIATE RESPONSE CALL NEIL TODAY
01242 620020 or 07836 225711

NOW IS THE TIME TO REALISE THE VALUE OF YOUR COLLECTION(S) WITH A BUOYANT MARKET OUR RATES AT CREWE, VENDORS AND BUYERS ARE EACH CHARGED A COMMISSION OF JUST 12% INC VAT OF THE HAMMER PRICE
RECORD BREAKING PRICES AT CREWE
What is your Railwayana worth?
3000 CATALOGUE DISTRIBUTION

Crewe Railwayana Collectors Fair 16th May 2020

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

We offer a collection service from all corners of the UK

CREWE HERITAGE CENTRE, VERNON WAY, CREWE, CHESHIRE CW1 2DB

Items Now Being Accepted For Our 8th February 2020 Auction. Contact Neil For Further Details

The Wickham Community Centre, Mill Lane, Wickham, Hampshire PO17 5AL

Items Now Being Accepted For Our 11th April 2020 Auction. Contact Neil For Further Details

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

ALBERTA RETURNS!

The repainting of Jubilee class No. 45699 *Galatea* as its former classmate No. 45562 *Alberta*, took everyone by total surprise when it appeared on West Coast Railways' Lancaster to Carlisle Santa special on November 24. It also provides an opportunity to take a nostalgic look back at the highlights of the original *Alberta's* last workings on BR in 1967, which included regular BR passenger trains, rail tours and the very last steam-hauled Royal Train in the BR era. **Maurice Burns** recalls the memories and unlocks the reason why *Alberta* was not preserved.

Jubilee 4-6-0 No. 45562 *Alberta* (aka No. 45699 *Galatea*) pilots Royal Scot 4-6-0 No. 46115 *Scots Guardsman* past Strickland Woods to the south of Penrith on the approach to Shap with the return leg of sell-out West Coast Railways' Santa special on Sunday, November 24.
MAURICE BURNS

The inspirational decision by David Smith, chairman of West Coast Railways, to repaint maroon Jubilee 4-6-0 No. 45699 *Galatea* into BR green as long-lost classmate No. 45562 *Alberta* will bring back fond memories for those *Heritage Railway* readers of a certain age.

It took two weeks or so to repaint *Galatea* into the identity of *Alberta* at West Coast's Carnforth workshops, before being sprung on an unsuspecting public and astonished linesiders – and, as explained below, the move had a certain degree of authenticity!

The original No. 45562 *Alberta* enjoyed almost celebrity status during its last 12 months of operation on British Railways, becoming one of the last eight Jubilees to make it into 1967, from a class that once boasted 191 examples. Astonishingly, the National Collection did not think one was worthy of preservation and all could have been scrapped, had it not been for some active enthusiasts, who set out to save one.

Alberta first came to prominence by the unofficial cleaning efforts of the 'Master Neverers Association' (MNA) gang, who have just celebrated their book Never Again selling out twice. The engine's paintwork under a thick layer of grime was in good condition and, as it was cleaned so many times, it became a firm favourite with railtour organisers.

The first notable railtour using *Alberta* was the 'Border Countryman' on February 25, 1967, a day of brilliant weather, as it climbed Grayrigg and Shap, producing many fine photographs amongst them, the extraordinary shot of No. 45562 taking water from Dillicar water troughs, the valve to which had been wedged open by the photographer, Paul Riley, to dramatic effect. This tour was also significant, as the organiser was the Jubilee Locomotive Preservation Society, a body set up to preserve a member of the class. This society had been formed in 1966 with adverts appealing for funds in the August 1966 issue of *The Railway Magazine*.

A few months later, on May 6, 1967, the Railway Correspondence & Travel Society organised a 'North Eastern No. 3' railtour. *Alberta* hauled this train from Leeds to Middlesbrough, via Darlington, using the then south curve to reach Eaglescliffe. Interestingly, the Jubilee was serviced amongst Q6s at Hartlepool shed, a class of locomotive that was also subject to a preservation attempt, by NELPG, at that time.

The continued occasional use of steam traction on Royal Train duties, so late in the day, was remarkable and may have been

Left: *Alberta* takes on water at the Dillicar water troughs with the 'Border Countryman' on February 25, 1967.
PAUL RILEY

Right: Later in the same journey to Carlisle, No. 45562 *Alberta* brings the 'Border Countryman' towards Shap summit.
MAURICE BURNS

the influence of local shed masters or area managers. Indeed, in March 1967, LNER K1 2-6-0 No. 62005 became a 'Royal engine', as it was used on a Royal Train on the Ponteland branch north of Newcastle.

On May 30, 1967, the accolade of being the last BR steam engine to haul a Royal Train went to *Alberta*. Such trains were always 'top secret' but, even without modern media, news spread fast. Perhaps this was due to York's shedmaster, Geoff Bird, being an enthusiast.

Alberta was loaned from Holbeck to York, to allow it to work the train, conveying HRH The Duke of Edinburgh, to Harrogate and then on to the by then freight-only line to Nidd Bridge.

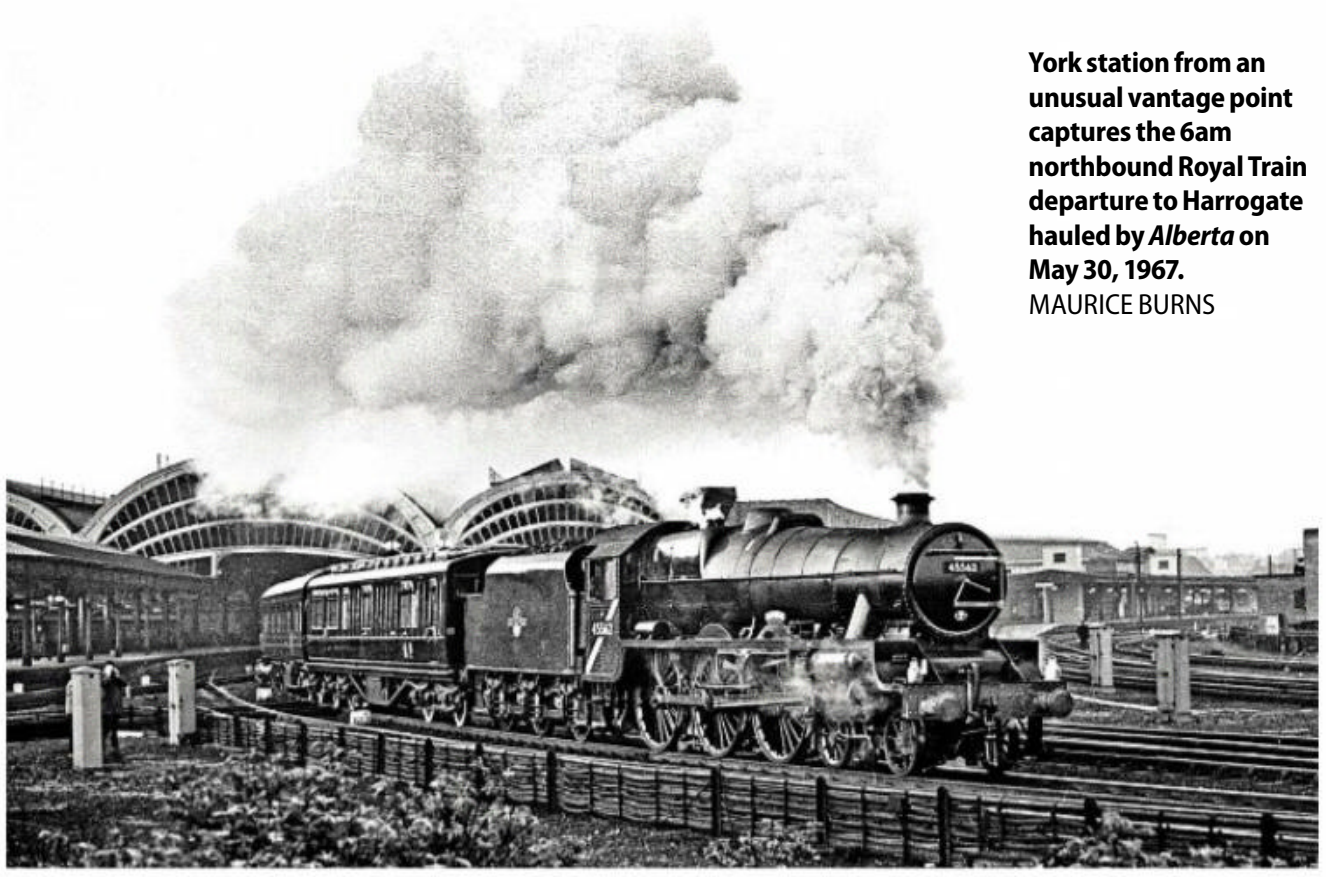
Having dropped off the royal party, *Alberta* continued to Ripon, before running round and returning the train to York. It retired to York shed where, in the roundhouse (now the National Railway Museum), it was placed alongside the then newly-preserved Gresley garter blue A4 Pacific No. 4498 *Sir Nigel Gresley*.

Just days later on June 10, the Stephenson Locomotive Society and Manchester Locomotive Society organised a joint tour called 'The Ashington Railtour'. Initially, Holbeck's pet 'Black Five' No. 45428 brought the train from Leeds to York, and then Alberta took over for the journey to Ashington, north of Newcastle.

With only three Jubilees, Nos. 45562, 45593 and 45697, left in service at the start of the summer 1967 timetable and all due

Speeding over Danby Wiske water troughs, No. 45562 *Alberta* takes the RCTS 'North Eastern No. 3' railtour from Leeds to Middlesbrough on May 24, 1967. MAURICE BURNS

Left: At 3am on May 30, 1967, *Alberta* highly polished for Royal Train duty simmers on York shed. The yellow stripe across the cab is to indicate the engine must not go under the wires south of Crewe. In the distance raising steam is a work-stained B1 4-6-0. MAURICE BURNS



York station from an unusual vantage point captures the 6am northbound Royal Train departure to Harrogate hauled by *Alberta* on May 30, 1967. MAURICE BURNS

for withdrawal and scrap within a matter of weeks, it was remarkable that they were given a regular summer Saturday passenger diagram: 10.17am Leeds to Glasgow service from July 15 to August 31. This was due to the good offices of three men, all sympathetic to steam, namely, the Holbeck shedmaster Ted Geeson, divisional motive power engineer, John Peck, and divisional traction engineer, Tom Greaves, who selected and prepared *Alberta* and No. 45593 *Kolhapur* to be the motive power, with No. 45697 *Achilles* as back-up.

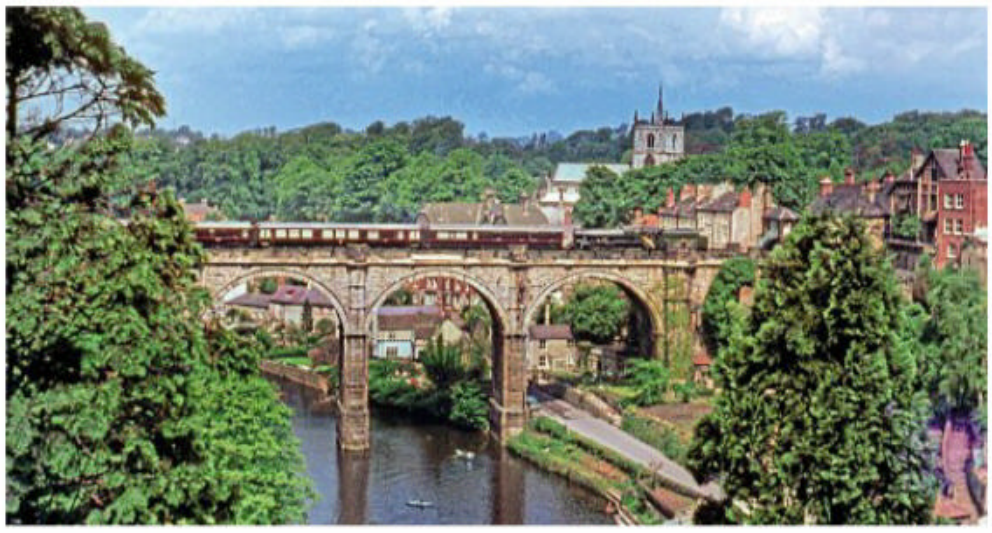
Even with their days numbered, demand by railtour operators continued and a last-minute 'South Yorkshireman' from Bradford Exchange to Carlisle ran on October 7, 1967. *Alberta* was used over Shap northbound to Carlisle then south over the Settle and Carlisle to Leeds City. From here Kolhapur worked the short leg back to Bradford Exchange. This tour was the last Jubilee-hauled train over both Shap and the Settle and Carlisle in the BR era.

Kolhapur was withdrawn within days on October 10, 1967, although later assured of survival, having already been selected for preservation by pioneer Pat Whitehouse, as outlined below.

There was, however, to be one last railtour outing for the last Jubilee, *Alberta*, on October 28, 1967. The Manchester Rail Travel Society and the Severn Valley Railway Society ran a trip from Birmingham that included use of Britannia Pacific No. 70013 *Oliver Cromwell* and *Alberta* from Normanton up the steep Greetland bank to Halifax then return to Normanton.

I remember meeting fellow MNA members at Normanton shed for our last Jubilee overnight session. Cleaning the very last Jubilee was the end of an era but, while doing so, we

The Royal Train is seen to good effect as *Alberta* pulls away from York with York shed behind on May 30. 1967. This was the last time that the Royal Train was steam-hauled in the BR era. MAURICE BURNS



After dropping off the royal party, *Alberta* hauled the Royal Train over the River Nidd at Knaresborough on May 30, 1967. MAURICE BURNS

Back on York shed turntable (now part of the National Railway Museum) shafts of sunlight catch the immaculate paintwork of No. 45562 *Alberta* as it is turned on May 30, 1967. MAURICE BURNS

The changeover years when preserved steam was operating at the same time as BR steam is summed up in this rare image of Gresley A4 No. 4498 No. 60007 *Sir Nigel Gresley* on York shed as *Alberta* is turned on May 30, 1967. MAURICE BURNS

The return Ashington railtour hauled by *Alberta* makes a fine sight as it speeds down the East Coast Main line south of Newcastle crossing Plawsworth viaduct on June 10, 1967. MAURICE BURNS

noticed something different about the tender. Its tender had been changed the previous week and ran its final runs with *Kolhapur's* riveted tender.

Alberta sounded magnificent at 50% cut off and full regulator on the severe 1-in-44 gradient as it climbed through Greetland.

After the railtour there was to be one final working especially for Tom Greaves, in order he could have a final and personal last turn on the Jubilee footplate. The diagram was a late weeknight parcels working from Leeds to Sheffield booked for a diesel. Tom arranged for No. 45562 to be especially steamed on Normanton shed to take over from the (apparently 'failed') diesel at Normanton for the remaining run to Sheffield. The return working to Leeds from Sheffield was an early morning passenger local with Tom on the footplate.

With this special steaming complete, *Alberta* was withdrawn on November 4, 1967, its fate having already been decided several weeks before, by the very people who had preserved another member of the class.

Preservation of the Jubilee class

The first appeal to enthusiasts to save just one Jubilee appeared in the *The Railway Magazine* of August 1966 and was started by Mr D J Taylor, who launched the Jubilee Locomotive Preservation Society.

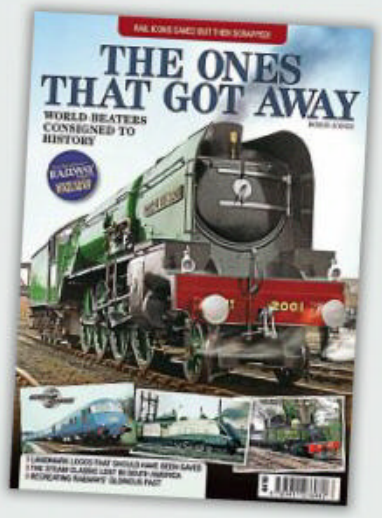
While this appeal was not totally successful in raising all the funds in its own right, it did good work to publicise the plight of the last members of this fine class.

The purchase of a Holbeck Jubilee came about by a chance comment, after Pat

Above: The 'South Yorkshireman' railtour of October 7, 1967 became the last run of a Jubilee over both Shap and the Settle and Carlisle line in BR days. *Alberta* is seen approaching Shap summit cutting en route from Bradford to Carlisle. MAURICE BURNS

Below: On October 7, 1967, the 'South Yorkshireman' railtour gave *Alberta* a final run over the Settle and Carlisle line. As if by a miracle, a spotlight of sun appears as it climbs away from Smaredale towards Ais Gill. MAURICE BURNS

THE ONES THAT GOT AWAY



Railway heritage enthusiasts are well served by the legendary locomotives that have survived into preservation – but just like Jubilee *Alberta,* not every engine was so fortunate. Some of Britain's finest locomotives were unceremoniously scrapped long before anyone thought to preserve them.

A new 132-page publication from *Heritage Railway* publisher Mortons Media, The Ones That Got Away by editor Robin Jones tells their story.

Despite the millions of pounds and visitors which are generated annually through steam heritage railways, ground-breaking locomotives that laid down markers in our railway history ended up in the scrapyard rather than in the museum berth that their achievements richly warranted.

Britain's historic locomotive fleet is the envy of the world, with many of the ground-breaking classes represented either on heritage lines, in museums or running tours on the national network. However, what is arguably the biggest 'one that got away' was also the most powerful express passenger steam locomotive to operate in Britain – for none of Sir Nigel Gresley's P2 2-8-2 Mikados survived. A £5 million project to build the seventh member of the class, No. 2007 *Prince of Wales*, is now making phenomenal strides towards filling that massive gap in the heritage sector.

This publication honours the traction that 'got away' – the Lynton & Barnstaple Railway's *Lew,* the first A4 streamlined Pacific, *Silver Link,* the Highland Railway's *Ben Alder,* 'Fifteen Guinea Special' veteran No.44781, the Welsh Highland's *Moel Tryfan*, the Blue Pullman, the last Swansea & Mumbles tramcar and many, many more.

➜ Order your copy of The Ones That Got away for just £6.99 from: classicmagazines.co.uk/product/5577/bookazine-the-ones-that-got-away

Whitehouse's preserved GWR 4-6-0 No.7029 *Clun Castle* had worked up the East Coast Main Line between York and Newcastle in September 1967. The then Eastern Region general manager, Gerald Fiennes (who received fame by writing the book I Tried To Run A Railway) gave Pat the idea of buying a Jubilee.

Pat's son Michael remembers going up to Holbeck with his father to look at the remaining Jubilees, which were all paraded by the shedmaster. *Kolhapur* was really chosen by BR, who suggested it was the best in all-round condition, especially its wheel tyres. They agreed to change the riveted tender with a welded flush-sided tender from *Alberta*, so a large piece of 'real' *Alberta* of 1967 survives.

So what happened to the Jubilee Locomotive Preservation Society? With insufficient funds to buy its own Jubilee, the monies raised were put to good use in support of the purchase of *Kolhapur.*

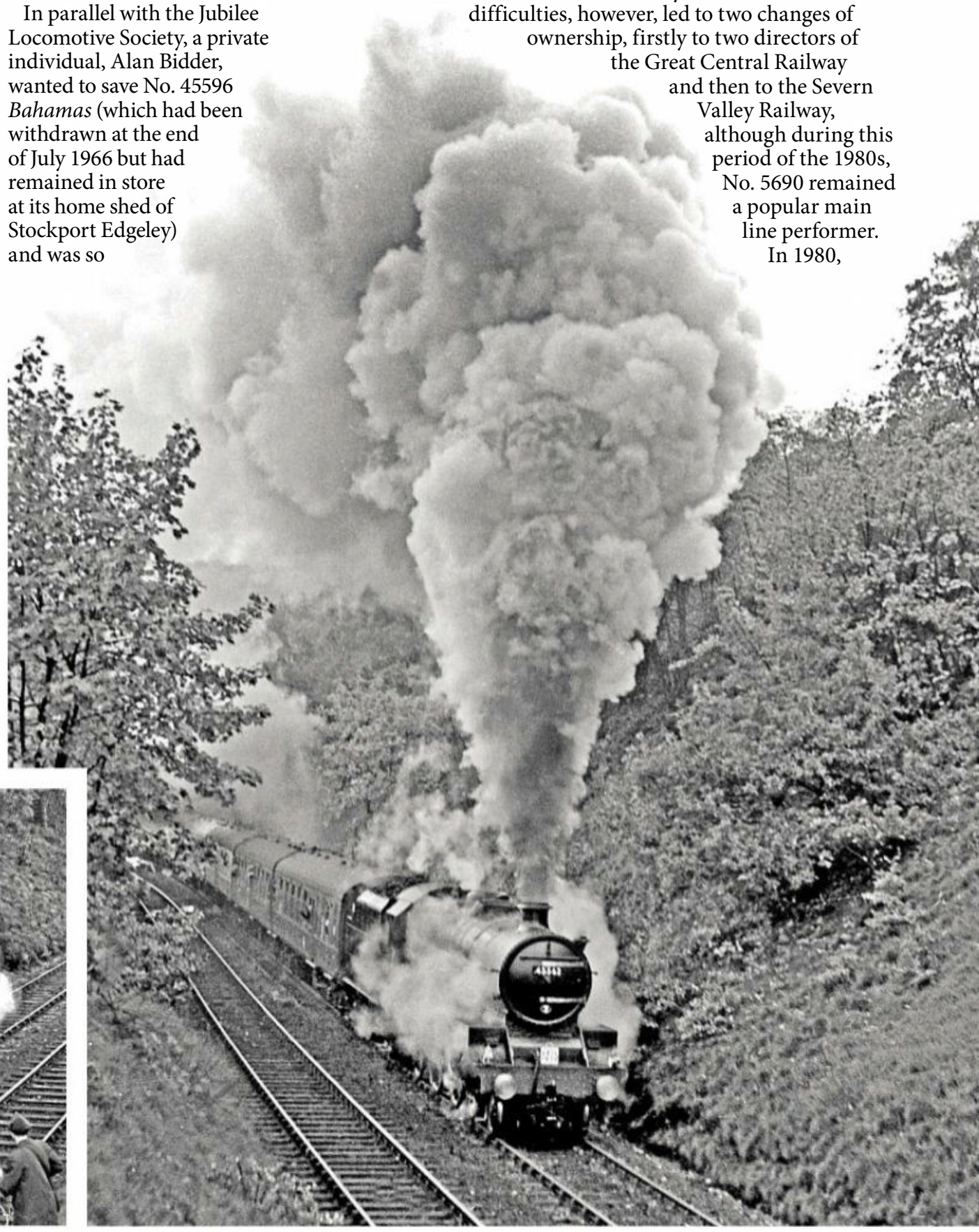
Following withdrawal from service, on October 10, 1967, *Kolhapur* ran under its own steam to Tyseley and preservation on October 20, 1967. As a result, *Alberta's* fate was sealed as scrap, even before its heroic performance up Greetland bank on a railtour a week later.

In parallel with the Jubilee Locomotive Society, a private individual, Alan Bidder, wanted to save No. 45596 *Bahamas* (which had been withdrawn at the end of July 1966 but had remained in store at its home shed of Stockport Edgeley) and was so passionate about it that he placed a letter in the Manchester Evening News on April 27, 1967.

This was very late in the day to save the engine, but the resulting response from enthusiasts led to public meetings and the formation of the Stockport (Bahamas) Locomotive Society. Within just six months donations and a loan by local businessman Geoffrey Potter saw a cheque for £3000 sent to the British Railways Board on September 24, 1967 to secure *Bahamas* as the first Jubilee for preservation with *Kolhapur* being bought shortly after. Therefore, a combination of enthusiast donations and loans had saved not one Jubilee but two.

Both these purchases were at a time when steam was still in active service in the North West and it would be some years after the end of BR steam that enthusiasts turned their attentions to Dai Woodham's scrapyard at Barry, which contained the rusting remains of two further Jubilees, No.45690 *Leander* and No. 45699 *Galatea*.

It was in 1972 that Brian Oliver, through his Stockport-based company, Oliver, Taylor and Crossley, arranged the purchase and restoration of *Leander* to exemplary LMS condition at BR's Derby Works. Financial difficulties, however, led to two changes of ownership, firstly to two directors of the Great Central Railway and then to the Severn Valley Railway, although during this period of the 1980s, No. 5690 remained a popular main line performer. In 1980,



Right: The last working of a Jubilee in BR service occurred on October 28, 1967 when No. 45562 *Alberta* battled from Normanton up the severe 1-in-44 gradient of Greetland bank. MAURICE BURNS
Below: Microphones capture the sounds of the last run of a Jubilee, *Alberta,* on October 28, 1967, climbing the 1-in-44 Greetland bank. This picture clearly shows the tender had been changed and on *Alberta's* final run it used *Kolhapur's* tender which was of riveted construction. MAURICE BURNS

Galatea (always considered a no-hope restoration project, not least because two driving wheels had been cut through at Barry) was also saved by Brian Oliver, initially for spares for No. 5690. Following several ownership changes, it too was restored to full main line condition by West Coast Railways in 2013.

If you read the appeal of the Jubilee Locomotive Preservation Society of August 1966 trying desperately to save just one class member, for there to be four examples with us today, it is clear that it is nothing short of a miracle.

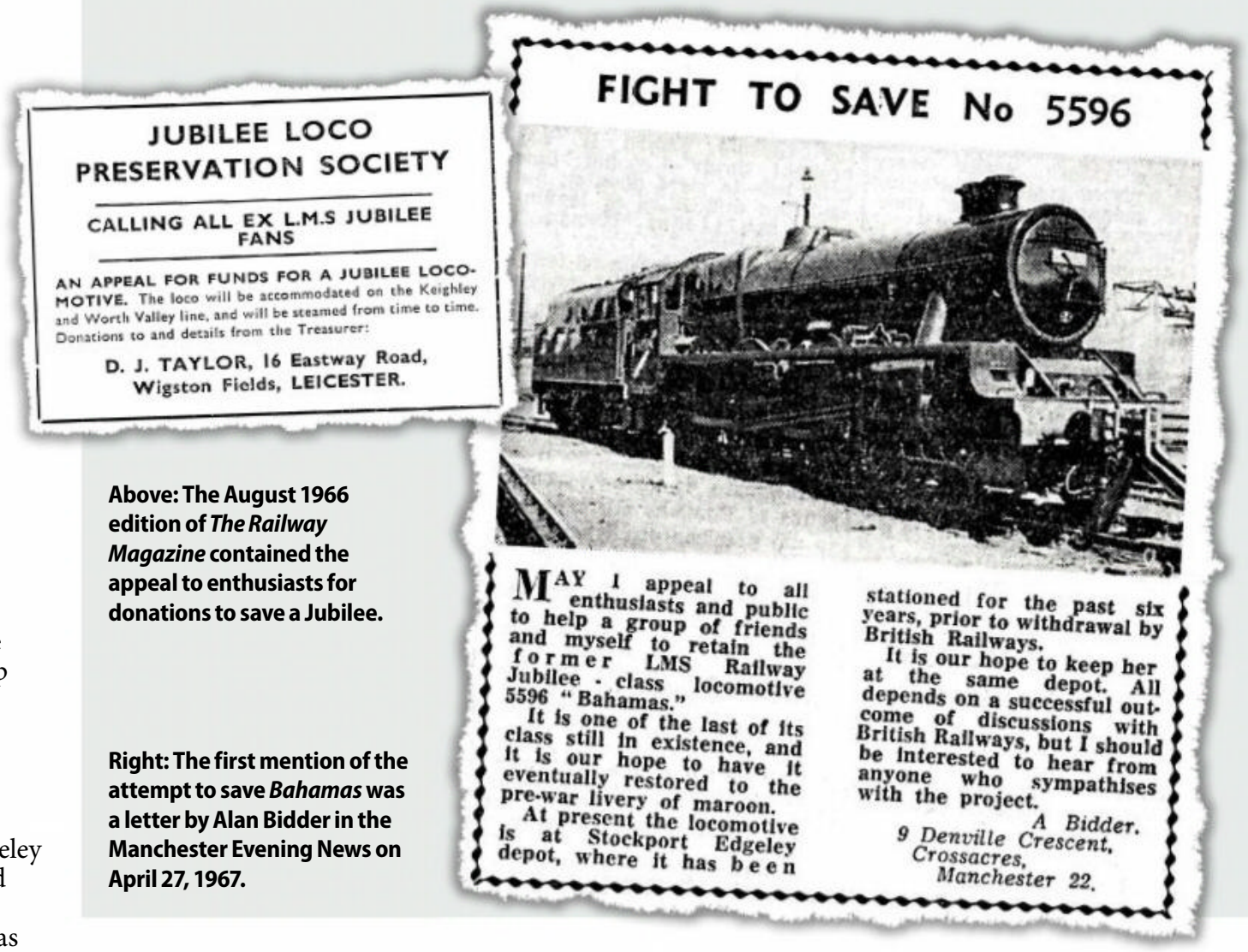
Does anything of the original *Alberta* still exist?

As indicated earlier, at the request of those saving *Kolhapur,* a last-minute tender swap saw *Alberta's* tender go behind *Kolhapur.* After withdrawal on November 4, 1967 *Alberta*, now with *Kolhapur's* old tender, was stored at Holbeck, before moving to Normanton in January 1968. With spares needed for *Kolhapur*, those in charge of Tyseley clearly had considerable influence and good connections both on BR and at Cashmore's scrapyard at Great Bridge, where *Alberta* was destined for scrapping.

On February 28, 1968, *Alberta* was moved under STN 8Z87 as a 'dead engine' from Normanton, not to the scrapyard, but, incredibly, to the soon-to-be-demolished Tyseley roundhouse, where the nascent Birmingham Railway Museum had established a base. It remained there for two months for removal of the motion and other useful parts. The team virtually reduced *Alberta* down to a carcass and Tom Field, the Tyseley shedmaster, told Pat Whitehouse: "You and the lads had better scurry around the depot and load as much scrap you can find into the tender to try to restore the due weights for Cashmore's, so BR wouldn't get it in the neck!" It was not until May 11, 1968 that *Alberta* made its final journey to Cashmore's at Great Bridge for scrapping, but even here another part was saved – the chimney, which now resides in Yorkshire.

Those volunteers saving the motion off the original *Alberta* in 1968 had no knowledge that *Galatea* possibly even existed or would be saved in future years. It is somewhat remarkable that cooperation between Jubilee locomotive owners has seen the spares for *Kolhapur* from *Alberta*, in later years, passed on to aid the restoration of *Galatea*. The repaint of *Galatea* as *Alberta* today therefore seems so very appropriate. HR

➜ *The author would like to thank Steve Allsop, Nick Carter, John Hillier, James Shuttleworth and Michael Whitehouse for help in producing this article.*



JUBILEE LOCO PRESERVATION SOCIETY

CALLING ALL EX L.M.S JUBILEE FANS

AN APPEAL FOR FUNDS FOR A JUBILEE LOCOMOTIVE. The loco will be accommodated on the Keighley and Worth Valley line, and will be steamed from time to time. Donations to and details from the Treasurer:

D. J. TAYLOR, 16 Eastway Road, Wigston Fields, LEICESTER.

FIGHT TO SAVE No 5596

MAY I appeal to all enthusiasts and public to help a group of friends and myself to retain the former LMS Railway Jubilee - class locomotive 5596 "Bahamas."

It is one of the last of its class still in existence, and it is our hope to have it eventually restored to the pre-war livery of maroon.

At present the locomotive is at Stockport Edgeley depot, where it has been stationed for the past six years, prior to withdrawal by British Railways.

It is our hope to keep her at the same depot. All depends on a successful outcome of discussions with British Railways, but I should be interested to hear from anyone who sympathises with the project.

A Bidder.
9 Denville Crescent,
Crossacres,
Manchester 22.

Above: The August 1966 edition of *The Railway Magazine* contained the appeal to enthusiasts for donations to save a Jubilee.

Right: The first mention of the attempt to save *Bahamas* was a letter by Alan Bidder in the Manchester Evening News on April 27, 1967.

The RAILWAY Magazine

DIGITAL ARCHIVE

Access 120 years' worth of history from the nation's most authoritative and prestigious rail publication.

120 years | 1300 issues | 140,000 pages

★ FULLY SEARCHABLE CONTENTS
★ KEEP SCRAPBOOKS OF YOUR FAVOURITE ARTICLES
★ BONUS PREVIOUSLY UNPUBLISHED CONTENT
★ MULTI-PLATFORM ACCESS

Activate your access today from as little as £6

*This gets you three months' access to the Digital Archive. Magazine subscription rates start from £20 for six months.

www.railwaymagazine.co.uk/archive

Big win for GWR on home territory but outsiders fight all the way

WITH the red-hot favourite supported by four stablemates in the field of nine on its home territory, the GWR unsurprisingly featured strongly in the upper echelons of GW Railwayana's November 16 auction at Pershore. It didn't, however, have everything its own way – in fact, far from it.

Great Western from No. 7007 passed the post first at £26,000, a fair result in today's nameplate market, but its lead wasn't as many lengths as some may have expected, for behind, with a realisation of £21,000, came *Bradford City* from LNER No. 61668, the last B17 to be withdrawn. It was the second 'Footballer' plate to go under the hammer in two months, following *Everton* from No. 61663, which fetched £25,000 at Great Central's Stoneleigh auction in September.

The third of the Big Four to make the podium was the Southern Railway with *Holland-Afrika Line* from Merchant Navy Pacific No. 35023 (£15,000), and the final five-figure success was another locomotive from the same railway, King Arthur class No. 30737, whose *King Uther* plate went under Simon Turner's hammer for £10,500.

In pursuit came Castle class 4-6-0 Nos. 5033 *Broughton Castle* (£7000) and 5044 *Earl of Dunraven* (£5600), while the GWR also rounded off the main line steam nameplate hammer prices, thanks to *Graythwaite Hall* (No. 6976 – £4600) and *Ditcheat Manor* (No. 7821 – £4000). The sole LMS contender, *The Welch Regiment*, from Royal Scot No. 46139, failed to sell under the hammer but it had gone to a new home by the close of play with a realisation of £5500.

Heritage modern traction also had a say in the proceedings, with *Daring* from 1959-built Class 42 Warship diesel-hydraulic D811 muscling in between the Castles and the Hall – coincidentally all the Swindon products – by selling for £7100. Two industrial nameplates are worthy of mention – *Princess Margaret* from a steelwork's 1941 Andrew Barclay 0-4-0ST (£2400), and *Alison* from an ironwork's 0-4-0ST built by Avonside Engine Co in 1910 (£2100).

The Class 42 diesel nameplate wasn't the only item to take on, and in some cases outsell, the steam nameplates. The cabside numberplate from No. 7007 achieved £9000, and two totem stations signs, BR(S) Wadebridge and the Western Region's Old Hill (High Street) Halt, went for £7000 and £5500 respectively. On a similar theme, London Transport Underground station roundel Arsenal sold for £4000 – I'm guessing not to a Tottenham Hotspur fan – while a similar bid secured the cabside numberplate from GWR No. 6027 *King Richard I*.

Another cabside to shine was GWR No. 6976 (£3500), which, with the smokebox numberplate from the same loco (£800), went to the collector who also bought the matching *Graythwaite Hall* nameplate, keeping the three-part set together.

From a more modern era, a cabside from Class 83 electric E3029, built by English Electric in 1960, fetched £3100, and D1018 from 1963 Swindon-built Class 52 diesel-hydraulic *Western Buccaneer* made £2100.

A cast-iron Garstang & Knot-End Railway trespass sign, featured in *Heritage Railway* issue 259, sold for £3800, the leading clocks were LSWR ex-Barnstaple Junction West signalbox and LBSCR ex-Queen's Road Peckham examples (£3600 and £3500), and £3500 was also achieved by a pair of GWR ex-Honeybourne signalbox 'Stratford on Avon detonators' brass lever leads.

Worksplates comprised an eclectic mix of traction which saw steam play only a supporting role, for heading this category at £1950 was a 1956 Andrew Barclay plate (works No. 404) from BR diesel Class DJ14 No. 11179/D2402.

The top electric locomotive plate was Gorton works No. 1045 from 1952-built Class EM1 No. 26038/76038 (£1350), and trailing this pair was the leading steam representative, Nasmyth Wilson & Co (works No. 1281) from 2-8-0 No. 3028, built for the Royal Engineers' Railway Operating Division in 1918 and bought by the GWR in 1925 (£1300).

The GCR, LMS, LNER, all six BR regions, and the VSOE, contributed to the 59 posters on offer, with the winner, at £2800, being 'Giants Refreshed' by Terence Cuneo issued by the LNER in 1947 and featuring A4 *Sir Ronald Matthews* and A2 *Owen Tudor* in Doncaster works. Talking of winners, this selection went slightly off-piste by including one for the motor-racing enthusiasts, advertising a F1 event at Brands Hatch in August 1960 won by Jack Brabham with Graham Hill second and Bruce McLaren third. What a line-up!

Other category winners worthy of mention were SR station target sign Midhurst (£3000) and smokebox numberplate 92219 from a Class 9F 2-10-0 that was the penultimate steam loco built by BR (£1350). Prices exclude the buyer's premium of 11% (+ VAT).

Simon Turner: "I'm very pleased. It was a good turnout, especially considering the dire and incorrect warnings of flooded roads, and some brilliant categories, including clocks and totems, and only 10 unsolds in 560 lots."

Ace Trains plays its cards right with success in LSK O-gauge bonanza

ACE Trains lived up to its name in Lacy Scott & Knight's railwayana and model trains auction in Bury St Edmunds on November 16, when the London-based company secured seven of the top nine O-gauge realisations, including the leading three.

Heading the line-up at £880 was streamlined LMS Princess Coronation Pacific No. 6220 *Coronation*, second was Standard Britannia No. 70038 *Robin Hood* (£800), and third place went to another Princess Coronation, No. 46232 *Duchess of Montrose* (£720). Other Ace products to feature included another No. 6220 (£650), celebrity Standard Class 9F 2-10-0 No. 92220 *Evening Star* (£580), a second 9F, No. 92203 (£520), and LMS Jubilee No. 5701 *Conqueror* at £500.

Mixing it up with Ace Trains was a 'Brighton Belle' five-car set by Far Eastern company Darstead (£700), and, at £580, a Seven Mill Models of Northamptonshire A4 Pacific No. 60024 *Kingfisher*.

Prices exclude the buyer's premium of 20% (+ VAT).

Free travel for news reporter in the Victorian era

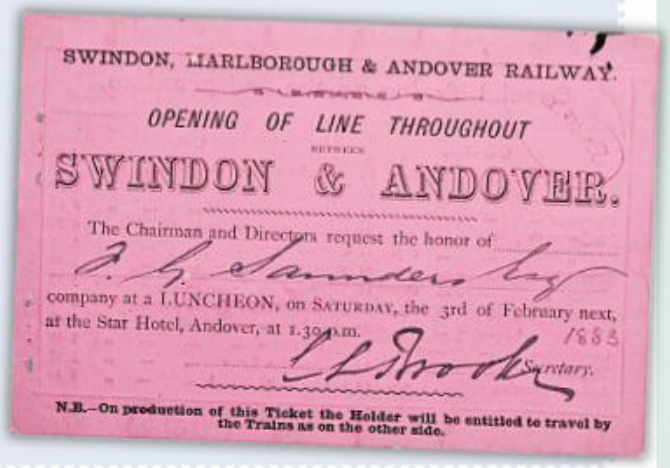
RAIL travel in the mid-Victorian era will be in the spotlight at Paddington Ticket Auctions' sale on January 25.

The oldest is a free second class ticket issued in February 1853 by the Leeds & Thirsk Railway for a journey between Leeds and Stockton, while a Monmouthshire Railway second class pass allowed a Hereford Times reporter free travel until the end of 1863.

Also going under the hammer will be a Swindon Marlborough & Andover Railway luncheon invitation to F G Saunders Esq, dated February 3, 1883, to mark the opening of the line throughout. The invitation also entitled Mr Saunders travel on the line, the first section of which, between Swindon and Marlborough, opened in July 1881.

From the Channel Islands comes a Jersey Railway Co first class season ticket valid between April and June 1872, making it one of the earliest examples from what was the island's first railway.

Opened in October 1870 between St Helier and St Aubin, the line of nearly four miles was built in standard gauge but, after a troubled early life, it was relaid in 1884 to 3ft 6in gauge and extended to nearly eight miles. It closed in 1936. The auction is at the Royal National Hotel in Woburn Place, central London, and starts at 11am.


SWINDON, MARLBOROUGH & ANDOVER RAILWAY.

OPENING OF LINE THROUGHOUT

SWINDON & ANDOVER.

The Chairman and Directors request the honor of

company at a LUNCHEON, on SATURDAY, the 3rd of February next, at the Star Hotel, Andover, at 1.30 p.m.

Secretary.

N.B.—On production of this Ticket the Holder will be entitled to travel by the Trains as on the other side.

Two out of three ain't bad for Talisman auction duo

AS THAT great singer Meat Loaf proclaimed, "two out of three ain't bad," so Roger and Sandra Phipps were a happy pair after their Talisman auction at Newark on November 23, when two of the three nameplates on offer went to new homes, led by *Pommern* from LNER A1 Pacific No. 60133 (£5000).

Following up was *Croxteth Hall* (GWR No. 6923), which went for £3000, with its cabside numberplate going for £800 immediately after. A third plate, *Leviathan* from LMS No. 45704, failed to sell, indicating that the extraordinary run of Jubilee success might be slowing down.

Another LNER heavyweight to feature was A2 class Pacific No. 60514 *Chamossaire*, whose 1946 Doncaster worksplate went under the hammer for £3100 – a reasonable return for the vendor, who paid BR 2s.6d (12½p) for the plate on the Pacific's withdrawal in 1962.

The top station totem sign, at £1700, was BR(S) Devonport Kings Road, hotly pursued by the leading cabside numberplate, a Caminho de Ferro de Benguella of Angola example from Class 9B 4-8-0 No. 215 built by Baldwin Loco Works of the USA in 1921, which saw regular service until 1974 (£1650).

Three four-figure models were an unnumbered GWR 5700 class 0-6-0PT and another unidentified loco, an 0-6-0T, both in 5in gauge live steam (£1600 and £1000 respectively), and an O-gauge two-rail electric LNER P2 class 2-8-2 No. 2001 *Cock o' the North* built by leading model-maker Walter West from works drawings, also at £1000.

A Midland & Great Northern Joint Railway handlamp plated 'J. Thompson Inspector Wisbech' sold for £1400 and another from the same railway for £980, and the best-selling Southern Railway station target sign was Plymouth Friary (£1100).

The joint leaders in the smokebox numberplate category, at £840, were No. 92248 from a 9F 2-10-0 that was built at Crewe in December 1958 and saw not much more than six years service, and 264 from a Mozambique Railways' 2-10-2. The prices exclude the buyer's premium of 10% (+ VAT).

Talisman's Roger Phipps was a contented man at the end of the 550-lot sale. "Despite the poor weather we had one of our best attendances," he said.

"Nameplate prices are still up and down, but it never ceases to amaze me what prices are achieved by such items as single-line equipment, worksplates, seatbacks, targets and handlamps, while totems show no sign of depreciating."

Boost for top children's hospital after sale of locomotive models

ONE of the world's leading children's hospitals has benefited from the sale of nearly 300 OO-gauge locomotive and rolling stock models after their auction by W&H Peacock of Bedford on November 1.

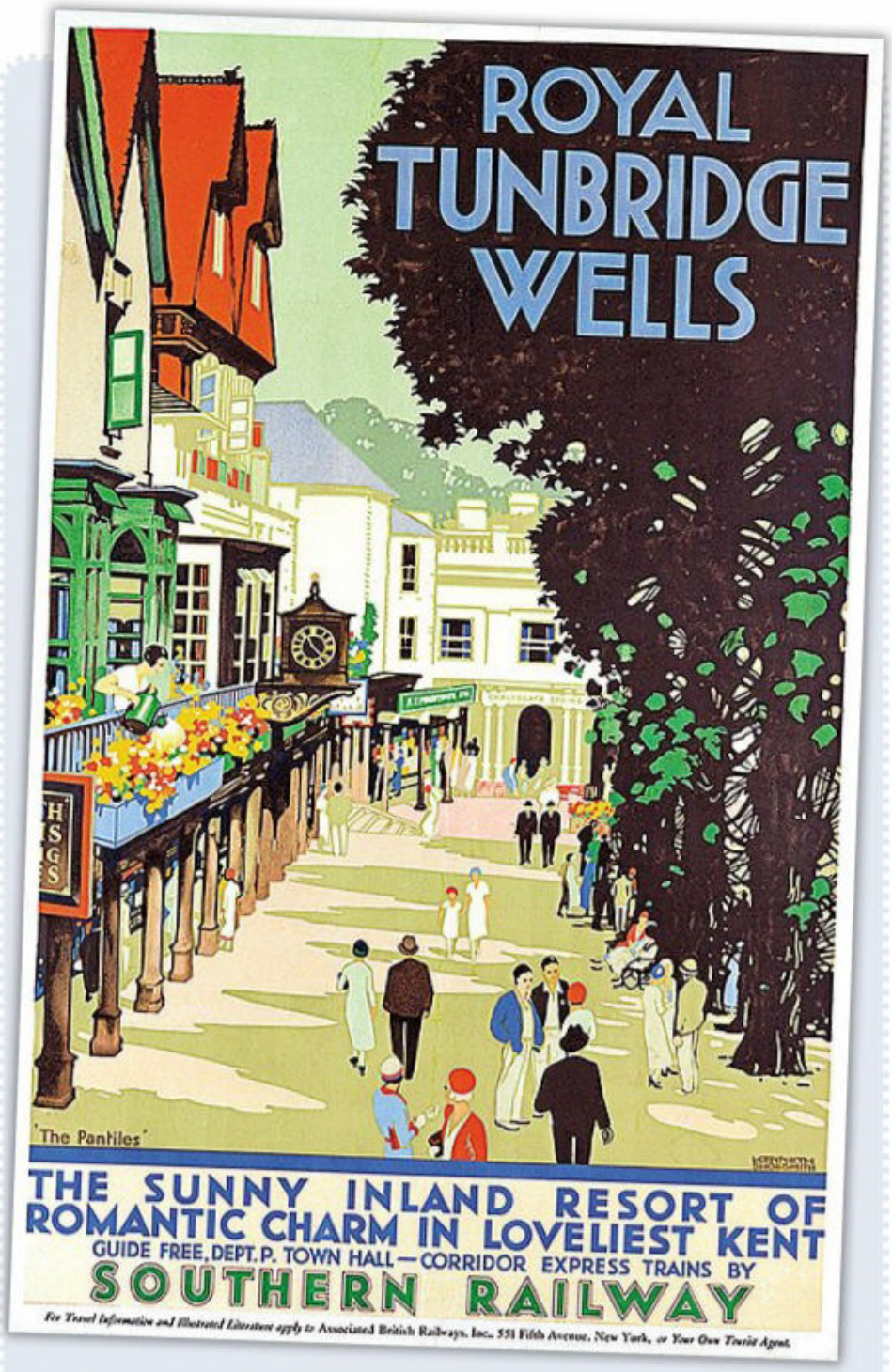
Just over £17,500 was raised for Great Ormond Street Hospital in central London after the death of a collector who made the bequest in his will.

The collection, most of which was boxed, comprised mainly Hornby and Bachmann locomotives, although other rolling stock included coaches and wagons. Auctioneer Lindsay Vintiner said it was not known why the collector, from Brixton in south London, chose the hospital for the bequest.

The total realisation excludes the buyer's premium of 17½% (+ VAT), and Lindsay added the auction house reduced its vendor's commission to boost the amount donated to the hospital.

➜ Preserved Isle of Man Railway No. 5 *Mona* was the star of a Vectis model train sale at Thornaby on November 22, when an Accucraft G-gauge model of the 1874-built Beyer Peacock 2-4-0T sold for £1000. Matching realisations of £640 were achieved by an Ian Cherry Models gauge 1 LNER A4 class Pacific No. 2510 *Quicksilver* and an MTH of USA O-gauge SNCF 150X class 2-10-0 heavy freight locomotive. Prices exclude the buyer's premium of 25% (inc VAT).

➜ A set of three BR posters advertising The English Lakes, Windermere and the Isle of Man led the railwayana contingent in a memorabilia sale held by Ryedale Auctions in Kirkbymoorside, North Yorkshire, on November 16, with a realisation of £540 (excluding the buyer's premium of 22½%).



Big Four, BR and Underground make their mark across the Atlantic

THE pre-Nationalisation Big Four, BR and London Underground all made their presence felt in a high-profile sale of travel posters at Swann Auction Galleries in New York on November 14.

The auction included posters from around the world and covered many subjects, with railways a major theme. The top UK seller was a 1933 London Underground poster by Maurice Miles featuring Regent's Park Zoo (£3745), followed by two LNER examples – the Forth Bridge by Henry Gawthorn (1879-1941) dating from 1928 that sold for £2195, and Harwich to the Black Forest by Frank Newbould (1887-1951) issued in 1930 which went under the hammer for £1291.

Behind the LNER came a Southern Railway example from 1939 by Kenneth Shoesmith (1890-1939) promoting Royal Tunbridge Wells, and Terence Cuneo's Clear Road Ahead poster issued by BR in 1949, each of which fetched £1033, while another BR poster was Trooping the Colour (£775). This was painted by Christopher Clark (1875-1942) in the 1930s but reissued by BR in 1955, 13 years after his death.

At £969 the GWR made an appearance with Speed to the West by Charles Mayo (1907-82) released in 1939, while a joint LNER/LMS promotion of Edinburgh painted by Fred Taylor (1875-1963) and issued in 1930 went for £517. The prices, converted from their US dollar realisations, exclude buyer's premium of 25%.

Auction house's new boss gets into his stride in successful debut

THE top realisation in Simon Stewart's debut online Justaclickago auction that ended on November 8 was £645 for 850 colour slides of Swiss, German, Irish and Belgian steam, modern traction and trams taken in mainly the 1960s and 1970s, sold with copyright.

Next up, at £440, were 1500 slides of a variety of BR diesel classes, DMUs and HSTs from the 1960s onwards, and third came 1000 slides of steam covering all the regions (£325). Prices exclude buyer's premium of 15%. Simon, who took over the railway negative, photograph and slide online auction house from Kaz and Tony Hoskins earlier this year, said: "I would like to thank all the vendors and bidders for making my first auction a success. My new format seems to have been well received, and we will progress with this in the future."

He also said his second sale was planned for February.

30925
73
B

A timeless scene on the Mid-Hants Railway with a popular National Collection-owned locomotive. Now resplendent in BR lined green, thanks to fundraising by the MHR and Time Line Events, SR Schools class 4-4-0 No. 30925 *Cheltenham* is seen heading down grade at Wanders curve towards Ropley with an appropriate set of southern region stock during a Time Line Events charter on the Watercress Line on November 24. MARTYN TATTAM

Vintage Trains expands its 'Shakespeare Express' for 2020

By Robin Jones

AN expanded 'Shakespeare Express' programme, an excursion to the West Somerset Railway and the return of *Clun Castle* to the Settle and Carlisle route after 53 years are among the highlights of the Vintage Trains programme for 2020.

Following the successful return of the Birmingham to Stratford-upon-Avon 'Shakespeare Express' in 2019 – in which the penultimate train of the season achieved its highest sales ever – the forthcoming season will see the return of the traditional Sunday roast dinner train and a new early evening service at approximately 5.30pm from Birmingham.

Passengers will have the choice of a two-hour round trip with a traditional roast dinner from either Birmingham Snow Hill or Stratford Upon Avon.

There will also be an earlier start to the schedule with a new Easter Sunday and Monday service.

Heading the 'Express' will be Tyseley's flagship No. 7029 *Clun Castle*, and it is set to be supplemented by a special guest engine to be announced.

A stunning night shot in Birmingham city centre: LMS 'Black Five' No. 45305 *Alderman A E Draper* rests at Moor Street station with the Vintage Trains-operated 'The Polar Express' on November 29 – the 4-6-0 having made a welcome return to the mainline after a long period off the network. After moving to Tyseley in mid-November, the 5MT was due to work the remainder of the season's 'The Polar Express' diagrams. JOHN TITLOW

Other excursions

March 11 will see No. 7029 head a tour to the Cheltenham Festival Ladies' Day, starting at Stratford-upon-Avon and picking up at Dorridge, Solihull and Birmingham New Street, before heading to Cheltenham, where a local shuttle bus runs frequently to the racecourse.

On April 18, *Clun Castle* is set to be seen in action over the Settle and Carlisle route for the first time since 1967. The tour will run from Birmingham New Street, picking up at Coleshill Parkway, Tamworth High Level and Burton-upon-Trent to Hellifield, where the 4-6-0 will take over for the run to Carlisle and back. The train will stop at Appleby for a photographic opportunity.

May Bank Holiday, May 8, will see a departure from Dorridge to Llandudno for the resort's Victorian Extravaganza and its multiple vintage attractions including classic road traction and bus tours of the town, picking up at Solihull, Tyseley, Birmingham New Street and Wolverhampton.

On May 30, No. 7029 will return to action over the former Swindon empire's tracks with a tour from Dorridge to Minehead during the half-term week. The tour will pick up at Solihull, Birmingham Moor Street, Snow Hill and Worcester Shrub Hill for the run to Bristol for a brief stop. Afterwards, the trip continues to Taunton, taking the West Somerset Railway to Bishops Lydeard where *Clun Castle* will be replaced by a home fleet locomotive for the run to Minehead and a full three hours at the seaside.

In 2020, Derby, 1927-built LMS private first-class saloon No. 6320 enters the equation. Adding the 23-seater carriage to its tours, Vintage Trains is offering exclusive first class, private travel in its four luxury seating compartments – or even the chance for customers to have their own carriage, with a private bar facility and lounge area, both with panoramic views as it is fully glazed at both ends.

Bahamas to be back in Carlisle in February

By Gareth Evans

JUST over a year after it returned to the main line, LMS Jubilee class 4-6-0 No. 45596 *Bahamas* is to haul a charter from its Keighley & Worth Valley Railway (KWVR) base to Carlisle on February 22. The train is being organised by the KWVR in partnership with West Coast Railways (WCR).

Departing the KWVR's Oxenhope terminus, the train will call at Haworth, Keighley and Skipton, before heading on to Hellifield and the Settle-Carlisle line. After a break in the border city of approximately two-and-a-half hours, the return leg will terminate at Keighley. A connecting steam-hauled KWVR service will return passengers to Haworth and Oxenhope.

Double-headed Jubilees?

Keith Whitmore, chairman of Bahamas Locomotive Society (BLS) told *Heritage Railway*: "Almost a year since the main line relaunch trip, we're excited to be working with our rail industry friends and partners to offer a day excursion to Carlisle."

He also said the BLS has been "inundated with requests" for *Bahamas* to double-head with another BR green Jubilee following the recent transformation of No. 45699 *Galatea* into long-lost classmate No.45562 *Alberta*.

"Two green Jubilees would be a sight and sound to behold, but no decision has been made yet, he added. "We know it's a 'nice to do' and we remain in close contact with WCR."

Looking to the year ahead, Keith hinted at another exciting development with the popular 4-6-0: "*Bahamas* is a 'go anywhere' locomotive. In its first year, we decided it would not visit any other heritage railways but in 2020 it will operate on at least two heritage lines. We expect to make an announcement in the New Year."

He added that discussions are also ongoing regarding main line work for *Bahamas* in the year ahead.

No. 45596 *Bahamas* is to return to the Settle-Carlisle line on February 22, with a day excursion from the Keighley & Worth Valley Railway to Carlisle. The Jubilee is pictured near Skipton with the outward leg of its first railtour in many years on February 9, 2019. ROBERT FALCONER

A1 No. 60163 *Tornado* hauled 'The Bath Spa Christmas Express' on December 7. Starting at Wolverhampton, the day excursion offered pick-ups in Tame Bridge Parkway, Birmingham New Street, Dorridge and Leamington Spa, before continuing via Oxford and Didcot to Bath and Bristol. The photographer said: "The weather was pretty cold, which makes *Tornado's* exhaust feel all the more powerful." The popular Pacific is seen here accelerating away from Bath Spa through Oldfield Park. DUNCAN SAVIDGE

Tornado to star in RTC summer steam programme

By Brian Sharpe

THE Railway Touring Company has released details of its summer programme of steam railtours, many of which follow the tried and tested format of previous years but with the revival of some old favourites and with LNER A1 Pacific No. 60163 *Tornado* playing a major role.

The new tours just announced start on May 2, with LMS Princess Coronation Pacific No. 6233 *Duchess of Sutherland* venturing to pastures new with the 'Aberdeen Flyer' from Edinburgh.

On May 30, No. 60163 is also set to break new ground when it sets off from Ealing Broadway with the 'Buxton Spa Express'. The train's outward leg will operate via Corby, the Hope Valley and the Peak Forest route. The return working will take the LNWR route through Whalley Bridge to Stockport, then through the Hope Valley to Sheffield, where a diesel will take over.

Tornado will again be in the frame on June 27 for the 'Cheshireman' which will give the A1 an opportunity to stretch its legs on the West Coast Main Line from Euston to Crewe, from where it continues to Chester for a break before returning.

Following this year's successful tours, the anniversary of the end of Southern steam will again be marked by the 'Bournemouth Express' from Waterloo on July 4 and the 'End of Southern Steam' to Yeovil Junction and Weymouth on the anniversary date of July 9, both headed by West Coast's SR Merchant Navy Pacific No. 35018 *British India Line*.

The busy summer programme will see several of the repeat itinerary 'Cumbrian Mountain Express', 'Dartmouth Express', 'Scarborough Flyer', 'Cotswold Venturer', 'Hadrian', 'Waverley, 'North Wales Coast Express', 'Royal Duchy', 'Dorset Coast Express', 'West Somerset Steam Express' and 'Swanage Belle' as in previous years. LNER A3 Pacific No. 60103 *Flying Scotsman* is rostered for a couple of 'Waverleys' and a 'Hadrian', as well as the 'Cotswold Explorer' of June 13.

There will also be one 'Kentish Belle' from London Victoria to Faversham on August 6 and a revival of the 'Weymouth Seaside Express' from Bristol, which runs on August 2 and September 13, both with *Duchess of Sutherland*.

September 5 will see another 'Cheshireman' this time running from Norwich to Chester via Nuneaton with *Duchess of Sutherland* – and September 19 sees a repeat of the newly-introduced 'Pennine Blackpool Express', followed by a 'Cumbrian Coast Express' on the 26th.

Another train which has not run for a number of years is the 'Easterling' which will feature *Tornado* following an itinerary from King's Cross to Norwich and Lowestoft, returning along the East Suffolk line to Liverpool Street.

On October 25 there will be an old classic, the 'Tin Bath', running from Preston and Manchester through the Hope Valley, the Barnsley–Penistone–Huddersfield route and the Calder Valley. As with many of the trains, motive power will be drawn from the Carnforth pool.

Clan Line features in 'The Apprentice'

By Don Benn

THE BBC series of The Apprentice, in which Lord Alan Sugar sets a number of tasks for potential business partners is now in its fifteenth season. It is perhaps surprising that given the theme of corporate hospitality has featured on several previous occasions, the concept of high-end Pullman-style travel has been overlooked – until now.

Back in the spring of this year, the Merchant Navy Locomotive Preservation Society (MNLPS) and DB Cargo (DBC) were approached for filming of an episode, shown on November 20. This was to involve a Saturday morning shoot on May 25 at Stewarts Lane Depot with *Clan Line* and two Pullman cars – *Lucille* and *Vera*. Filming took place inside and outside of the shed together with various locomotive movements.

On the following day, a special charter using the whole train followed the usual Surrey Hills circuit while on-board footage was taken of the candidates providing the invited corporate guests with a meal and entertainment. The whole event involved a fair degree of secrecy, both during the filming and prior to release of the episode.

On the Sunday, platforms 1 and 2 at Victoria were closed to the general public and the special charter was not advertised. That said, film coverage was extensive, with footplate and on board filming, plus drones for aerial shots of the Stewarts Lane complex and the train en route around Surrey. For DBC and the MNLPS it was just another 'day at the office' although everyone entered into the spirit of it to include 'celebrity shots' at Victoria – celebrities being the locomotive crew and *Clan Line*!

Winter maintenance

Following its Christmas Belmond commitments, *Clan Line* will now enter a winter 'outage' period for routine maintenance.

Work has already been completed on a few leaking stays that, unusually, forced the withdrawal of the locomotive from a Surrey Hills tour in November. Plans are ongoing for a more extensive non-Belmond charter programme in 2020. While these remain provisional and unconfirmed, the Exeter 'ACE', previously announced in *Heritage Railway* for June 13, will probably now run on the following weekend – June 20 – and take full advantage of the long summer daylight hours.

Journey's end at London Victoria on May 26: DBC driver Dave Proctor joins in the selfie fun with some of the corporate guests alongside *Clan Line*, during the filming of The Apprentice. PAUL BLOWFIELD/MNLPS

Three main line engines failed

By Cedric Johns

THREE main line steam locomotives failed in the run-up to Christmas. Firstly, LNER A4 No. 60009 *Union of South Africa* was stopped at Rugby after it ran a hot box while working light engine from the East Lancashire Railway to Southall to work the Railway Touring Company's (RTC) 'York Yuletide Express' on November 30.

Unusually, the overheated box was located in the Pacific's tender but nevertheless it meant that the engine declared a failure. Removed to nearby carriage sidings, it was decided that the tender should be moved back to Bury, where the damaged box was removed and sent on to Riley & Sons at Heywood for repair. That accomplished, No. 60009 was moved on to Wolverton Works and stabled to await the return of its tender.

Working almost around the clock, Riley's staff completed the repair in quick time, the box returned to the tender which was then moved back to Wolverton, where the engine was made complete, before proceeding to Southall on December 6 in readiness to head RTC's 'Lindum Fayre' trip from London King's Cross to Lincoln the following day.

Meanwhile, the 'York Yuletide Express' was diesel-hauled to York, the return working being handled by LMS Princess Coronation Pacific No. 6233 *Duchess of Sutherland*.

However, when the locomotive arrived back at Southall, it was declared a failure – but was allowed to run to the West Shed at the Midland Railway-Butterley for investigation and repairs.

In-depth investigation

A spokesman for The Princess Royal Class Locomotive Trust, No. 6233's owner, said: "Unfortunately the decision has been made to withdraw the *Duchess* from its remaining tours of 2019. This is due to a OTMR fault (data recorder), which prohibits it from entering service. Also, while working the return of the 'York Yuletide Express', the reverser became progressively tighter to operate. This issue alone requires some in-depth investigation by our engineers. The *Duchess* has now lost a considerable amount of income so as always any donations would be welcomed."

The failure caused the cancellation of RTC's 'Bath & Bristol Express' booked to depart Swanage on December 5. RTC's operations manager Rachel Jackson said that with no other engine available at such short notice, she had no option but to cancel the departure from the Purbeck line.

Gresley A4 Pacific No. 60009 *Union of South Africa* prepares to depart Wolverton Works on December 6 with its support coach. PHIL MARSH

Originally booked haulage by the *Duchess*, RTC's Paddington 'Bath Cardiff Christmas Markets' trip was due to be worked instead by A1 Pacific No. 60163 *Tornado* on December 10.

The third locomotive to fail was B1 No. 61306 *Mayflower*, which having worked Steam Dreams "Bath Christmas Market' trip from Paddington on December 1, returned to Southall for disposal.

On walking around the 4-6-0, it was discovered that a single top side stay was leaking.

"It was not a major issue," said the B1's owner David Buck. However, the position of the stay, over the firebox, meant that to gain access some of the cladding had to be removed.

In addition to the recaulking of the stay, the 4-6-0 was already booked in for a boiler washout, so all proceeding to plan the B1 would be up and running in time to head a Christmas market trip from Chinnor to Winchester on December 12.

Blue Peter set for rolling chassis as overhaul progresses

THE refurbished wheelset of Crewe-based LNER A2 Pacific No. 60532 *Blue Peter* is ready for delivery back to the works.

South Devon Railway Engineering's workshop manager, Bob Le Chevalier said: "We have fitted new crank pins and retyred the drivers."

Therefore it seems probable that the A2 will become a rolling chassis early in 2020.

Locomotive Services spokesman Peter Greenwood said: "Now that *Royal Scot* has been passed for traffic, a major effort is being put into *Blue Peter*, work which will continue until the engine is ready for testing."

Meanwhile, work on the A2's boiler is ongoing and he said a new tender tank will be completed shortly.

Peter confirmed that GWR 4-6-0 No. 5029 *Nunney Castle* is now expected to go on the backburner.

Referring to Crewe's working fleet, he said that BR 8P 4-6-2 No. 70000 *Britannia*, Bulleid Pacific No. 34046 *Braunton* and 'Black Five' 4-6-0 No. 45231 *The Sherwood Forester* have all been drained down and stored until February 1 because there is no work for them during the current winter period.

National Collection-owned A3 Pacific No. 60103 *Flying Scotsman* hauled the first of a series of 'Santa Specials' from the major north west of England conurbations on December 4. Named 'The Flying Scotsman Christmas Dalesman', the train, pictured here at Horrocksford near Clitheroe, ran from Manchester Victoria to Carlisle. The operation was a partnership between Ian Riley & Sons and West Coast Railways. BRIAN DOBBS

LNER B1 4-6-0 No. 61306 *Mayflower* passes Ruskington on the Great Northern/Great Eastern joint line with Steam Dreams' 'Cathedrals Express' from Ealing Broadway to York on November 17. The train was routed via Lincoln because of engineering work on the East Coast Main Line. BRIAN SHARPE

B1s to double-head Mayflower special

TO mark that historic moment when the Pilgrim Fathers set sail out of Plymouth bound for America on board the good ship *Mayflower* 400 years ago, Steam Dreams (SD) is running a commemorative four-day trip featuring a rare combination of the two surviving LNER B1s working in harness.

Departing Paddington on September 14, calling at Reading, the special will create a 'first' as the two 4-6-0s – No. 61624 in North Eastern black and No. 61306 *Mayflower* in apple green – head down the Berks & Hants line and on via Taunton, Exeter for a two-hour break, and then on to Newton Abbot, before dropping down into Plymouth.

On arrival, passengers leave the train to get an early taste of the Mayflower 400 celebrations, before rejoining the train for the remainder of the trip to Penzance for a two-day stopover.

The following day, the B1s will run tender-first over the 80 miles back to Plymouth, where they will make three short trips, morning, afternoon and an evening diner to Par and back.

Wednesday, September 16, provides a chance to spend the day in Cornwall or travel back to Plymouth. This leg is expected to be diesel-hauled.

On day four (Thursday), the two B1s head the special back to Reading and Paddington along the same route as the train's outward journey.

King boiler and tender on course

By Gareth Evans

The overhaul of GWR King class 4-6-0 No. 6024 *King Edward I* continues to make progress at the West Somerset Railway's Minehead workshop.

The boiler passed its formal hydraulic test with flying colours on October 31 – and on November 3, it was brought into steam for the first time since April 2012. Two days later, No. 6024's boiler was subject to its official 'in steam' boiler exam, with the insurance inspector assessing the freshly overhauled boiler at the East Lancashire Railway's Buckley Wells depot.

Also in attendance were personnel from both Riley & Sons and the 6024 Preservation Society. The boiler then returned to Riley & Sons' works in Heywood for final painting and trial fitting of the ashpan.

It is hoped that the boiler will move to Minehead in early January and it is expected to be placed back in the chassis on the same day.

Tender

Another landmark was reached on November 20 when the tender moved from Bennett Boilers in Highbridge to Minehead.

"Mechanically, little remains to be done to the tender," said Dave Fuszard, the *King's* spokesman.

"The snagging list is short. Electrically, a few tasks remain to complete the 24V power system, along with a couple of minor modifications decided on when analysing the recent commission process. A larger task is the fitting of the AWS/TPWS, OTMR and remaining GSM-R systems. The majority of this work is being done by an industry specialist. The most visible task remaining will be the final painting, the green parts will be left until the locomotive can be painted as one."

Union of South Africa: display fate on hold

THE long-term future of LNER A4 Pacific No. 60009 *Union of South Africa* and K4 2-6-0 No. 61994 *The Great Marquess* hangs in the balance after a recent planning application did not include the expected locomotive-themed visitor centre in which owner John Cameron has intended to keep them on permanent static display.

Instead, Fife Council approved plans to allow members of the public to visit Balbuthie Farm and see how food is produced. John Cameron, who owns the locomotives, said: "The future of the locomotives as static exhibits is under review."

However, with only four months left before the A4's ticket expires on April 23, time could be running out on making hard decisions which will affect the locomotives.

That aside, No. 60009 continues to impress with its ability to take on all demands of railtour promoters who have booked the A4 over routes to Weymouth, Kingswear, York and Edinburgh.

Logbook statistics kindly provided by the A4's 'minder' Fraser Birrell demonstrate that impressively, because of repairs, No. 60009 did not begin working until June 2018, yet managed to complete 65 running days covering 12,348 miles in the process.

This year to date, No. 60009 has completed 51 running days, accounting for 9100 miles, which by December's trip from York to Edinburgh on the 21st, is estimated to have risen to 10,750 miles. Not bad going for an 80-year-old engine!

Two steam tours arrive at Shrewsbury in an hour!

By Gareth Evans

IN the space of an hour, two steam tours visited Shropshire's county town on November 23 – and photographer Graham Nuttall was there to capture it on camera for *Heritage Railway*.

Deputising for No. 60009 *Union of South Africa*, which had failed with a tender hot box the previous day (see separate story), LMS 'Black Five' No. 44871 *The Lancashire Fusilier* arrived at Shrewsbury with the Railway Touring Company's Slough to Shrewsbury 'Ludlow Medieval Fair' railtour. Devoid of any headboard, No. 44871 re-created a BR era working as it departed from Shrewsbury with the 12.50pm Empty Coaching Stock (ECS) working to Crewe for servicing and turning.

This move was required as running 50 minutes behind the 5MT was No. 60163 *Tornado* on another railtour bound for Shrewsbury, which needed to use Coton Hill sidings for servicing.

As planned, the LNER A1 departed from Shrewsbury station to the nearby Coton Hill yard with the ECS after arriving with Pathfinder's 'The Marches and Severn Express'. The train originated at Eastleigh, the Pacific having taken charge from Gloucester.

Duke needs help with its crank axle

By Gareth Evans

THE group returning BR 8P No. 71000 *The Duke of Gloucester* to the main line at Tyseley Locomotive Works has completed essential changes to its organisational structure – and is appealing for almost £100,000 to finish the Pacific's overhaul.

"The agreement which existed between the owning company and the original trust did not meet the requirements of the Charity Commission insofar as charitably donated monies could be seen as being used for the benefit of the shareholders of the company," explained Trevor Tuckley, chairman of BR Class 8 Steam Locomotive Trust.

"When in September 2013 the old trust relinquished responsibility for *The Duke,* a new trust, BR Class 8 Steam Locomotive Trust, was created. From its onset, one of its priorities was to organise matters in a way which both satisfied the Charity Commission and ensured that its members' donations would only be used for the long-term upkeep of *The Duke* and could not benefit the shareholders of the owning company. After lengthy and costly negotiations with the company, an agreement was reached which gave sole control to the trust and its members for the future of *The Duke* on a rolling basis for as long as the trust wished this to continue.

"The changes, which were essential, have now been completed – at a cost of £20,000."

To clearly demonstrate to its members that *The Duke* is now their locomotive, it has been decided that No. 71000 will carry *The Duke* family logo on its tender when the current overhaul is completed.

"This logo is to be proudly worn by everyone who purchases items of clothing from *The Duke* shop and identifies them and *The Duke* as being part of the same family," added Trevor.

Overhaul

As previously reported, Tyseley Locomotive Works has reconfirmed the overhaul of No. 71000 is on target for completion by September 2020.

Trevor said: "The business model that the trustees have set up will generate circa £2,000,000 of income over a 10-year period once the current overhaul has been completed. This, along with a rolling maintenance programme which has been put in place with Tyseley Locomotive Works, will ensure the maximum availability of *The Duke* to earn income over the long term.

"It was decided that the current overhaul would involve a complete strip down in order to carefully evaluate matters and the resulting rebuild would return it to the main line in the most reliable condition possible. As can be imagined this was an enormous undertaking with a machine which had been built some 65 years ago – and despite the trust's best endeavours, non-anticipated costs have arisen. This means that we are short of £75,000 – plus the as yet unknown costs for the work necessary to repair/replace the crank axle. Our best guess for this is around £20,000 and as yet we have been unable to source the required steel.

On November 15, work was underway at Tyseley on welding up the centre of *The Duke's* wheels prior to reboring for refitting to the axles. ROBIN JONES

Inset left: No. 71000 will carry *The Duke* family logo on its tender when the current overhaul is completed.

The specification is called A4T – whereas ordinary axle steel is A3N. Attempts have been made to source the material across the globe."

Appealing to *Heritage Railway* readers for further support to return the popular locomotive to the main line, Trevor said: "If we are not able to close this funding gap, then our long held target of returning *The Duke* to the mainline by the end of 2020 will go back by up to 18 months, depending on how successful we are at raising additional cash to fill the shortfall."

➜ Donations can be made online at www.theduke.uk.com/ or sent by post to: The Duke, Aurora House, Deltic Avenue, Rooksley, Milton Keynes MK13 8LW.

Making an atmospheric sight amid the crisp conditions of -2°C, SR Merchant Navy class Pacific No. 35018 *British India Line* is seen hauling West Coast Railways' 'Santa Special' from Lancaster to Carlisle at Shap Wells on December 1. MAURICE BURNS

Second new engine needed for *Champion*

By Cedric Johns

MAIN LINE-certificated Class 52 No. D1015 *Western Champion* now needs a second engine.

Owner, the Diesel Traction Group installed an overhauled MD655 engine in the locomotive's B end. D1015 was able to take part in the October 3-6 diesel gala at its Severn Valley Railway home after the engine was started up successfully.

The engine in its A end now needs to be exchanged, after a drop in oil pressure and a coolant leak between Nos. 4 and 5 cylinder heads were discovered. It will be replaced by a 538-series engine which has been rebuilt at the Kidderminster Diesel Depot.

Another engine purchased from Germany will become the group's maintenance spare due to the mountings needing modification.

The locomotive, which for long carried WR golden ochre livery, has been repainted from BR maroon to BR Rail Blue.

Immaculate Class 31 No. 31128 *Charybdis* awaits the signal at Chesterfield to continue into the little-used carriage sidings with a Branchline Society rail tour from Barrow Hill Roundhouse on November 17. Intercity liveried Class 47 No. 47828 is just visible at the rear. MATT YARDLEY

BR blue for LNER High Speed Train farewell tour

By Brian Sharpe

LONDON North Eastern Railway (LNER) has announced details of a tour to say farewell to the Intercity 125 High Speed Trains on its routes. These trains, which have operated out of King's Cross since 1978, are due to be withdrawn from service from December 16.

LNER will be putting a set of seven Mk.3 coaches and two class 43 power cars, including No. 43302, into original BR blue/yellow and white livery for this series of trips. No. 43302 has been selected as it is a world record holding diesel locomotive, having achieved 148.5mph on November 1, 1987.

The livery will be the same to that carried by the National Railway Museum's No. 43002 *Sir Kenneth Grange* which has gone on display after its withdrawal from service by GWR and presentation to the museum. LNER is working closely with the NRM to ensure accuracy in the repaint.

The special charity farewell tour of the LNER network will run from December 18-21 and the itinerary is expected to be:

➜ December 18: Edinburgh to Aberdeen

➜ December 19: Aberdeen to Newcastle via Inverness

➜ December 20: Newcastle to Leeds via York

➜ December 21: Leeds to King's Cross

Profits from the farewell tour will go to the Samaritans and The CALM Zone.

A1SLT confirms more P2 roadshows to be held during 2020

FURTHER roadshows highlighting the £5 million project to construct Britain's most powerful express passenger steam locomotive – Gresley P2 2-8-2 No. 2007 *Prince of Wales* at Darlington – have been arranged by builder The A1 Steam Locomotive Trust (A1SLT).

Entry into each roadshow is free. Dates arranged include Darlington Locomotive Works – January 8, April 18 and July 4; the Railway Correspondence & Travel Society, Newcastle-upon-Tyne branch, February 13; Southampton East Probus, February 19; London Transport Museum in Covent Garden, February 29; The Mid-Hants Railway Preservation Society Croydon branch, March 3; the Great Northern Hotel, Peterborough, March 21; and the Railway Correspondence & Travel Society, Milton Keynes branch, April 2.

The roadshow will visit Barrow Hill Roundhouse, Chesterfield on May 16 and Wansford station at the Nene Valley Railway on May 23.

The presentations will feature key A1SLT personnel, including Mark Allatt (P2 project director) and/or David Elliott (director of engineering) and will cover the background to the project, progress to date, future plans and details of how to get involved.

➜ For details of how to get on board with this ground-breaking project, visit www.p2steam.com, email enquiries@p2steam.com or telephone 01325 460163.

SUBSCRIBE TODAY!
FROM ONLY £20
SEE P30 FOR DETAILS

Above: LMS Princess Royal Class Pacific No. 6201 *Princess Elizabeth* passes Greengates on the climb to Ais Gill with 'The Cumbrian Mountain Express' on October 12. JOE HUNT

December

FRI 20: 'White Cliffs Circular Tour'
London Victoria, Kent Coast & return.
Steam-hauled throughout.
Loco: No. 61306 *Mayflower*. SD

SAT 21: 'Christmas White Rose'
Dorridge, York & return.
Steam-hauled throughout.
Loco: No. 7029 *Clun Castle*. VT

SAT 21: 'The Flying Scotsman Christmas Dalesman'
Manchester Victoria, Carlisle & return.
Steam-hauled: Manchester, Carlisle, Carnforth.
Loco: No. 60103 *Flying Scotsman*. WCR

SAT 21: 'The Edinburgh Christmas Market'
York, Edinburgh & return.
Steam-hauled throughout.
Loco: No. 60009 *Union of South Africa*. RTC

SUN 22: 'The Polar Express'
Birmingham Moor Street, Tyseley & return.
Steam-hauled: Tyseley, Moor Street.
Loco: No. 7029 *Clun Castle*. VT

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

January

SAT 25: 'The Winter Cumbrian Mountain Express'
Manchester Victoria, Carlisle & return.
Steam-hauled throughout.
Loco: TBA. RTC

February

SAT 1: 'The Winter Cumbrian Mountain Express'
London Euston, Carlisle & return.
Steam-hauled: Carnforth, Shap, Carlisle, Hellifield, Preston.
Loco: TBA. RTC

SAT 1: 'North Wales Coast Express'
Leicester, Holyhead & return.
Steam-hauled: Crewe, Holyhead & return.
Loco: TBA. ST

SAT 8: 'Belmond British Pullman'
London Victoria, Shalford & return.
Steam-hauled throughout.
Loco: No. 35028 *Clan Line*. BEL

SAT 8: 'The Winter Cumbrian Mountain Express'
London Euston, Carlisle & return.
Steam-hauled: Carnforth, Shap, Carlisle, Hellifield, Preston.
Loco: TBA. RTC

WED 12: 'The Pendle Dalesman'
Carnforth, Carlisle & return.
Steam-hauled: Hellifield, Carlisle.
Loco: TBA. WCR

SAT 15: 'The Valentines White Rose'
Ealing Broadway, York & return.
Steam-hauled throughout.
Loco: No. 6233 *Duchess of Sutherland*. RTC

SAT 15: 'Pennine Peaks & Valleys Explorer'
Crewe, Carnforth, Hellifield & return.
Steam-hauled throughout.
Loco: TBA. ST

SAT 15: 'The St Valentine's Pullman'
London Victoria, Oxford & return.
Steam-hauled throughout.
Loco: No. 35028 *Clan Line*. UKRT

SAT 22: 'The Cotswold Venturer'
London Paddington, Worcester & return.
Steam-hauled throughout.
Loco: No. 60009 *Union of South Africa*. RTC

WED 26: 'The Pendle Dalesman'
Manchester Victoria, Carlisle & return.
Steam-hauled: Hellifield, Carlisle.
Loco: TBA. WCR

SAT 29: 'The Cotton Mill Express'
Lancaster, Blackburn & return.
Steam-hauled throughout.
Loco: TBA. RTC

SAT 29: 'The Winter Cumbrian Mountain Express'
London Euston, Carlisle & return.
Steam-hauled: Carnforth, Shap, Carlisle, Hellifield, Preston.
Loco: TBA. RTC

SAT 29: 'Cumbrian Mountain Steam Special'
Peterborough, Carlisle & return.
Steam-hauled: Preston, Carlisle.
Loco: TBA. WCR

March

SAT 7: 'The Yorkshireman'
Ealing Broadway, York & return.
Steam-hauled: Ealing Broadway, York.
Loco: No. 60009 *Union of South Africa*. RTC

WED 11: 'The Salopian Express'
Barrow in Furness, Shrewsbury & return.
Steam-hauled: Carnforth, Shrewsbury & return.
Loco: TBA. WCR

WED 11: 'Cheltenham Festival Ladies Day'
Stratford-upon-Avon, Cheltenham & return.
Steam-hauled throughout.
Loco: TBA. VT

THU 12: 'London & The Surrey Hills to Bath'
Clapham Junction, Bath & return.
Steam-hauled: TBA.
Loco: TBA. SD

SAT 14: 'The Cumbrian Coast Express'
London Euston, Carlisle & return.
Steam-hauled: Carlisle, Carnforth.
Loco: TBA. 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.

GREAT CENTRAL RAILWAY
LEICESTERSHIRE

Winter Steam Gala

Starring special guest K1 62005

Up to 8 home fleet locos | Intensive passenger and goods timetable

24th to 26th January 2020

Great Central Railway - Leicestershire

Tel: 01509 632323 | More details at: www.gcrailway.co.uk

E&OE. All locomotives, exhibits and other attractions appear subject to availability and are subject to change without prior notice.
K1 62005 appears courtesy of the North Eastern Locomotive Preservation Group

The Stephenson Locomotive Society

Covering the history and operation of railways and traction worldwide:-

- Unrivalled library including books (postal loans available), historical locomotive lists, drawings, etc.
- In house *Journal* (6 issues annually)
- Meetings and visits - venues across the UK
- On-line forum
- Vast archive of railway photographs, nameplates and other heritage artifacts
- Owner/operator of the historic 9½" gauge LNWR Webb Compound '*Orion*'
- Photo print sales (including by mail order)

Join now - first year £10
(Saving £15 usually £25)

To find out more visit our web site
www.stephensonloco.org.uk

The Stephenson Locomotive Society is a private company limited by guarantee, registered in England and Wales 10471004
(Registered Office: 23 Woodland Road, Darlington DL3 7BJ).

HERITAGE SIGNALLING SUPPLY COMPANY

Large range of signalling equipment from Signals, Fittings, Lever Frames and parts.

Electrical Items.

Signals refurbished and built to order.

Patterns and castings to drawings supplied.

2000 sq feet with 1000's of items.

ANTIQUE TOYS
JUNCTIONRAILWAYANA
& COLLECTIBLES

Specialist supplier of all signalling instruments and items

- Supplier of lamps, cast iron signs, name and worksplates
- Full restoration service for all Railwayana items
- Complete collections of Railwayana items purchased
- Fast, prompt UK collection

UK's largest collection of Railwayana for sale

CHECK OUR WEBSITE FOR REGULAR UPDATES

Over 3000+ items in stock
Large militaria and maritime selection

Debit and credit card payments accepted VISA MasterCard AMERICAN EXPRESS

Opening times 10-5 weekdays, weekends by appointment only

JUNCTION RAILWAYANA IS EXPANDING THE BUSINESS INTO BAY 2. SEE WEBSITE.

Tel: 07794 399335 • 01291 790354 • joe@junctionrailwayana.com
www.junctionrailwayana.com
Bay 1 and 2 Spaceman Business Park, Severn Bridge Ind Estate, Portskewett Caldicot NP26 5PS

WITH FULL REGULATOR

LOCOMOTIVE PERFORMANCE THEN AND NOW

In his latest column, **Don Benn** recalls the performance of Battle of Britain Pacific No. 34067 *Tangmere* in 2007 and 2008 on the South Western main line and compares this with runs behind other Bulleid Pacifics, both rebuilt and in original condition in 1965 and 1966.

AFTER I had written the last column, I realised just how much work No. 34067 *Tangmere* did in the mid 2000s period. It always seemed to be out on the main line, and not just back on its old Kentish haunts, but on South Western lines as well.

Therefore, in the absence of any reports of current main line trips since my last column, I thought I would look back to some of the high quality work done by this much missed 'marmite' locomotive. It was either loved or hated – by the locomotive crews, as well as enthusiasts.

In the right hands, it would steam and run freely, possibly more freely than the rebuilt locomotives and was a match for them uphill. Ex-Nine Elms fireman Pete Roberts was one of those who knew this locomotive best, as you might expect, and he features once again in these pages. All of the runs this time were timed with a stopwatch, but over routes I know well – I don't suppose the speeds are far adrift from those obtained by GPS.

Good work with a heavy load

On Wednesday, August 1, 2007 *Tangmere* had charge of a Kensington to Weymouth Steam Dreams charter hauling the 11-coach green train, plus Class 37 diesel No. 37248, which stayed quiet most of the time and would be used to take the stock to Yeovil Junction for servicing, as was the practice at that time. Total train weight was 465 tons and in charge were Dave Hewson and Dean Morris, with Ron Smith as the inspector.

It was a lovely, hot, summer's day when we joined the train at Clapham Junction for its trundle round via Staines to Woking which was completed within the scheduled 59 minutes, despite numerous signal checks. Maximum speed was 60mph at Ashford.

The next section to the Winchfield water stop was also within schedule at 20 minutes 37 seconds for the 15.55 miles. The engine worked hard away from Woking, with safety valves lifting near Brookwood and the summit at Milepost 31 was topped at 47mph, before speed reached 65mph after Fleet.

We overstayed our welcome taking water at Winchfield and so left nearly 12 minutes late – and then came a determined effort to regain time, as far as I could tell from the second coach without any help from the Class 37 on the back. My notebook reads 'wonderful thrash into speed from Winchfield' and I can still recall that excellent effort to this day, recorded on my video camera.

The initial start is 1-in-337 up, then level followed by 1-in-480 up past Hook, 2.35 miles where speed was already 50mph, rising to 67½ by milepost 46 and held at that rate on the 1-in-249 past Basingstoke, which on the slow line was thrilling indeed and also recorded on video. It couldn't last however, and we caught a Bournemouth electric in front, which brought speed down to 38mph at Worting Junction prior to a recovery to 77½mph down past Weston, before we caught the service train again to be stopped before Winchester while the service train made its call. Thus we were only able to recover two minutes to the Eastleigh stop and further checks meant the charter stopped just beyond the platforms at Brockenhurst to take water still 10 minutes late after reducing the Eastleigh stop by three minutes. While taking water, Class 421 heritage electric unit No. 1497 passed us on the 12.29pm branch train from Brockenhurst to Lymington Pier.

Comparisons with the days of steam

Once again taking water took longer than scheduled and so we left over 15 late for the short hop to Bournemouth, details of which are shown in Table One.

The noise from *Tangmere* was phenomenal, described as 'utter thrash' in my notes and despite some slipping, we were up to 29½mph at the top of the 1-in-103 at milepost 94½. Progress was then more normal and we ran nicely up to 74mph down the 1-in-100 after

TABLE ONE: BROCKENHURST TO BOURNEMOUTH

Date	Wednesday, August 1, 2007					Saturday, November 13, 1965			
Train	9.04am Clapham Junction to Weymouth					12.35pm Waterloo to Weymouth			
Loco	Battle of Britain class 4-6-2 No.34067 *Tangmere*					West Country class 4-6-2 No. 34019 *Bideford*			
Load	10 coaches + dead No. 37248, 437 tons tare 465 tons gross					9 coaches, 299 tons tare 315 tons gross			
Driver	Dave Hewson					Dore Bournemouth top link			
Fireman	Dean Morris					Condon			
Weather	Sunny spells, hot, calm					Sunny spells, cold			
Recorder	Don Benn from 2nd coach					Don Benn			
	miles	**sched**	**mins**	**secs**	**speed**	**sched**	**mins**	**secs**	**speed**
Brockenhurst	0.00	0.00	00	00	*15½ mins late*	0.00	00	00	*8 mins late*
Lymington Junction	0.95		03	22	27	2.30	03	33	30½
MP 94½	1.70		04	59	29½		04	47	31
Sway	2.75		06	36	52½		06	28	47
New Milton	5.75		09	48	60		09	39	61½/58
MP 100	7.20		11	13	63½		11	01	62½
Hinton Admiral	8.25		12	08	71/74		12	00	66/68
Christchurch	11.55		15	00	59*		15	09	59*
Pokesdown	13.50		17	00	53		17	17	47
Boscombe	14.05		17	46	42		18	04	43½
Bournemouth Central	15.25	23.00	20	18	*12¾ mins late*	23.00	20	22	*5½ mins late*

* brakes or speed restriction

* brakes or speed restriction

Find us on www.facebook.com/heritagerailway

No. 34105 *Swanage* is seen approaching Worting Junction with the 9.20am Bournemouth West to Wolverhampton Low Level on September 1, 1962. DON BENN
Left: Battle of Britain Pacific No. 34067 *Tangmere* is seen entering Clapham Junction with the 9.04am to Weymouth Steam Dreams charter on August 1, 2007. DON BENN

TABLE TWO: SOUTHAMPTON TO BOURNEMOUTH

Date	Monday, July 1, 1963
Train	10am Manchester Piccadilly to Bournemouth 'Pines Express'
Loco	West Country class 4-6-2 No. 34105 *Swanage*
Load	12 coaches, 405 tons tare 430 tons gross
Crew	Bournemouth top link
Recorder	Don Benn

	miles	sched	mins	secs	speed
Southampton Central	0.00	0.00	00	00	21 mins late
Millbrook	0.90		03	03	31
Redbridge	2.65		05	51	47
Totton	3.30		06	41	50
Lyndhurst Road	6.15		09	56	56/64
Beaulieu Road	8.85		12	43	60
Woodfidley SB	10.45		14	15	75
Brockenhurst	13.55		16	53	67
Lymington Junction	14.50	19.00	17	52	58/54
Sway	16.30		19	46	61/69
New Milton	19.30		23	14	50*/20* sigs
Hinton Admiral	21.80		28	59	52
			sigs stop		0*
Christchurch	25.10		36	20	55
Pokesdown	27.05		37	09	46
Boscombe	27.60		38	00	38
Bournemouth Central	28.80	38.00	41	15	24¼ mins late

* brakes or speed restriction
net time 34 minutes

TABLE THREE: WAREHAM TO DORCHESTER

Date	Wednesday, August 1, 2007	Saturday, January 22, 1966
Train	9.04am Clapham Junction to Weymouth	10.30am Waterloo to Weymouth
Loco	Battle of Britain class 4-6-2 No. 34067 *Tangmere*	Rebuilt Merchant Navy class 4-6-2 No. 35022 *Holland America Line*
Load	10 coaches+dead No. 37248, 437 tons tare 465 tons gross	4 coaches, 134 tons tare, 145 tons gross
Driver	Dave Hewson	H Watts, Weymouth shed
Fireman	Dean Morris	Not recorded
Weather	Sunny spells, hot, calm	Not recorded
Recorder	Don Benn from 2nd coach	Don Benn

	miles	sched	mins	secs	speed	sched	mins	secs	speed
Wareham	0.00	0.00	00	00	*9¼ mins late*	0.00	00	00	*13½ mins late*
Worgret Jct	1.09		03	35	30	3.00	02	24	49
MP 124	3.22		06	15	51		04	18	72
MP 125	4.22		07	24	54½		05	08	76
Wool	4.99	8.00	08	20	54/55		05	48	81
MP 127	6.22		09	35	54½		06	42	80
MP 128	7.22		10	43	52		07	27	80½
MP 129	8.22		11	52	50/45		08	13	77½/76
Moreton	9.44	14.00	13	35	47		09	12	78
MP 131	10.22		14	25	51		09	43	82
MP 132	11.22		15	35	51		10	27	83
MP 133	12.22		16	46	50½		11	11	80
MP 134	13.22		17	49	60		12	00	73
Dorchester South	15.02	21.00	21	50	*10 mins late*	18.00	14	12	*9¾ mins late*

start to stop average Wareham to Dorchester: 63.47 mph

* brakes or speed restriction

* brakes or speed restriction

Hinton Admiral, before observing the speed restriction through Christchurch and arriving at Bournemouth just over 12 minutes late in 20 minutes 18 seconds from Brockenhurst. I have used the standard distance from Brockenhurst, though the actual mileage would have been slightly shorter, possibly about 15.10 miles.

I had no runs behind *Tangmere* in the days of steam, though I photographed it on South Eastern lines and the best I can do for comparison with another light Pacific in original condition is a run with No. 34019 *Bideford*. On November 13, 1965 it had charge of the 12.35pm Waterloo to Weymouth semi-fast train with Bournemouth top link crew Dore and Condon. The latter was Jack Varney's regular fireman before the driver retired, but none of this great driver's normal hard running was required and with a light load of 315 tons, the start to stop time almost equalled that of *Tangmere* and was enough to recover two-and-a-half minutes of the eight minute late start. I had gone down to Southampton on the 12.30pm Bournemouth Belle behind rebuilt light Pacific No. 34008 *Padstow*, one of my favourites. With Bill Kiff with Phil Daley in charge, this heavy 455 ton train had run well and kept time despite checks so I really don't know why I got off at Southampton to wait for Bideford.

Finding a good heavy load run behind a light Pacific in original condition over this section in my records hasn't proved easy and I had to go back to July 1, 1963 for the run in Table Two. This was the first summer after the closure of the Somerset & Dorset line as a through route and Bournemouth top link had taken over the work on the now diverted 'Pines Express' from Branksome men, much to their disapproval. It was 'their' work and this

issue is discussed in some detail in Peter Smith's excellent book 'The Somerset and Dorset from the Footplate' published by Crecy. On that first Monday in July 1963, the load was the usual 12 coaches, but apparently the lighter stock at 405 tons tare rather than the more usual heavier commonwealth bogie stock. The gross tonnage for No. 34105 *Swanage*, another light Pacific in original condition, was 430 tons and the engine performed well, passing Lymington Junction over a minute inside schedule after a good 75mph through the New Forest.

The 54mph minimum before Sway was also good but signal checks ruined the rest of the run. The net time of 34 minutes would have gained four minutes on the schedule and would also have kept the two-hour train schedule. It was said that Bournemouth men thought the light Pacifics couldn't keep to time on the 'Pines' but not on this evidence so maybe it was down to their generally softer approach to driving the Bulleid Pacifics than was the case at other depots.

Wareham to Dorchester

Table Three shows details of the running with *Tangmere* from Wareham to Dorchester, which included the climb of Moreton bank, which was once again attacked with great vigour. From 30mph at Worgret Junction on the 1-in-200, the line dips down to milepost 123 shortly afterwards and then climbs initially on fairly easy gradients to Wool, where speed was 54mph and still tending to rise on the 1-in-400 to milepost 127, but then fell back steadily on the 1-in-200/180/100 to a minimum of 45mph just before Moreton – excellent work.

Travelling at 60mph before Dorchester South wasn't quite enough to keep the tight 21-minute schedule for the mostly uphill 15.02 miles. Alongside this run is a quite extraordinary effort from January 1966, when driver Watts of Weymouth shed set about trying to recover a 15¾ minute late start from Bournemouth with the front four coaches of the 10.30am from Waterloo. Rebuilt Merchant Navy class Pacific No. 35022 *Holland America Line* would not have needed to be worked very hard to run the 15.02 miles in less than even time at a start to stop average of 63.47mph, though it was a revelation to record 83mph in this direction after a minimum of no less than 76mph at Moreton.

This wasn't quite the fastest known time with steam as Alan Wild recorded 14 minutes and six seconds a few weeks before on January 14 behind No. 35026 *Lamport* and *Holt Line* on just three coaches, achieved by taking 17 seconds less to Worgret Junction, though with a lower minimum of 67mph on Moreton bank. No. 35022 regained six minutes of the late start by Dorchester.

Return from Weymouth

Back on the August 2007 trip, we had arrived in Weymouth 12 minutes late and dispersed to enjoy the delights of this quintessential English seaside town, including traditional fish and chips and a snooze in deckchairs on the beach!

On return to the station for the 6.30pm departure, we were greeted with the news that the empty stock had been delayed on its return from Yeovil by a failure of a service train on the single line section north of Dorchester. Our stock finally arrived and we departed 55 minutes late with Pete Robert driving and Graham Bunker firing. Graham was then very much involved with Steam Dreams and is now commercial director of the A1 Steam Locomotive Trust.

We were now in the last coach, so could hear when the Class 37 was giving assistance, which wasn't very often. It

Left: No. 34067 *Tangmere* runs through Salisbury to collect its empty stock for the 5.52pm to Waterloo on August 7, 2008. DON BENN

TABLE FOUR: DORCHESTER TO WAREHAM

Date	Wednesday, August 1, 2007					Sunday, January 24, 1965			
Train	6.30pm Weymouth to Waterloo					5.50pm Weymouth to Waterloo			
Loco	Battle of Britain class 4-6-2 No. 34067 *Tangmere*					Rebuilt West Country class 4-6-2 No. 34034 *Honiton*			
Load	10 coaches + dead No. 37248, 437 tons tare 465 tons gross					6 coaches, 201 tons tare, 215 tons gross			
Driver	Pete Roberts					Weymouth shed			
Fireman	Graham Bunker								
Weather	Cloudy, warm					Heavy rain			
Recorder	Don Benn in 10th coach					Don Benn			
	miles	**sched**	**mins**	**secs**	**speed**	**sched**	**mins**	**secs**	**speed**
Dorchester South	0.00	0.00	00	00	*51½ mins late*	0.00	00	00	slipping
MP 134	1.80		03	33	60		03	08	62
MP 133	2.80		04	33	61		04	06	64
MP 132	3.80		05	32	60		05	00	69
MP 131	4.80		06	25	69		05	51	72
Moreton	5.58	8.00	07	00	67½/65½		06	29	75/74
MP 129	6.58		08	12	72½		07	22	76
MP 128	7.80		09	01	75		08	08	80½
MP 127	8.80		09	50	74		08	52	82
							sigs stop		
Wool	10.03	13.00	10	53	61*		11	12	0*
MP 124	11.80		12	39	66½		11	40	
Worgret Jct	13.93		14	43	53*	15.00	18	08	60
Wareham	15.02	20.00	17	06	*48½ mins late*	18.00	20	08	

*brakes or speed restriction

* brakes or speed restriction
net time 15 minutes

TABLE FIVE: EASTLEIGH TO WOKING

Date	Wednesday, August 1, 2007
Train	6.30pm Weymouth to Waterloo
Loco	Battle of Britain class 4-6-2 No. 34067 *Tangmere*
Load	10 coaches + dead No. 37248, 437 tons tare 465 tons gross
Driver	Pete Roberts
Fireman	Graham Bunker
Weather	Warm and misty
Recorder	Don Benn in 10th coach

	miles	**sched**	**mins**	**secs**	**speed**
Eastleigh	0.00	0.00	00	00	to FL
					31½ mins late
MP 71	2.35		04	57	44
Shawford	3.81	5.30	06	48	49½
St Cross	5.70		09	03	51
Winchester City	6.90	10.00	10	30	52½
MP 65	8.35		12	12	53½
Winchester Jct	9.00		12	52	55½
MP 63	10.35		14	25	54
Wallers Ash Box	11.75		15	30	53½
MP 61	12.35		16	38	53½
Weston Box	13.25		17	30	53½
MP 59	14.35		18	52	53
Micheldever	15.40		19	55	52½
Roundwood Box	17.25		22	03	50
Steventon Box	19.50		24	30	61½
Wootton Box	20.95		26	17	56
Worting Jct	23.18	27.00	28	30	54
Basingstoke	25.70	31.00	31	18	62
MP 46	27.45		32	55	68½
Newnham Siding	29.75		34	55	73
MP 43	30.45		35	34	71
Hook	31.28		36	10	75
MP 41	32.45		37	12	73
Winchfield	33.61		38	07	75½
MP 38	35.45		39	35	78
Fleet	36.96		40	44	74½
Farnborough	40.25	44.00	43	25	73
Sturt Lane Jct	41.25		44	14	74
MP 31	42.45		45	15	71
Pirbright Jct	43.80		46	37	60*/17*
					sigs to SL
Brookwood	45.45	53.00	49	55	28/55½
Woking	49.15	67.00	56	14	*20¾ mins late*

average speed Hook to Farnborough: 74.3 mph
net time 52½ minutes
*brakes or speed restriction

Find us on www.facebook.com/heritagerailway

"Rebuilt Merchant Navy class Pacific No. 35022 *Holland America Line* would not have needed to be worked very hard to run the 15.02 miles in less than even time at a start to stop average of 63.47mph, though it was a revelation to record 83mph in this direction after a minimum of no less than 76mph at Moreton."

did push on Upwey bank of course, which helped to recover just over two minutes to the first stop at Dorchester. From there the Pacific had no help as we ran very well on the mainly downhill stretch to Wareham as shown in Table Four.

The 75mph down Moreton bank wasn't unusual in the days of steam but the load of 465 tons certainly was. Alongside the run with *Tangmere* is one from a foul winter's night in January 1965 behind rebuilt West Country class Pacific No. 34034 *Honiton* on six coaches for 215 tons.

The train left Weymouth on time and reached 37mph at Upwey before speed fell to a minimum of 22½ on the 1-in-50/52 to Bincombe Tunnel exit. The schedule to Dorchester South reached in those days after a reversal was bettered by a minute-and-a-half before Honiton set off for an exhilarating sprint down to Wareham. Speed had reached 82mph after Moreton before we were stopped by signals in the platform at Wool. The net time to Wareham would probably have been 15 minutes.

Tangmere had gained another three minutes to Wareham, but lost it again to Poole on a tightly-timed section. From here, 49½ minutes late, the Class 37 cut in to help the Pacific up Parkstone bank and so no more time was lost leaving Bournemouth. The Class 37 also helped after Christchurch, but to be honest I wasn't bothered as the main thing now was to make our last train home from Waterloo to Robertsbridge at 11.40pm. The eight minutes allowed at Brockenhurst wasn't needed and so our departure was 41½ late, reduced to 38 minutes late as we passed Southampton and 38½ late on arrival at Eastleigh to take water.

More time regained

At Eastleigh I chatted to Pete and he assured me we would be into Waterloo by 11pm as he also had a last train to catch back to Headcorn, and so it proved!

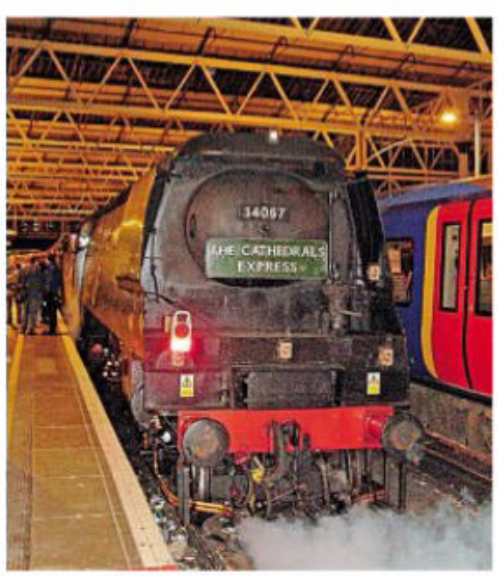
Table Five shows details of the fine run on to Woking on a warm and misty night. The Class 37 was silent throughout, having last been heard at Beaulieu Road and bearing in mind the 465 ton load the 1-in-252 climb to Roundwood was very good with speed maintained in the mid-50s until the last stretch, where I suspect the cylinders were beating the boiler, or maybe Graham was taking a breather!

Certainly, the engine ran easily along to Worting Junction before a lovely dash through the night from Basingstoke to Pirbright, where we had adverse signals to take the train onto the slow line. I know this railway intimately and could pick up the mileposts in the dark from long experience of their locations and so my speeds recorded by stopwatch are confirmed by the flying average of 74.3mph from Hook to Farnborough, beautifully judged by Pete.

More time had been gained and our net time from Eastleigh to Woking was 52½ minutes for the 49.15 miles. Away just under 20 minutes late and with an easy 50-minute schedule to Waterloo, we were home and dry and in fact ran up in 35 minutes six seconds, despite a number of checks and so arrived just six minutes late, a triumph in the circumstances. The overall time from Weymouth was three hours 35 minutes 58 seconds, almost certainly the fastest time with steam since 1967.

In the last days of the old timetable in 1967, the last up Weymouth, the 6.15pm to Waterloo was due at 10.56pm, so allowed four hours 41 minutes though with many more stops than our charter. The 5.30pm Weymouth, the famous 'Club Train' was faster at three hours 21 minutes, so comparable. At Waterloo, we had time to chat to Pete and he confirmed that steam pressure had been down to 150lb over the last stretch to Roundwood. The empty stock then departed and we had time to walk slowly over the Eastern side with him, before catching our trains home after what had been a memorable day out with steam.

Finally, Table Six shows details of an effortless performance by *Tangmere* again with Pete Roberts driving on the 11.10am Waterloo to Salisbury charter. The train was routed via Staines and booked to stop at Woking, from where we left on time and then at Overton for water. At that time, there was a speed restriction at Hurstbourne and despite a good recovery to 75½mph through Andover and a respectable 58½mph minimum at Grateley, the 32 minutes booking for 28.11 miles could not quite be kept due to a severe signal check outside Salisbury. HR



Above: August 7, 2008, *Tangmere* at Salisbury after arrival with the 11.10am from Waterloo. DON BENN

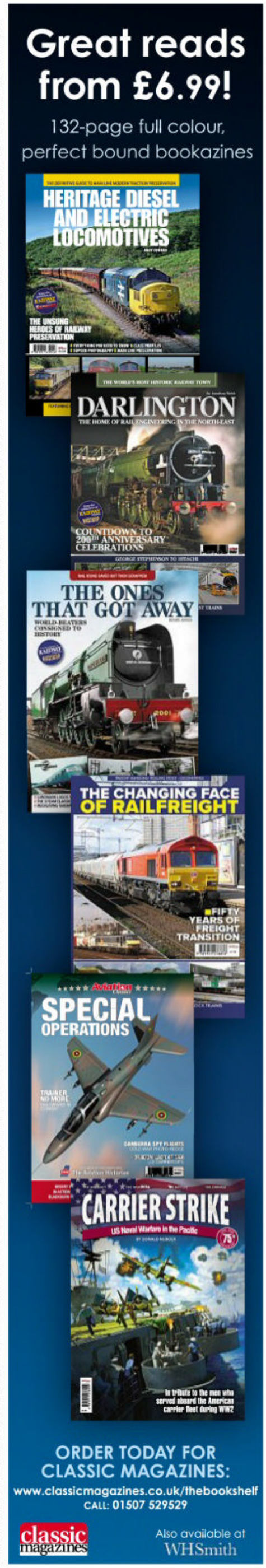
Left: No. 34067 *Tangmere* rests at London Waterloo on August 1, 2007 after arriving just five minutes late with the 6.30pm Steam Dreams excursion from Weymouth, which was left 55 late. DON BENN

TABLE SIX: OVERTON TO SALISBURY

Date	Thursday, August 7, 2008
Train	11.10am Waterloo to Salisbury
Loco	Battle of Britain class 4-6-2 No. 34067 *Tangmere*
Load	11 coaches, 372 tons tare 405 tons gross
Driver	Pete Roberts
Fireman	Not recorded
Weather	Sunny spells and showers, hot
Recorder	Don Benn from 4th coach

	miles	sched	mins	secs	speed
Overton	0.00	0.00	00	00	2¼ mins late
MP 58	2.50		04	22	54½
Whitchurch	3.55		05	32	62
Hurstbourne	5.59		07	39	39½* tsr
MP 62½	7.00		09	41	48
MP 64	8.50		11	16	64½
Andover	10.80	12.00	13	04	75½
Red Post Jct	12.10		14	14	69½
MP 68¾	13.25		15	14	74
MP 70	14.50		16	16	70½
MP 71	15.50		17	08	67
Grateley	17.15		18	19	60
MP 73¼	17.75		19	20	58½
Allington Box	20.05		21	25	68
Porton	22.74		23	39	73
MP 80	24.50		25	17	74½
Tunnel Junction	27.01	28.00	28	57	30*/8* sigs
Salisbury	28.11	32.00	33	06	

* brakes or speed restriction
net time 30 minutes



HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

DIGITAL IS HERE!...

Download on the App Store | ANDROID APP ON Google play | Available on kindle fire

www.mortons.co.uk/hr

GWR

Great Western Railway

GWR Souvenirs

Now available to everybody online.

GWRsouvenirs.co.uk

In partnership with GeigerBTC

THE FAMILY LINE

SOMERSET & DORSET RAILWAY HERITAGE TRUST

Class 26 visiting the S&D – Spring 2020

The Somerset & Dorset Railway at Midsomer Norton is delighted to announce the hire of Class 26 diesel locomotive D5343 from the Gloucester Warwickshire Railway.

The locomotive will be arriving at Midsomer Norton in March 2020 in readiness for our **DIESEL GALA,** which will be taking place over the weekend of **7th & 8th March,** and it will be joining our 08 and 03 diesel shunters in an intensive timetable

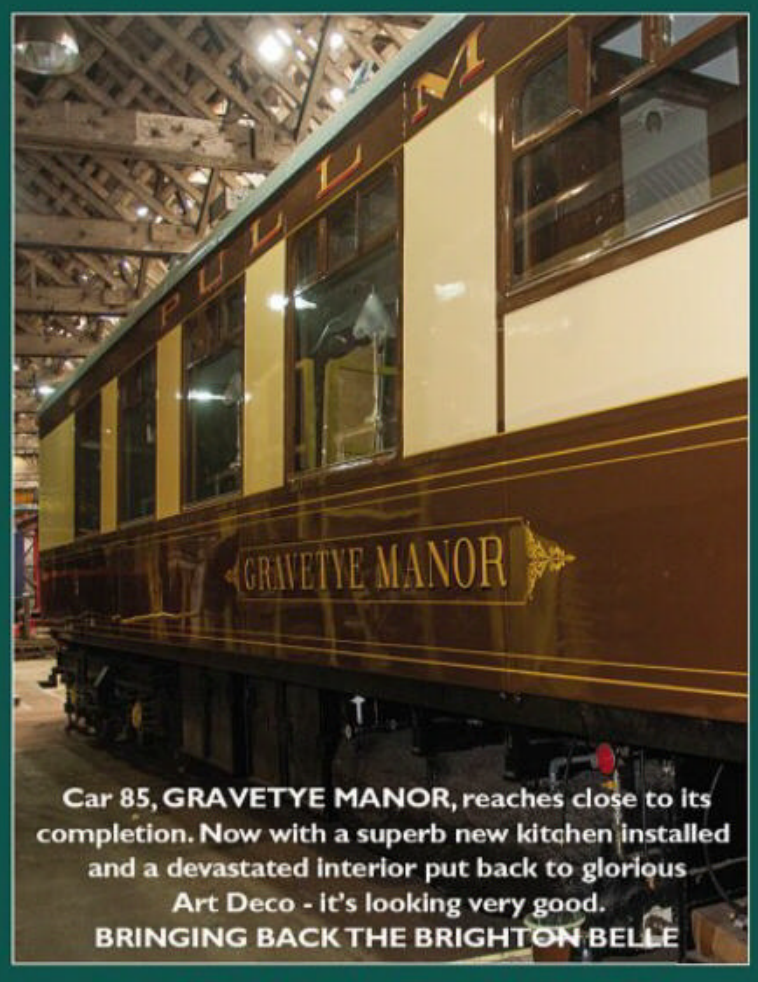
The locomotive can also be seen in operation on the 15th and 29th March plus the 11th and 26th April. This will be the first occasion that a Class 26 has ever run on the Somerset and Dorset railway, and we are planning a number of other events using the locomotive – please check our website, **sdjr.co.uk** for further news over the coming weeks.

We are also offering a number of **DRIVER EXPERIENCE DAYS** with D5343, the cost of which will be £295 for the day, all inclusive. If you are interested in booking a driver experience on this loco, please email **brian.litherland@gmail.com** for further information.

An ideal Christmas present!

Silver Street, Midsomer Norton, BA3 2EY

BRIGHTON BELLE
ESTD 1932



Car 85, GRAVETYE MANOR, reaches close to its completion. Now with a superb new kitchen installed and a devastated interior put back to glorious Art Deco - it's looking very good.
BRINGING BACK THE BRIGHTON BELLE

PLEASE HELP US TO FINISH
www.brightonbelle.com
5BEL Trust, Old Hall, Strethall, Saffron Walden, CB11 4XJ
Registered Charity No. 1133545

Photo: David Benbow

It's time to be part of the picture

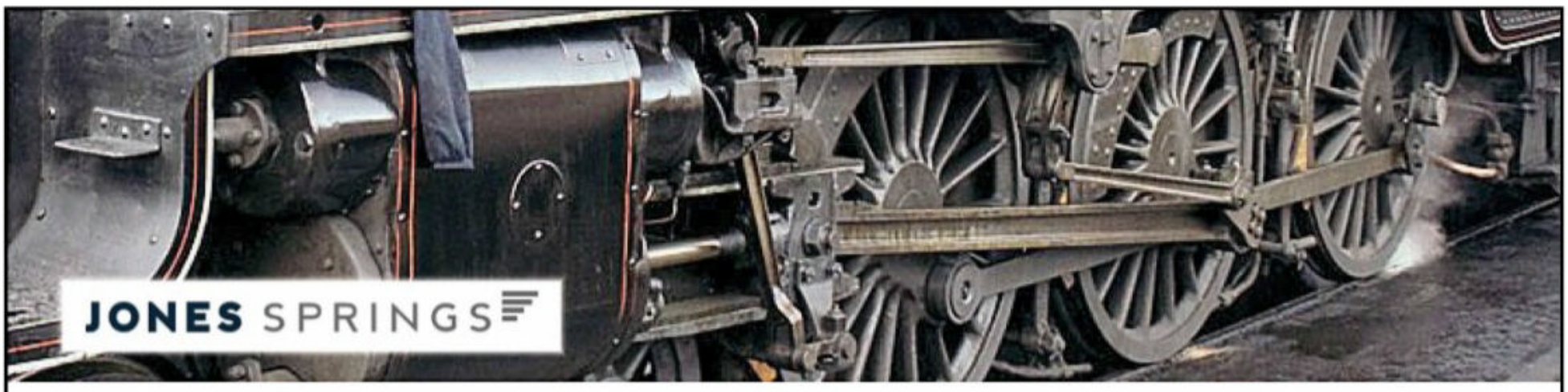
Help us to recreate the icon
Flexible membership rates from £2 a month

Accrue benefits - incl a seat on 10000's first passenger train

See the website for details of the benefits scheme and the membership form

LMS10000.co.uk

Send cheques to Ivatt Diesel Re-creation Society, 2 The Square, Nottingham, NG6 8TS



Jones Springs have been supplying UK heritage rail operators for over 50 years giving us a reputation for being reliable and trustworthy as well as allowing us to develop a range of skills and techniques which we have been able to apply to our work in the manufacturing of springs.

All our work on railways and locomotives is produced to British Rail standard 166 and British Rail standard 148a ensuring that all products we manufacture are created and tested to the levels of quality and precision required by British Rail.

With a general engineering shop based locally in the Midlands we can offer a range of services such as the manufacturing and repair of springs, our facilities also allow us to carry out load tests to make sure that your products are fit for purpose and use. We can also provide full certification for any test we carry out for you at our site.

For assistance please call us on: 0121 568 7575
Email: sales@jones-springs.co.uk

JONES SPRINGS (ENGINEERING) LTD.
Gladstone Street, Darlaston West Midlands WS10 8BE
T: 0121 568 7575 F: 0121 568 7692 E: sales@jones-springs.co.uk
www.jones-springs.co.uk

Reg. in England - Company No. 00520744

STILL STEAMING UNDERGROUND!

Seeing a steam locomotive hauling passengers beneath the streets of London is one of the most extraordinary sights that have been witnessed during the past 10 years. It's unlikely to happen again in the foreseeable future due to the advanced signalling now used on the Underground. Here, **Peter Brown** talks to those involved and reflects on the event. Additional reporting by **Gareth Evans**.

This year's commemorations to mark 150 years of the District Line brought the curtain down on the operation of steam on the Underground (LUL) in Central London – but all is not lost for steam elsewhere on the tube network and the London Transport Museum (LTM) is now looking to the future.

The weekend of June 22/23, 2019 saw three commemorative steam-hauled journeys run each day between Ealing Broadway and High Street Kensington, giving people the opportunity to experience what it would have been like to travel on the District line when it first opened on Christmas Eve, 1868.

Passengers boarding the train, hauled by Met 1, at Ealing Broadway were entertained by Victorian-costumed actors and a vintage brass band, as onlookers waved goodbye from the platform. This was the final time a heritage steam train will travel in central London on the Underground due to the installation of a new signalling system on the Circle, District, Hammersmith & City and Metropolitan lines. When the upgrade is complete in 2023, it will provide increased capacity and make journeys faster and more comfortable across 40% of the Tube network.

In partnership with Transport for London (TfL), LTM will continue to offer its heritage steam train outings on the outer reaches of the Metropolitan line towards Chesham.

With 2019 coming to a close, *Heritage Railway* decided it was time to reflect on the story behind running steam on LUL – and also find out what lies in store for the future.

Survivor

Metropolitan Railway (MR) E Class 0-4-4T No. 1 is a lucky survivor and is today preserved by the Buckinghamshire Railway Centre (BRC) at Quainton Road.

Built at Neasden Works in 1898, it is the last of seven of a class of locomotives designed by T F Clarke, the MR's chief mechanical engineer, for use on the Baker Street to Verney Junction line. Verney Junction was the MR's furthest outpost, where it joined the LNWR Oxford to Bletchley line.

On July 4, 1904, gaily decorated with flags and bunting, the locomotive headed the first passenger train on the opening of the Uxbridge branch from Harrow on the Hill.

Taken over by the London Passenger Transport Board on April 13, 1933, Met No. 1 became London Transport (LT) L44, and it is known that by July 1936, though probably earlier, Met. 1 was repainted in LT livery. The duties of the class at this time included passenger services on the Chesham Branch, pilot engine at Rickmansworth, and goods transfers and engineering trains around Neasden.

No. 1 survived to work the last steam train on the Chesham Branch in 1960 and the last steam-hauled passenger train anywhere on LT in 1961. However, it was another two years before the locomotive was withdrawn, after a final moment of glory when it took part in the Metropolitan Centenary parade at Neasden on May 23, 1963, where it hauled four bogie coaches and a milk van.

An appeal, the Met Tank Appeal Fund, was set-up in 1962, originally to purchase MR 0-6-2 'F' Class L52. However, the appeal changed its focus when it was found that L52 had a cracked mainframe, and L44 was selected instead. The Met Tank Appeal fund was helped by the committee members of the London Railway Preservation Society (LRPS), a forerunner of the Quainton Railway Society. Following its final activities for LT, L44 was purchased by LRPS/Met Tank Appeal Fund.

It moved to Quainton Road in 1970 – since when it has operated at both the BRC and at a host of other heritage lines across the country.

Underground operations

Explaining the story behind the more recent period of steam operation on LUL, Andy Barr MBE, LTM's head of heritage operations said: "Met 1 was out of ticket and in a sad state, so the LTM entered a contract with the Quainton Railway Society to get the locomotive up to full operation on an eight-year agreement – from 2011 to 2019.

"With us being a public body, we had to put the repairs out to tender because of the expected cost and I am pleased to say that The Flour Mill was the successful tenderer. It is important to explain that the cost of repairs did not come out of fare payers' pockets. We instituted a charity appeal and the museum underwrote the cost of repairs.

"In order to operate the locomotive on LUL, it had to be capable of running at up to 50mph. As with any locomotive which has been overhauled, it had to be run in. Initially at 25mph, this was done at the Avon Valley Railway. Having proved the bearings were fine, we were able to run it at 50mph on the Severn Valley Railway. In order to do this however, the

"The only plan for steam operations in 2020 is the Amersham Heritage Weekend on September 6/7. Trains will run between Amersham and Harrow on the Saturday and Sunday. That will involve L150, our 4TC carriages, *Sarah Siddons* and a Class 20. Plans for charters with our 1938 Stock are currently being finalised. We're keen to get lots of use out of it after its recent overhaul."

Met 1 drifts in to Ealing Broadway with the second train on June 22, 2019 during the District Line 150 celebrations. JOHN TITLOW

This side-on view shows off the locomotive's majestic lines. The 0-4-4T is seen with volunteer driver, Colin Ashman, on August 25, during the 50th anniversary celebrations of Buckinghamshire Railway Centre. MARK LEWIS/BRC

MORE THAN A MUSEUM

In addition to its popular Covent Garden Museum, the LTM opens its doors to The Depot at Acton Town on key weekends throughout the year. The next event is due to be held on April 25/26.

It's home to a collection of Underground cars, buses, full-size rail vehicles, models and artefacts that include signs, ticket machines and posters.

LTM also offers Hidden London, an exclusive programme of tours and events at disused stations and secret sites across the capital. Led by experienced guides, participants can explore locations rarely seen by the public.

For more details, visit **www.ltmuseum.co.uk** or call **0343 222 5000**.

Office of Road and Rail (ORR) had to give a dispensation to run at the higher speed."

Andy added: "The locomotive was moved to Ruislip Underground depot for preparation for running on LUL. One of the main problems was the fact that Met 1 was vacuum braked, and as we don't own any suitable stock, the solution was to hire a set of compatible carriages. The problem was solved by hiring in the old Chesham Shuttle set which we had sold to the Bluebell Railway when they came out of use in 1961. These coaches were particularly suitable, as they used to run on the Metropolitan Line. In addition, as we needed Met 1, we also used a genuine ex-Metropolitan Railway milk van to act as a riding van to carry the many bits and pieces which you need to run with a steam engine – such as watering hoses, lubrication and various spare parts in case of a breakdown."

"One of the greatest problems we had was who would drive the locomotive as there was no LUL staff with a competency to drive steam engines," recalled Andy.

"For 2013, we used Geoff Phelps, who is a qualified driver on the Dean Forest Railway. As well as a driver and fireman, we also had to have a qualified train operator to act as pilotman, and an operating official who was in charge of the train and all train movements."

WHAT NEXT FOR MET 1?

With the expiry of its boiler certificate imminent, a question on the minds of many of us is what the immediate future poses for Met 1.

"The deal was we would have use of it for the life of its boiler ticket," said Sam. "Bill Parker and his team rebuilt the loco from the bottom up, while our museum fundraised the £250k cost. A thorough inspection is due to be carried out imminently. We know some leaking stays cut its final season short at the Epping Ongar Railway.

"It was a huge privilege to have access to the last steam locomotive built at the Metropolitan's Neasden Works. We'll be handing it back with a healthy sum – which will contribute to its next overhaul. We don't anticipate there will be a huge amount of work to do."

Louisa Richards, Buckinghamshire Railway Centre (BRC) marketing manager said: "We are pleased to have Met 1 back home at the BRC in Quainton Road. However, we need to address a few boiler issues which will involve removing the boiler. Depending on what we find, we may decide to complete its 10-year overhaul a little early at the same time. We will have it back in steam as soon as we can!"

As the dream was beginning to turn into reality, those involved were discovering the many requirements there were to make the venture come to fruition.

"We had to train the volunteer crews in track awareness, electricity at work regulations and track geography and signalling," added Andy. "There was a particular problem as some of the gradients on LUL were particularly steep for a steam train. In addition, the signalling controlling LUL trains has to adhere to the specific requirements of rapid transit signalling, which is aligned to electric multiple units. This was particularly difficult as our signalling is designed for sighting from a cab right in front of the train, not 20 or 30ft behind the first wheelset.

"The Bluebell Railway stock was all fitted with slam-doors and we had to put a volunteer steward in every compartment to prevent passengers either opening the doors too early or sticking their heads out of the window. The latter issue was particularly important as on LUL, the tunnel walls are much closer to the carriages than on the national rail network. To obtain the sign-off for all of the arrangements, we had to get approval from a wide range of different organisations, such as the ORR, the railway trade unions and various fire departments, including the London Fire Brigade. Finally, we had to present all of our approvals, risk assessments, operating plans and emergency arrangements to the London Underground Directors Safety Committee. They approved all the arrangements."

Andy continued: "We had to prove in practical terms that all our arrangements worked, so we decided on an initial proving trial. Bill Parker of The Flour Mill arranged for the loan of the National Railway Museum's Beattie well tank No. 30587 and we ran that with our electric locomotive No. 12 *Sarah Siddons*, plus a battery locomotive to Baker Street station as an overnight test. We proved that the locomotive steam and smoke did not interfere with the fire alarms.

"The depot at Ruislip was too far to run the train back at night, so we used the permanent way depot at Lillie Bridge as our operating centre. We chose a weekend in December 2012 to run a full scale trial for the entire route to check that everything was compliant and we found that there was no part of the train which was a problem. I am also pleased to say the

A busy scene at Amersham during Steam on the Met on May 25, 2013. Heading the train are Met 1, WR 0-6-0PT No. 9466 and 1921-built Metropolitan electric locomotive No. 12 *Sarah Siddons*. GWR prairie 2-6-2T L150 (No. 5521) can be seen in the distance, along with a Class 20 diesel. ROBIN JONES

History is made at Earls Court station at midnight on December 16, 2012 during a test run with No. 1. ROBIN JONES

No. 1 is seen at Moorgate during the Hammersmith & City 150 celebrations on February 8, 2014. ROBIN JONES

whole trial, which was observed by the ORR and included a number of specially invited guests, was totally successful. This was again run overnight.

"After this test, we ran on two weekends in January 2013. This set the scene for a number of very successful trips in the following years. We ran a celebration of the 150th anniversary of the Hammersmith Line and we ran from Hammersmith-Moorgate and back, with passengers joining and leaving at Moorgate. Met 1 was performing splendidly and in subsequent years we ran to Chesham, which saw the Chesham set returned to its old stamping ground. Other runs were to Amersham and Uxbridge.

"We then looked at running Met 1 with air-braked stock, and we used a Class 20 diesel locomotive which we hired to act as a translator vehicle. To lessen the chance of a failure cancelling the service, we also widened the number of steam locomotives used. These included the late Dennis Howells' WR 0-6-0PT No. 9466 and a Bill Parker's GWR prairie 2-6-2T No. 5521, repainted in London Transport livery as L150.

"The Buckinghamshire Railway Centre team helped us quite a lot. We ran Amersham-Harrow double-headed with water facilities at Amersham and Harrow. Ruislip depot was used again as an operating centre.

"The trains ran perfectly in 2013, except on the second weekend when it snowed. The weather conditions caused a points failure. This meant that on one of the trips, instead of terminating as planned at Edgware Road, we could not access the correct platform. As a result, the train had to continue to South Kensington for an unscheduled reverse.

"The next year saw a similar operation, Hammersmith to Moorgate and back, with passengers joining and leaving at Moorgate. Met 1 was performing splendidly at the Hammersmith & City 150 event. Again, we borrowed the Bluebell Railway's MR carriage set."

Andy added: "In 2015, No. 12 *Sarah Siddons*, Met 1, No. 9466 and L150 took part. We ran Amersham-Harrow-on-the-Hill double-headed.

"For that year's operations, we again hired-in coaches from the Bluebell. Included in all the trains was a particularly special coach – MR First Class No. 353, originally introduced in 1887. It was restored with the aid of a National Lottery Heritage Fund grant under contract at Ffestiniog & Highland Railways' Boston Lodge Works from a derelict state – a task that was helped by a wagon chassis kindly donated by the Quainton Railway Society, allowing the coach to run in both vacuum and air braked trains.

"We ran coach No. 353 and the Bluebell's Chesham set between Ealing Broadway and High Street Kensington to celebrate the 150th anniversary of the District Railway using steam crews from Quainton and ran the train from Ruislip depot."

Andy said the reaction from passengers waiting for scheduled trains is something that he will live with forever: "It was a delight to see the faces of passengers as a steam train unexpectedly came through their platform."

In the engineer's words

Bill Parker, who runs the respected railway engineering firm, The Flour Mill, at Bream, near Lydney, Gloucestershire has enjoyed a close working relationship with Met 1 over a number of years.

"What an honour it has been to work with

Met 1 over the years! Neither Geoff Phelps nor I could possibly have imagined, when the BRC's Peter Bristow asked us in 2000 to overhaul Met 1 for the first time that it would lead us to the magical events of January 2013," enthused Bill.

"That relationship with LUL led to us bringing the National Railway Museum's Beattie well tank No. 30587 to Baker Street in the middle of the night, run our own small prairie, L150 in Metroland and, of course, to see Geoff drive Met 1 through the Metropolitan Railway tunnels to Moorgate.

"We've worked with so many good people, such as the late Andrew Bratton, former chairman at Quainton who 'delivered' the engine; Andy Barr, who has managed the entire project from the start on behalf of LUL and now the LTM; Howard Collins, now head of Sydney Trains, who as chief operations officer of LUL supported him throughout the project; and of course Sir Peter Hendy, whose uncompromising enthusiasm for the event as TfL commissioner ensured that all obstacles were overcome."

Bill continued: "Met 1 is truly special – a classic late-Victorian 0-4-4T, surprisingly powerful and very handsome indeed. Naturally, time has taken its toll, but LUL took responsibility for the inevitable boiler repairs and problems, such as the significant work needed to the cast-iron motion bracket/frame stretcher and later to the corroded top of the cylinder block – not to mention retyring the driving wheels. Throughout the period of the loan, every issue that arose was dealt with immediately – a luxury for any locomotive in preservation!"

He concluded: "The engine has always run freely and easily – the only difficulty in operation being the back head injectors, which once they heated up were a challenge to some firemen. However, it is a good and willing steamer – what a testament to our forefathers' skill! Everyone involved is delighted to see the LTM pressing on with steam on the outer Metropolitan Railway lines – we are all looking forward to 2020 – and beyond!"

> "We had to prove in practical terms that all our arrangements worked, so we decided on an initial proving trial. Bill Parker of The Flour Mill arranged for the loan of the National Railway Museum's Beattie well tank No. 30587 and we ran that with our electric locomotive No. 12 *Sarah Siddons*, plus a battery locomotive, to Baker Street station as an overnight test. We proved that the loco steam and smoke did not interfere with the fire alarms."

Andy Barr checks over Met 1 at Ruislip depot in August 2014. That year, the locomotive starred in the Hammersmith & City 150 celebrations. ROBIN JONES

In order to work on London Underground, Met 1 had to be capable of running at up to 50mph. Following dispensation from the Office of Road and Rail (ORR), the 0-4-4 was run at 50mph on the Severn Valley Railway. It is seen here running round at Bridgnorth on September 21, 2013. GEOF SHEPPARD/CREATIVE COMMONS

Sir Peter's view

Sir Peter Hendy, former commissioner for TfL and now chairman of Network Rail, remembers fondly his involvement in steam on the Underground. He remains an independent trustee of the LTM.

"I remember seeing a picture of L44 at the 1963 MR centenary celebrations," he recalled. "It all looked so good with a rake of coaches being steam-hauled on the Underground. That led to the 150th anniversary celebrations and Howard Collins wanted to make it something really special, which he did by celebrating with a train running light steam through the underground tunnels. We all were determined to do it all properly.

"Helped by the use of Met 1 and the Bluebell Railway's Met coaches, it all came together – not forgetting our carriage No. 353 and the restored milk van. The Beattie well tank gave as much steam as could be tolerated on the Metropolitan Line."

Sir Peter added: "This proved that TfL has a good sense of history. Boris Johnson, the then London Mayor, was blown away by it all. He opened the window while in the tunnels and thought it a great experience. He was completely mesmerised. He then got taken back to St Pancras, where we had a celebration and Boris made a congratulatory speech.

"There is an enormous public appetite for such events involving steam on the Underground, but the new signalling systems will not allow them to run. We're currently looking into a way forward."

Future plans

Asked what, if anything, is in store for 2020 in terms of the LTM's operations, Sam Mullins OBE, director of London Transport Museum replied: "The only plan so far involving steam operations is the Amersham Heritage Weekend on September 6/7. Trains will run between Amersham and Harrow on the Saturday and Sunday. That will involve L150, our 4TC carriages, No. 12 *Sarah Siddons* and a Class 20.

"We also hope to have our LMS-designed inspection saloon in the consist next year, providing a valuable operation vehicle. Numbered LT45029 and carrying the name *Florence Nightingale*, Sir Peter Hendy was instrumental in obtaining it. The vehicle has been restored by Arlington Fleet Services at Eastleigh Works.

"Plans for charters with our 1938 Stock are currently being finalised. We're keen to get plenty of use from it after its recent overhaul."

Sam was keen to stress: "Steam is not dead on the Underground. We've got something truly spectacular planned for 2021 that involves Network Rail. More details will be announced in due course."

He added: "The outer Met is the easiest because we can share with Chiltern Trains, so the LUL cab signalling is not needed – we can use the trip cock system instead. Subject to the usual permissions, we hope to be able to continue that operation.

"We believe we have a solution for the cab

Met 1 is seen in action during the Chesham 125 celebrations on August 16, 2014. The vehicle behind the locomotive is ex-Metropolitan Railway milk van No. 3. Now serving as a support vehicle, it was overhauled in 2012 to allow it to take part in heritage operations celebrating the 150th anniversary of the Metropolitan Railway in 2013. The next vehicle along is Jubilee carriage No. 353. ROBIN JONES

signalling system for our electric traction – but it's costly and is some way off yet."

Turning to the vintage carriages, Sam said he expects the use of No. 353 to continue at the Kent & East Sussex Railway. "It gets plenty of use and operating the coach there allows regular public access, something that's important, given the Lottery grant for its restoration."

Asked whether the Bluebell Railway's carriages are likely to see further use in future, Sam replied: "It's been wonderful to have them, especially with Met 1. We don't have any plans to hire them at the moment, but who knows what may happen in future."

Conclusion

The final word on the past 10 years involving Met 1 must surely come from Sam, who enthused: "It's been one of the high points of 25 years at the LTM. The complexity of these events was extraordinary to bring off."

Asked about his highlights regarding Steam on the Met, Sam replied: "The two years it took to get Met 1 and No. 353 underway were highlights. To see Met 1 in pieces was quite something – being late was simply not an option. Geoff and Bill at The Flour Mill did a cracking job.

"The events in 2013 were one of the highlights of my career. I shall never forget the night runs on the viaduct at Acton on the District Line. I remember thinking that if someone peered through their window, they would wonder if something had been put in the water – it was so surreal!

"Undoubtedly one of the highlights was travelling in a modern Tube environment in a vintage carriage. It was surreal looking out at King's Cross from a plush 1892-built carriage – with its varnished teak and button seats."

Sam added: "Another thing to reflect is that TfL has always been very supportive of LTM – but these events demonstrated to Sir Peter's colleagues that our museum could put on an event of worldwide significance. The media descended on the Met 150 celebrations. The journalists asked a question that was music to the ears of TfL executives – 'what about the next 150 years?' Their answer was that the 150 years have shown the need for continuous investment in the Tube. That's our role – to link the past with the present and to point to the future.

"You have to look back to look forwards. We did the unthinkable by bringing steam heritage operations to one of the world's most busy metros. The 250 people who made this happen are the ones we have to thank!" HR

WEST SOMERSET RAILWAY

Vacancies for Board Directors of the West Somerset Railway PLC

The West Somerset Railway (WSR) is one of the UK's premier heritage railways. We operate Steam and Diesel locomotives, hauling heritage rolling stock between Bishops Lydeard and Minehead. There is a timetabled service between April and October plus special Galas and a Christmas event. The WSR has over 1000 volunteers and a small paid staff.

Over the past year, the railway has experienced significant changes and financial challenges, but is now on a path to recovery, and we are looking for 3 Non-Executive Directors to join the Board and help drive our progress forward. The posts will cover Finance, People and Partnerships and Business Development. These are unpaid posts, but expenses will be paid.

The prospective job holders will need senior level experience and while experience of railway operations and voluntary work is preferable, this is not a requirement. We are keen to attract candidates that can extend the diversity of the current board.

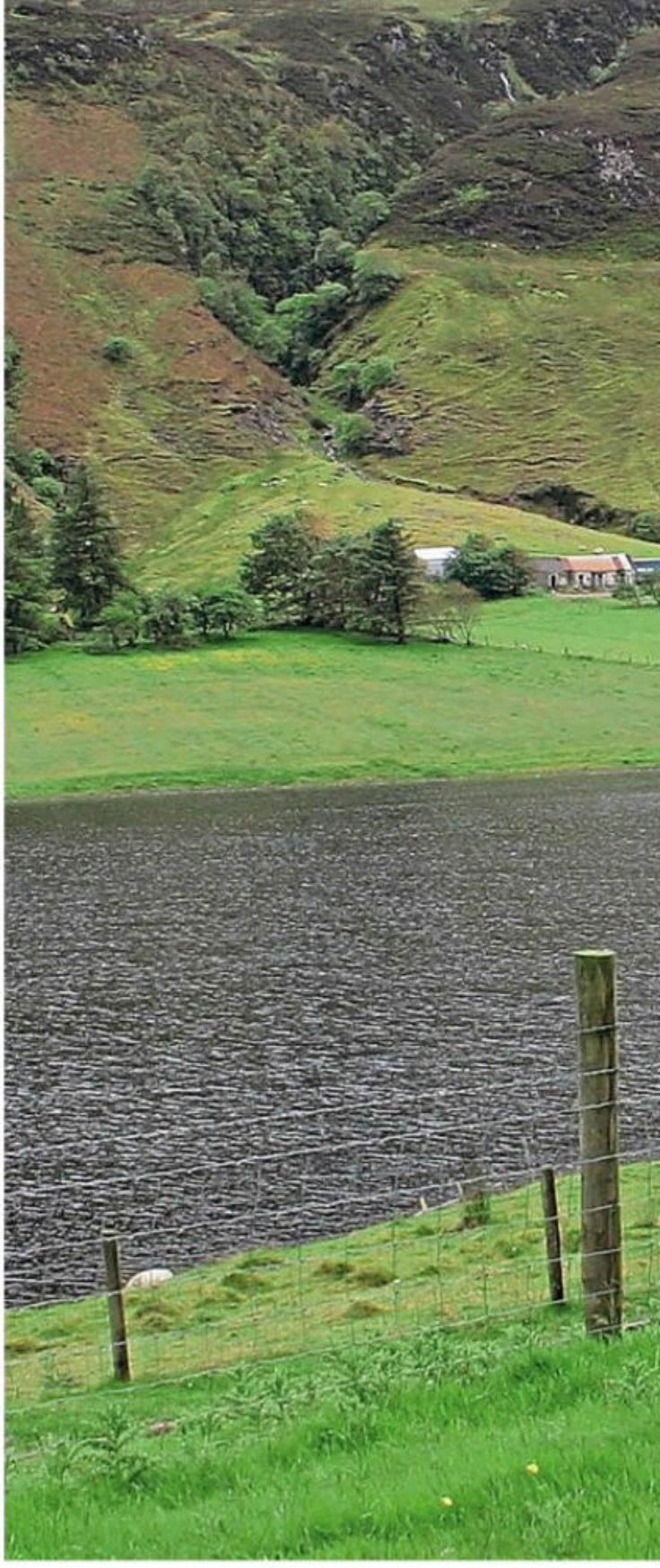
Prospective candidates should submit their CV (on no more than 2 pages) with a short covering note to: Jonathan Jones-Pratt, WSR PLC, The Railway Station, Minehead, Somerset, TA24 5BG.

A more detailed role profile explaining the specific requirements and the application form can be obtained from Sam Eastaugh at HR@wsrail.net

For informal discussion about the post please contact Jonathan Jones-Pratt on 01634 700408 or email direct to jon.jones-pratt@wsrail.net

Details of the WSR can also be found on www.west-somerset-railway.co.uk

GONE BUT FAR FROM FORGOTTEN



County Donegal Railways closed on December 31, 1959. Sixty years later, the railway is far from forgotten thanks to the valiant efforts of preservationists. **Hugh Dougherty** reflects on the last 60 years and speculates on where the 'wee Donegal' might now be going.

Thursday, December 31, 1959, has lived for a long time in the hearts and minds of the people of Stranorlar, for at 8.21pm, the last passenger train to run over the once extensive County Donegal Railways (CDR) 3ft gauge empire drew to halt in Stranorlar station.

Local people gathered at the station, mourning the passing of a unique and characterful railway that they had loved dearly.

At the train's head, was 2-6-4T, No. 5 *Drumboe*, and the arrival of that packed special from Strabane ended 96 years of local railway history. The following day, the CDR started to run its buses and lorries over its former railway routes from Strabane to Letterkenny, Stranorlar, Donegal, Killybegs and Ballyshannon. The railway era was over and no one expected a CDR train to run again in Donegal.

Personal recollections

As a boy, I had travelled from Ballyshannon to Rossnowlagh by railcar in the summer of 1959. The roar and swaying of Gardner-engined No. 18, the clank of its coupling rods, its bus seats, its friendly crew and the rural railway made a deep and lasting impression.

The CDR was something of a legend in our Donegal exile home in Glasgow, for both of my parents had travelled on the line in their own childhood and youth. My father, in particular, would tell the story of racing the train, about 1923, down through the scenic Barnesmore Gap on his bike as he cycled from Derry to Bundoran on holiday, and he would talk of seeing the little black engine pulling its coaches and wagons, slowly across the main road level crossing at Lough Eske station.

"I was always angry as it held me up at the crossing gates, and so the train beat me as it clanked past," he would recall.

Many of our neighbours had made their last trip on Donegal soil via the CDR to reach the Derry Boat to come to Glasgow, so the railway was well known throughout our community and many people tuned in on their then-new TVs, when BBC broadcast Pat Whitehouse's Railway Roundabout, shot in 1958, featuring the CDR. I was amazed, as an eight-year-old, to see the railway in action on our screen in Glasgow.

However, in the first week of January 1960, my father gave me the Irish Weekly to look at, for there was the story of the last train at Stranorlar, and the end of the CDR.

That, plus the fact that, on holiday in previous years in Bundoran, I would wonder at a CDR road services mail van, complete with the railway's magnificent crest on its door, parked outside the town's post office, and I began to want to learn more and more about this fascinating line.

Then, there were the company's buses, proudly carrying the railway's crest, and crewed by drivers and conductors who had been railcar drivers and guards, running on the former railway routes, to the same times as the trains they replaced. The company headquarters at Stranorlar, with its railway sheds and magnificent station building, along with the stations at Letterkenny, Strabane, Donegal, Ballyshannon, Killybegs and Glenties, were all still open to serve the CDR buses and lorries.

All of that, allied with the presence of CDR posters and timetables, advertising the services, gave you the impression that the railway might still be alive, and the proud staff certainly ran the road services as much like a railway as they could manage.

To a youngster however, and remember what it was like in those pre-internet and mass railway publishing days, when you thought you were the only enthusiast around, and when it was hard to find out information, there was the even more puzzling fact that you could see CDR steam locomotives and railcars at several locations across the county in the early 1960s.

At Strabane, you could see 2-6-4Ts *Meenglas*

Railcar No. 18 returns to Fintown on the Fintown Railway, with Lough Finn behind on June 23, 2011. Inset left: A close-up of the CDR crest. BOTH: HUGH DOUGHERTY

and *Drumboe*, and a good selection of red-and-cream coaches assembled by the goods shed.

Stranorlar yard had railcar No. 16 and, within its general stores building, 2-6-4T No. 6 *Columbkille*, railcar No. 12, coach No. 14 and a red wagon. If you asked nicely at the CDR headquarters office in the station building, these could be viewed.

Letterkenny station yard hosted 4-6-4T No. 11 *Erne*, several wagon frames and a covered van, while wagons Nos. 75 and 84 stood beside the goods shed at Killybegs. Most of the track bed was fairly intact at this time too, so to a lad like me, with a lively imagination and lots of adolescent hope, I could imagine, as an act of faith, the lot being put together again, and the railway coming back to life, phoenix-like from the dead.

It's interesting to speculate that, had it lasted a decade longer, the tourism value of the CDR might well have been realised, and at least part of it kept open, to emulate the Welsh narrow gauge, but in 1959 in the early Sixties, there were many in Donegal who felt that the narrow gauge was old fashioned. It had had its day, they said, and subscribed to the then widely-held view, that the future lay in airstrips across Donegal, American-style, to bring what they saw as modernity to the county.

There were others who viewed the railway as a reminder of bad times, with young people leaving on it for Scotland, England, and, worse still, for the United States and Australia, never to return. Others, of a more republican bent, and, perhaps, with long memories, regarded the railway as a link to the days of British domination when used for military traffic, so best done away with in the 'new' Ireland.

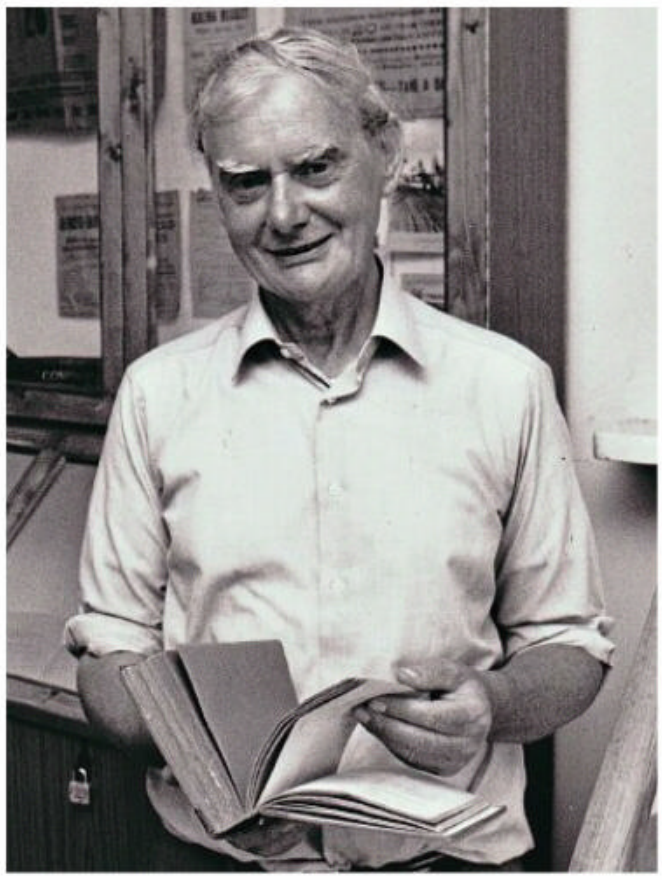
"Fintown continues to operate as an example of a non-enthusiast-run heritage line, and it shares its history with County Donegal Railway Restoration Limited, the body running Donegal Railway Heritage Centre at Donegal Town, for both grew out of the common root of the South Donegal Railway Restoration Society (SDRRS), founded in 1991."

Artefact survival

Above all, there were next to no railway enthusiasts in Donegal. The railway had been used to enthusiasts descending on it from Britain, before it closed, and to occasional attention from members of the Irish Railway Record Society from far-off Dublin. Apart from one or two exceptions to the rule, there was virtually no one locally who was interested, and certainly not enough people to form a preservation society. Neither, in then relatively poor County Donegal, did heritage of any type, never mind railway heritage, then rate highly, so the chances of anything remaining in the county were slim indeed.

Still, there was all the rolling stock around, and it transpired that this had been bought by Dr Ralph Cox, an American dentist who had made his fortune founding and running an airline after the Second World War. He had turned up at Stranorlar after the closure, and, again, at the official auction, to snap up the tank locomotives *Meenglas*, *Drumboe*, *Columbkille* and *Erne*. Dr Cox also bought railcars Nos. 12, 16 and 18, plus several coaches and wagons, the canopy roof from Stranorlar station, and enough rails to build a private 3ft gauge line at his home in Wildwood, New Jersey.

When I was aged 13, I managed to get my hands on this information and unlock the mystery of the rolling stock stored around the county. One of my teachers, who was also from Donegal, and knowing of my interest in railways, gave me a loan of his copy of the then-just-published David & Charles history of the CDR, written by Dr E M Patterson, the respected Irish railway historian.



The late Danny Boyle was one of the first people in Donegal to recognise the importance of its railway heritage. Danny is pictured in the County Donegal Railway Room at St Connel's Museum which he helped found. HUGH DOUGHERTY

CDR 2-6-4T No. 6 *Columbkille* is seen on display at the Foyle Valley Railway Museum in Londonderry, now run by Destined. The charity plans to reopen the Foyle Valley Railway and *Columbkille* may return to steam. HUGH DOUGHERTY

It explained so much to me, and, for my 14th birthday, I asked for and received my own copy from my parents. I was hooked for life on the CDR, and, with my new-found knowledge, felt bold enough to knock on the door of the CDR headquarters at Stranorlar on holiday, the following summer.

There, I had the privilege of talking to Jim McMenamin, driver of the last train, and, by then, a lorry loader, and heard his tales of racing early cars on the road between Fintown and Glenties where it ran alongside the track, while I struck up a long-term friendship with Danny Boyle. Danny was now a clerk, involved in keeping the CDR buses running, and he had been the last Glenties stationmaster. A railwayman through and through, he shared my enthusiasm for the CDR, answering all my questions and encouraging me, as a young person, to find out more, while showing me the extensive archive at Stranorlar, which stretched right back to the earliest days of the original Finn Valley Railway in 1863.

Danny, who felt that the closure was politically-motived and was far from inevitable, was also a great supporter of the idea of preserving something of the railway in Donegal. Thanks to his nightly 'export' of many artefacts on the CDR bus home, each evening, to his home in Glenties station house, he amassed enough material to form the basis of the current railway collection on show at St Connell's Museum, whose CDR room is certainly worth a visit.

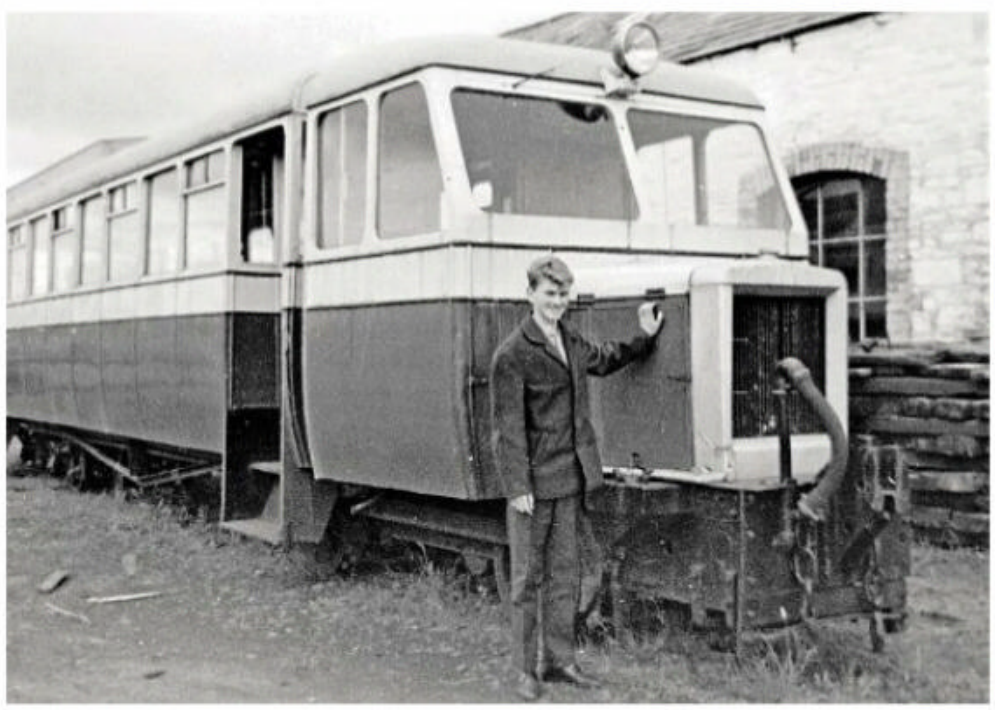
Thankfully, others were, by now, also thinking of doing something to rescue Dr Cox's treasure trove, marooned as he could not meet the massive bills necessary to take the rolling stock home to the USA. And the meter was running, for the stock at Strabane suffered grievously from vandalism and the rapaciousness of metal thieves after the former Great Northern Railway's Derry Road closed in February 1965. *Erne*, the last, surviving Baltic tank in Ireland, or the UK, despite being painted green by sympathetic Lough Swilly Railway bus workshop staff at Letterkenny, to help keep it in good condition in the open, was suddenly and mysterious scrapped in 1967 by the Hammond Lane Metal Company of Dublin, without permission being sought from Dr Cox.

At Stranorlar, where the CDR staff made sure that the stock in the stores building was kept safe and in good condition, rumours were rife that the CDR was being wound up. British Railways, as successors to the Midland Railway, which had bought the Donegal Railway Company in 1906 with the Great Northern Railway of Ireland, to form the County Donegal Railways Joint Committee, was keen to offload the still profitable, but road-based CDR. Coras Iompair Éireann (CIÉ), the Irish national provider of rail, bus and road freight services, was poised to take over the undertaking after legislation was pushed through the Dail in Dublin, and the Houses of Commons at Westminster.

That didn't happen until 1971, when CIÉ did take over CDR vehicles, buildings and services alike. However, rumours that CIÉ would not take kindly to the Stranorlar stock when it did take over, had been circulating for some time before that date.

Home turf preservation

It was just as well then, that the North West of Ireland Railway Society (NWIRS) had been formed in Londonderry in 1970, with the far-seeing David Lloyd as one of the founders, aided by stalwarts Arthur Wickham, Arthur



The author, aged 13, with railcar No. 16 in Stranorlar station yard in July 1964, at the stage he was finding out all he could about the CDR. HUGH DOUGHERTY COLLECTION

CDR 2-6-4T No. 4 *Meenglas* in a sorry state at the Foyle Valley Railway after being rescued from Strabane in 1989. HUGH DOUGHERTY

Diesel tractor No. 11 *Phoenix* can today be found on display at the Ulster Folk & Transport Museum at Cultra, near Belfast. HUGH DOUGHERTY

Thompson, George Sweeney, Gordon Marshall and Redmond Gallagher.

That was really the start of effective CDR preservation on the railway's home turf. By 1974, the society, which, remarkably, for that time, united both sides of Derry's religious and political divide, had succeeded in setting up a museum in the original CDR Victoria Road Station in Derry, rescued *Columbkille*, railcars Nos. 18 and 12, coach No. 14 and a red wagon from Stranorlar. Having laid track, it even had No. 12 in action on open days. That was just before the CIE bulldozers moved in during 1974, to flatten all former CDR buildings, including the magnificent station building of 1863, to show that CDR independence was dead. It had been a close call.

However, by 1978, the ownership of Victoria Road station had changed hands, and all the NWIRS rolling stock had to be moved off-site, and, thanks to the generosity of Lord O'Neill, space was found for it on his Shane's Castle Railway at Antrim, where the railcars were run occasionally.

The stock stayed there, in exile, until Derry City Council announced that it would build a new railway museum, to celebrate the history and heritage of the city's railways, on the site of the former Great Northern Railway of Ireland goods yard at Foyle Road, and, with much ceremony, the museum, housing the stock from Shane's Castle, opened in 1989.

The stock was joined by three items on loan from the Belfast Transport Museum – CDR railcar No. 1 of 1906, which the CDR had presented to the museum in 1956; CDR 2-6-4T No. 2 *Blanche*, preserved at the museum since 1960; and former Dublin and Blessington Steam Tramway railmotor No. 3, later sold to the CDR and converted into a railcar trailer.

Track laying had already started towards Coshquin, and CDR railcars Nos. 12 and 18 operated back-to-back for several years over three miles of track laid on the old GNR track bed, with the eventual aim of reaching Carrigans, just over the border.

These were heady and encouraging times for CDR preservation and for the North West of Ireland Railway Society, who ran the trains and museum, while the council, provided the finance and infrastructure, but the line was closed in 2002, after a dispute involving the council and society.

The museum was also closed, and the city council went as far as to seek tenders to sell off the site. After many ups and downs however, let's just say that a 50-year lease of the museum and railway to Destined, a charity providing services for people with learning disabilities, in 2016, has resulted in the fortunes of both museum and railway being turned around. Not only has 2-6-4T *Meenglas*, been cosmetically restored, but a seven-year plan envisages sister locomotive, *Columbkille*, being returned to steam to work trains over a revived Foyle Valley Railway.

Fintown

Meanwhile, railcar No. 18, the property of the NWIRS, gifted to the society by Dr Cox, was moved to the Fintown Railway in 2003, and has been in service there since that date. The three-mile Fintown line, laid on the former Glenties branch, was opened in 1995, using an ex-Shane's Castle Simplex diesel locomotive and two former Charlois tramcars.

The Fintown line, run by local body, Comhlach Traenach na Gaelchhta Lair (2000) Teo, has survived several financial and operational hiccups, and, because of lack of funds, has had to abandon plans to reach Glenties itself and bring steam to the railway. That was to be in the shape of 3ft gauge Barclay tank *Fair Maid of Foyers*, which was fully restored by the Scottish Railway Preservation Society, in the expectation that the locomotive would go to Fintown.

It never did, but Fintown continues to operate as an example of a non-enthusiast-run heritage line, and it shares its history with County Donegal Railway Restoration Limited, the body running Donegal Railway Heritage Centre at Donegal Town, for both grew out of the common root of the South Donegal Railway Restoration Society (SDRRS), founded in 1991.

The SDRRS was largely the creation of Joe Carroll, a Dubliner who worked in the fishing industry out of Killybegs, and who was a railway enthusiast. Joe, keen to seek employment other than fishing, called a

"At Strabane, you could see 2-6-4Ts *Meenglas* and *Drumboe*, and a good selection of red-and-cream coaches assembled by the goods shed. Stranorlar yard had railcar No. 16 and, within its general stores building, 2-6-4T No. 6 *Columbkille*, railcar No. 12, coach No. 14 and a red wagon. If you asked nicely at the CDR headquarters office in the station building, these could be viewed."

public meeting in 1991 at Donegal town, and the response, particularly from local people, was astonishing.

The attendance proved that Donegal people, since 1959, and, with the upsurge of tourism, were really missing their narrow gauge railway, and wanted it back in some shape or form. Two schemes came forward, one for the Fintown line, as now running, and the major and more ambitious one, of reopening the CDR mainline, through the Barnesmore Gap between Donegal and Stranorlar, initially with a six-mile section from near Barnesmore Halt to Derg Bridge.

Donegal Town station

In the meantime, a museum was established in the old Donegal station building, rented from a very supportive Irish state-owned Bus Éireann, which still uses part of the building, and which had inherited the property from the CDR. On show were displays on the history of the line, models, including a historic and pioneering 5.5mm scale rendering of Donegal Town station itself, by renowned Irish railway artists and modeller, George Hannan, and several artefacts.

Best of all, the SDRRS busied itself scouring the remote Donegal countryside for old carriages and wagons, and, before long the museum was home to a range of rescued vehicles, including passenger brake No. 28, railcar trailer No. 5 and several wagons. In addition, the NWIRS, the owners of 2-6-4T *Drumboe*, rescued from certain scrapping in Strabane by the society in 1989, gave the locomotive on long-term loan to the SDRRS, and cosmetic restoration began, to allow the engine to go on display outside the museum.

The SDRRS morphed into the County Donegal Railway Restoration Limited (CDRRL) to meet changing financial and charity regulations. Dogged by landowners refusing to sell land and threats of a yet-unbuilt Ballybofey bypass, the Barnesmore Gap scheme failed to materialise – despite a great deal of effort. So, too, did a smaller scheme, based at Donegal Town station, along the original railway track bed to Gorrell's crossing, as did suggestions that a section of the former Ballyshannon line at Rossnowlagh, could be developed.

CDRRL, which provides local jobs for staff at the Donegal Museum, has also produced publications about the railway, but the inability to produce a working section of railway, and the perception by some local interests, that the society had come to be dominated by English enthusiasts, and had become isolated from the local community, led to some falling away of membership.

County Donegal preservation at a glance

OPERATIONAL RAILWAY:

➜ **Fintown Railway:** fintownrailway.com

MUSEUMS:

➜ **Donegal Railway Museum, Donegal Town station:** donegalrailway.com

➜ **Foyle Valley Railway:** www.facebook.com/FoyleValleyRailway

➜ **Ulster Folk and Transport Museum at Cultra, near Belfast:** www.nmni.com/our-museums/Ulster-Transport-Museum/Home.aspx

➜ **Donegal County Museum at Letterkenny:** www.donegalcoco.ie/culture/countymuseum/

➜ **St. Connell's Museum & Heritage Centre:** www.glenties.ie/st-connells-museum-heritage-centre

Today, with Niall McCaughan, a new and innovative manager in charge, Donegal Railway Museum, as it has been rebranded, is pulling out all the stops to reconnect with the Donegal community and is looking into resurrecting the Barnesmore Gap scheme.

Helped by a crowdfunding initiative, it is also seeking to bring 2-6-4T No. 5 *Drumboe* – which headed the last train 60 years ago – back home to Donegal, from its current staging post at Whitehead.

The intention is to return it to steam in due course, while the museum is also being improved and developed as a tourist attraction. There is no doubt that there is plenty of action at Donegal Town, and the intention of having something operational within the next few years is very clear.

Future

Today, 60 years after its closure, the CDR is alive and well, if, perhaps, in a rather disjointed form, although all the various bodies in the north west of Ireland are now starting serious talks about sharing resources and working more closely together.

The story of the CDR as a working railway is a remarkable one of survival, and, in preservation, the story since 1959 has been no less remarkable, given social and economic conditions in Donegal up until the 1980s, the boom and bust of the Irish Tiger Economy, the effect of the Troubles on cross-border tourism, and the simple fact that it's taken several decades for a real value to be put on the county's railway heritage.

It would be easy to look at the CDR in preservation and perhaps compare it with the Welsh narrow gauge revival – but to do that would be to ignore the much smaller

Halcyon days on the Foyle Valley Railway: Railcar No. 12 tows railcar No. 18 in 1999, three years before the line closed. HUGH DOUGHERTY

Dr Cox visited the CDR stock at Shane's Castle Railway in 1978. He is seen in front of railcar 12, with railcar 18, coach 14 and 2-6-4T *Columbkille,* along with an official of Derry City Council. THE LATE DAVID LLOYD, HUGH DOUGHERTY COLLECTION

population in Donegal, and until recently, its relative remoteness, coupled with the fact that railway enthusiasts, outside the Belfast, Dublin and Cork areas, are thin on the ground.

On a positive note, Donegal County Council is planning to develop greenways for walkers and cyclists over much of the surviving trackbed of the County Donegal and Lough Swilly Railways. That would not preclude at a future date, running trains on sections which are now being conserved.

In addition, thanks to the work of the various societies over the last six decades, there is now a real appreciation and awareness of the railway heritage of the county. Not only is there popular support for a section of working narrow gauge line, but also a demand for the restoration of rail services into the county, with the former Lough Swilly Derry–Letterkenny line a popular candidate for reopening on the standard gauge, and connected to the existing Northern Ireland Railways line at Londonderry. The value of the raising of awareness of the county's railway heritage has been central to generating that desire.

No one who stood on that dark, New Year's Eve at Stranorlar in 1959, could have foreseen any of that. It seemed that the railway was dead, but today Fintown is running trains; Destined up at Derry is planning for that on the Foyle Valley Railway; and at Donegal Town, the railway museum is going from strength to strength, with the Barnesmore Gap scheme back on the agenda. Of course, if you can't make it to Donegal itself, you'll find the CDR exhibits at the Ulster Folk and Transport Museum at Cultra, their survival a tribute to the then very enlightened attitude to active railway preservation taken by the founders of the original Belfast Transport Museum during the 1950s, while Donegal County Museum at Letterkenny also has a small display on the railway.

Perhaps over the next decade, enthusiasts and tourists might be spoiled for choice as three operating CDR lines could be offering narrow gauge journeys into the past. I certainly hope that they will succeed, as Donegal has been a poorer place since the railway closed.

Although I know that I can never again make that same journey as I did in 1958, from Ballyshannon to Rossnowlagh by railcar, I can still get in touch with those days thanks to the work done by so few on behalf of so many over the last 60 years, to keep the Donegal alive for generations, too, who never knew its unique, Irish narrow gauge charm.

And the most remarkable thing of all is that railcar No. 18, which I travelled on all those years ago, is still alive and well, and I was on it last year. Heritage railways are truly time machines in their own right! HR

Left: Railcar No. 1 of 1906 was the first CDR piece of rolling stock to be preserved. It can be found on display at Cultra. HUGH DOUGHERTY

Below: Brake coach No. 28 is preserved on display at the Donegal Railway Heritage Centre, which is based in the former at Donegal Town station. HUGH DOUGHERTY

MERRY
Christmas
AND A
happy
NEW YEAR

AC Models

We wish you a Merry modelling Christmas thank you for your support again in 2019

www.acmodelseastleigh.co.uk

Happy Christmas to all readers, especially our visitors and supporters.
We look forward to welcoming you and meeting new faces in 2020.

CHOLSEY & WALLINGFORD RAILWAY

www.cholsey-wallingford-railway.com

Railfilms

Merry Christmas and Happy New Year to all readers and thank you for continuing support

www.telerail.co.uk
www.railfilms.com

Head of Steam
Darlington Railway Museum

Merry Christmas and a Happy New Year from Head of Steam – Darlington Railway Museum

www.head-of-steam.co.uk

CHIPPING STEAM FAIR 2020
SAT 23rd, SUN 24th & MON 25th MAY

Merry Christmas & Happy New Year from us all!

www.chippingsteamfair.com

SWANAGE RAILWAY

Season's Greetings from Swanage Railway

DIGITRAINS

Merry Christmas and Happy New Year to everyone

15 Clifton Street, Lincoln
LN5 8LQ
01522 527731
www.digitrains.co.uk
enquiries@digitrains.co.uk

Seasons Greetings from all at

RMH
130 High Street, Redcar, Cleveland

Redcar Models & Hobbies

T: 01642 494 912
E: andrewnpaton@ntlworld.com

Happy Christmas
from all at

RAILWAY RETREATS

07494 520867
01797 253850
bookings@railwayretreats.co.uk
www.railwayretreats.co.uk

Wish you all a Happy Christmas and look forward to seeing you in 2020

THE RAILWAY TOURING COMPANY

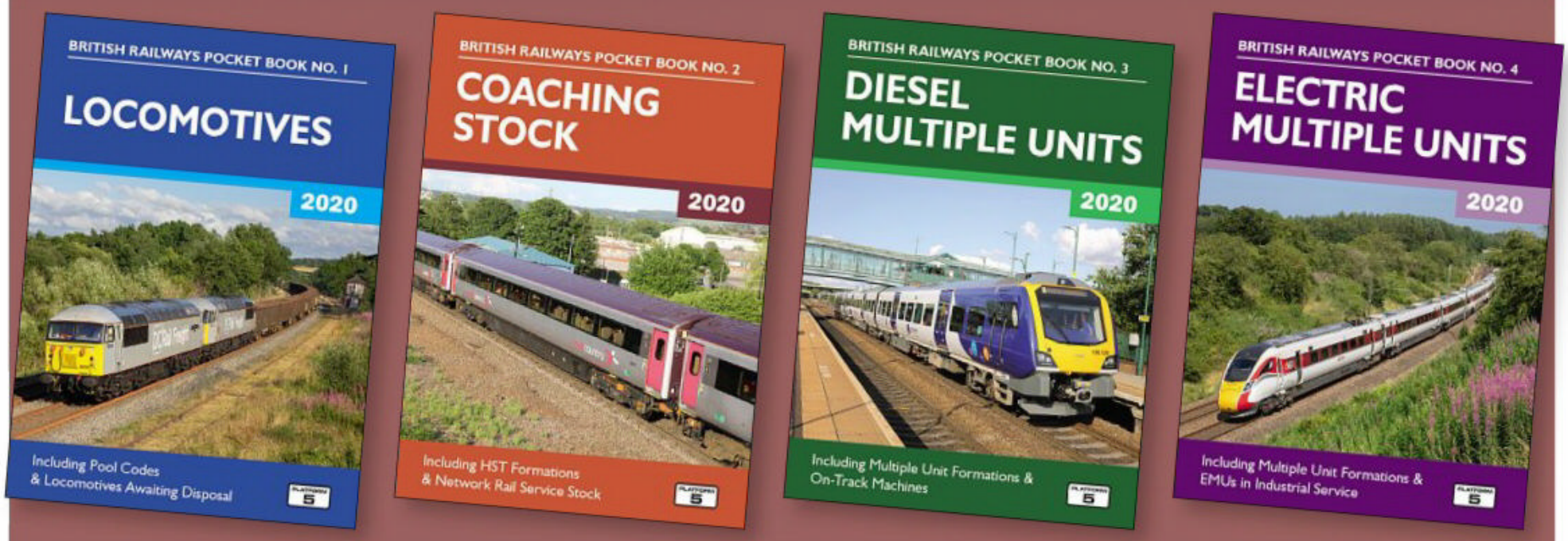
King's Lynn, Norfolk.
railwaytouring.net or
phone 01553 661 500

Season's Greetings from all at

HERITAGE RAILWAY
THE BRIGHTER STEAM NEWS MAGAZINE

PLATFORM 5 MAIL ORDER

24 HOUR ORDERLINES: T: 0114-255-8000 F: 0114-255-2471



PLATFORM 5 POCKET BOOKS 2020

The 2020 Platform 5 Pocket Books contain a complete listing of all vehicles in service on Britain's mainline railways. Including:

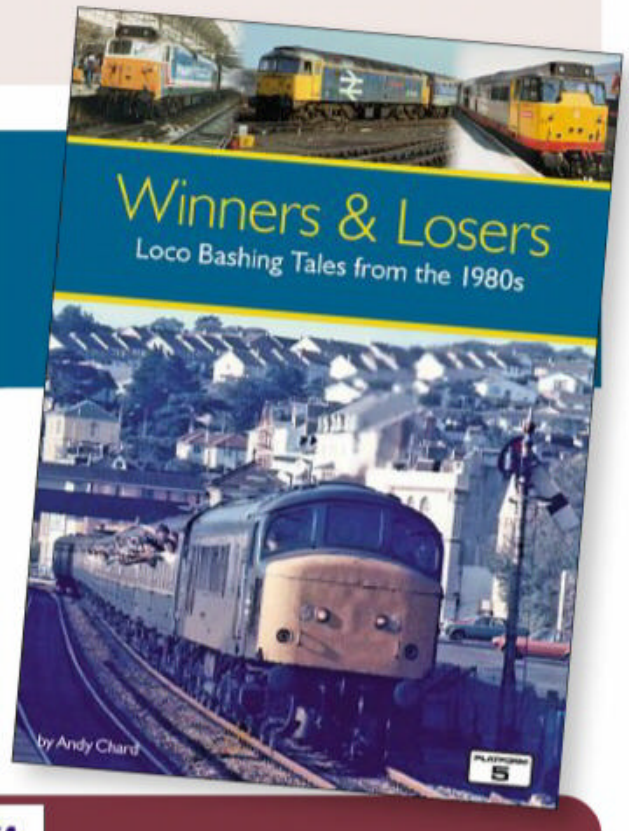
- **Overview of Britain's Railway System**
- **Depot Allocations and Locations**
- **Owner and Operator Information**
- **Named Vehicles**
- **Livery Details**
- **Technical Specifications**
- **Multiple Unit Formations**

The definitive guides to rolling stock on Britain's Railways. Widely used as a source of reference throughout the railway industry.

No. 1: Locomotives	**£5.75**
No. 2: Coaching Stock	**£5.75**
No. 3: DMUs & On-Track Machines	**£5.75**
No. 4: Electric Multiple Units	**£5.95**

Winners & Losers

Loco Bashing Tales from the 1980s



An engaging and light-hearted insight into the pursuit of locomotive haulage in the late 1980s. The adventures of a young man from Northern England are brought to life with well-researched data on locomotive workings, as well as historic, social and railway-related information from the time.

The book evokes the heyday of diesel locomotive haulage, when loco-hauled trains were commonly found throughout Britain – an era when the trains on Britain's rail network were very different to those of the twenty first century. **112 pages. Well illustrated. £17.95 + P&P**

HOW TO ORDER

Postage & Packing: Please add 10% UK (maximum £8.50); 20% Europe; 30% Rest of World. Please allow up to 28 days for delivery in the UK.

24-Hour: 0114 255 8000 or Fax: 0114 255 2471

Or send your credit/debit card details, sterling cheque or British postal order payable to Platform 5 Publishing Ltd. to:
Mail Order Department (HR) Platform 5 Publishing Ltd, 52 Broadfield Road, SHEFFIELD, S8 0XJ

PLATFORM 5 PUBLISHING LTD, 52 BROADFIELD ROAD, SHEFFIELD, S8 0XJ

TRACK TALK

➜ Hendrie the overlooked master engineer

WHILE contemplating recently the number of accomplished steam engineers Britain has produced and their enthralling biographies (Churchward, Stanier, Gresley, Bulleid and Stroudley to name but a few) my wife handed me issue 261.

I read Neil Sinclair's letter which provoked the thought that there has also been a goodly number of such engineers worldwide who sorely deserve a prominent place in history, yet seem to merit scarcely a mention: Lawford Fry, Paul Kiefer, Richard Wagner, Otto Jabelmans, Albert Reidinger – and, notably, David Anderson Hendrie.

After a spell with Sharp Stewart, he got a place as a draughtsman with the Highland Railway in Inverness (a notable achievement was a major contribution to the design of the well-known Jones goods 4-6-0).

He was obviously a gifted engineer and, I suspect, felt hobbled by the comparatively conservative policies of his employer. He sought a more expansive outlet for his potential and opted for South Africa where, fortuitously, his reputation had preceded him, courtesy of Hugh Jones (son of David above) and C Reid, the retiring locomotive superintendent of the Natal Government Railways, whose place Hendrie would take.

In the 20 years that followed, during which he aspired to the position of chief mechanical engineer of South African Railways, his career was unblemished. He produced 26 sturdy and reliable classes, ranging from large tank-engines and mixed traffic types to express engines, including his masterpiece the Class 12 4-8-2s A, B and C.

For a man of such nigh Herculean capabilities it is a great shame more isn't recorded of the life of this intriguing character. As it is, he remains something of an enigma – as inscrutable as the smile on the sphinx.

Martin McGinty, Frome, Somerset

STAR LETTER

Dramatic idea to lift our heritage railways

IN issue 260 you published my positive response to Chris White's letter concerning the future for small 'nowhere to nowhere' railways.

In the same issue, David R Holt writes from Australia and likens these railways to one near where he lives that failed, and because of that he fears that those in the UK will suffer a similar fate.

Interest and support for railway preservation is not at the same level in Australia and any comparison of the two is not meaningful. My previous scribble set out the basics for success for small railways, but there is much more they can do to not just survive, but to become highly rated and, more importantly, highly profitable.

Every preserved railway is a business and it has to think like a business. Visitors equate to turnover which, if costs are properly controlled, leads to profit.

Repeat business

Getting visitors to return time and time again is the 'magic bullet' and, as I said before, your railway has to be a place that people enjoy spending time at. No unkempt corners, no tarpaulined projects taking centre stage. If you discover something that works well elsewhere, don't be afraid to copy it – remember that 'imitation is the finest form of flattery'.

One of my National Trust visits was to Attingham House, near Shrewsbury. On arrival in the courtyard we were met by a gentleman dressed in 1700s garb who was a great actor.

In conversation with him later it transpired that he was a farmer in his day job and volunteering there was a hobby. He took the part of the man who had built the house several centuries before and (in the first person) told us about his life, his successes and his ultimate downfall and bankruptcy – all caused by him falling in love with a woman who took him for all he was worth.

The 25 minutes or so spent in his company was enthralling and gripping and it made the visit more than just an afternoon out and he didn't even take us into the house itself.

So, how does that help small railways? Find a charismatic character within your group or maybe team up with a local amateur dramatics society.

Perhaps let them use your station for a Murder Mystery one evening in return for them acting out your history at weekends.

Greet your visitors, dressed in the attire of the period, maybe as the stationmaster, and on other weekends, as his wife or perhaps the engineer who built the line.

Explain (in the first person) how you built the line and the troubles that you had with old Lord So and So who wouldn't let you cross his land and spoil his view etc.

As your talk unwinds, end it at the ticket office or maybe the tea room. Get people interested in the history of your railway.

Many railways already have a Father Christmas for their Santa specials, so is he, or she, your first guide?

Coach companies pay quite a lot of money for 'Blue Badge' guides at destinations and you can enjoy creating your own guides without all that cost.

Finish your act (because that's what it is) telling them that in future weeks, when you are busy, other characters will be telling their stories, so giving your visitors a reason to return.

Get them hooked on your railway as a place to go at weekends with more than just a train ride.

Let's be honest, they probably won't want to do the same short train ride too many times, unless there's a lot more going on around it.

Some of the larger railways do Second World War re-enactments for example and that's good, but it takes a huge amount of organising and probably involves a lot of cost.

Attract coach groups

Once you've got this storytelling down to a fine art, contact coach companies within roughly a two-hour drive and suggest meeting them to arrange a day trip to your railway.

I regularly get e-mails from venues that are putting on an event in a few weeks' time and they think that I can rustle up 50 people out of the blue. That's impossible.

Understand how coach firms operate and try to work with them. If they do one or two brochures a year they'll be planning them months in advance.

Offer the coach company a reduced visitor rate. They will be spending their money on advertising your railway and trying to get 50 people on a coach.

If those 50 then eat in your tea room and spend money in your gift shop, you're getting a great deal from the coach operator.

Contact the coach operator later to check that the visit was successful for them and ask if the feedback they received was good.

If it was, it's a great chance to suggest a date for another coach to visit and if there were any negatives in the feedback, work on them for the future.

Make your little railway a place that people want to keep coming back to, not just for the train ride but for a fabulous day out. Get this right and success is guaranteed.

Gerald Creed, Bristol

We should steam Ireland's most powerful locomotive

THE Railway Preservation Society of Ireland at Whitehead has done wonders over the years in preserving Ireland's steam heritage and the locomotive fleet is a credit to its dedication.

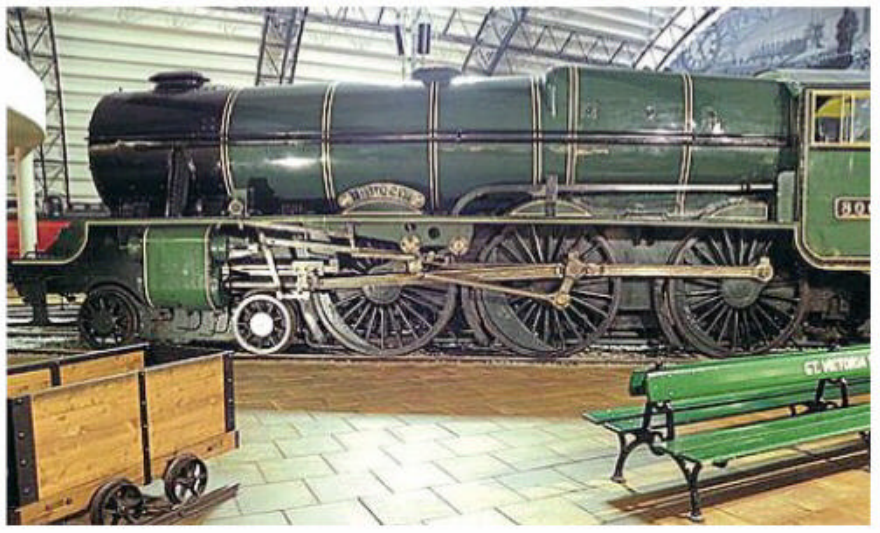
May I suggest that some thought be given to steaming what I believe to be the ultimate Irish steam locomotive, Great Southern Railways Class 800 4-6-0 No.800 *Maedb*?

It is the only one left of a build of three, and it is the most powerful of all Irish steam engines, bigger than a Royal Scot and only just smaller than a King, with three cylinders and an original boiler pressure of 250psi. It and its sisters could lift the Dublin trains out of Cork on their own, where the norm was two or three locomotives.

They were also capable of high speeds: No.803 was clicked at 103mph before the speedo broke!

So how about a plan to steam this lovely engine again, and see it on its old stamping ground, the Cork main line? Keep up the good work, RPSI, and thanks for a great mag.

William Bowditch, email



Class 800 4-6-0 No. 800 *Maedb* in the Ulster Transport Museum at Cultra in County Down. KENNETH ALLEN/CREATIVE COMMONS

Heritage railway operations should look to reverse Beeching closures

THE recent Conservative election manifesto confirmed that a Conservative Government wants 'to reverse many of the Beeching cuts', with a fund of £500 million set aside in the 2020/21 financial year.

Two specific projects are mentioned in the manifesto – Fleetwood and Willenhall – and two others – Ashington and Skelmersdale have been mentioned previously. The Campaign for Better Transport has costed these four projects at around £700 million, and listed around 30 other schemes that ought to be a priority for reopening, but at a potential cost of £5.5 billion.

Bearing in mind that the whole purpose of the heritage railway preservation movement has been to reverse the Beeching cuts, then now is surely the time for the Heritage Railway Association (HRA), supported by many of our heritage railways, to argue that the most sensible, cost-effective and efficient way to reverse some of the cuts is to start to financially support those heritage railways that are already providing a degree of public transport service.

Evidence from the recent franchise renewal for the Isle of Wight suggests that these trains are receiving a subsidy of £15 per train mile (around £3 million annually), and a substantial £26 million grant is also being provided to introduce five new trains, along with infrastructure renewal.

So, my proposal is that the HRA makes the case for a small part of the £500 million fund be set aside as a specific fund to support existing heritage railway operations. This could be at a rate of £15 per train mile for the all existing timetabled operations in the 2019 calendar year. I envisage that 25 to 30 railways would benefit from this grant at an annual total cost of around £10 million.

Ideally, this would encourage many of these railways to then extend their operations to full year-round, with longer operating days, in which case the grant might need to increase to around £20 million. Off-peak services would probably best be provided by diesel trains, and units such as the Class 153 and 156 should be ideal as they are already approved for main line use and suitable for disabled access.

In conclusion, I think that the heritage railway movement has the potential to much more and fully reopen as many as 25 to 30 railways with a relatively modest financial contribution from government, provided that it is willing to make the case.

David Smith, Sheffield

Bill Parker, owner of the Flour Mill workshop at Bream in the Forest of Dean, recently visited the Tashkent Museum of Railway Technics in Uzbekistan and presented Soyibjan Khijayev, the new director, with a copy of Steam on the Underground by editor Robin Jones and published by Mortons. The open-air museum is painting all the locomotives in time for anniversaries of both the Uzbekistan Railways and the museum itself. The director is pictured with streamlined P36 express passenger 4-8-4 No. 0250. The P36s are regarded as some of the best steam locomotives produced in the Soviet Union. A total of 251 P36s were built by the Kolomna Locomotive Works between 1946 and 1956. It was a very modern design for the time, with an all-welded boiler and roller bearings. It was very powerful but with an 18-ton axle loading which enabled it to operate passenger trains over most of the Soviet system. BILL PARKER

LMS 'Black Five' 4-6-0 No. 5000 can be seen on static display at the Locomotion museum in Shildon. DAVID TROUT

Not the first 'Black Five'

THE rich mine of railway history includes not only important dates, such as when the Rainhill Trials were held or when Mallard's world steam speed record was achieved, but also smaller details, such as when the earliest still existing Stanier 5MT 4-6-0 first took to the tracks.

Heritage Railway has just enlightened me on that one. Issue 261 carried a short news item which stated that the boiler from the earliest surviving Class 5, No. 5025, had just passed its steam pressure test at Aviemore on the Strathspey Railway.

That can't be correct I reckoned. Surely the pioneer Class 5 is No. 5000, now preserved in beautiful, but non-operational condition, at the National Railway Museum's outreach site at Locomotion in Shildon?

However, before typing my 'correction' to *Heritage Railway*, I checked.

The 100th edition of Locomotives Illustrated, edited by leading railway photographer Brian Stephenson, was devoted to the various classes of classic British two-cylinder 4-6-0s. Helpfully, the magazine carried a detailed list of the build and withdrawal dates.

No. 5025 was listed as being completed in August 1934, along with nine other classmates, by Vulcan Foundry as Lot No. 119 and withdrawn from service in August 1968.

No. 5000 was turned out by Crewe Works in February 1935, the first of 20 engines in Lot 114 of Class 5s that the LMS built in-house.

That information leaves me wondering why No. 5000 was officially preserved to represent the class as a whole.

Perhaps it was because it was the first to be built by the LMS rather than an outside contractor?

David Trout, Durham

The Wansbeck Valley line lasted a few days longer

TREVOR Gregg is to be congratulated on his excellent article on the Wansbeck Valley Railway (issue 261), particularly his description of 'The Wansbeck Piper' final train on Sunday, October 2, 1966, and his accompanying evocative photographs.

The occasion was both memorable and poignant for myself, as I was also privileged to have been a passenger.

I got to know the gentleman who was chairman of the Gosforth Round Table organising committee for the train, Mark Jones, when he came to live in North Yorkshire. Sadly, he passed away only very recently, at the age of 93. Mark was a brilliant calligrapher, and it is his skills that can be seen on the front of the tour programme and the banner at Woodburn (both pictured). He also made a video of the event.

If I may make the following observations: the one-mile, 59-chain Reedsmouth-Bellingham single-line segment of the Hexham (Border Counties Junction)-Riccarton (South Junction) remained open after the September 1 (not August 22) 1958 official closure date (a ramblers DMU special ran from Newcastle to Hawick and back six days later), served by the Morpeth pick-up freight. This lasted until November 11, 1963, along with Reedsmouth-Scotsgap and Scotsgap-Rothbury.

While the date of the final Thursday freight to Woodburn seems to have been regarded by Mr Gregg, and by a local newspaper, as Thursday, September 22, 1966, according to the Scotsgap signalbox train register book, a further freight ran exactly a week later – from Morpeth to Woodburn and return, the arrival at Woodburn being 12.35pm with departure at 2.54pm.

Although the 'Wannie line' officially closed from October 3, 1966, surprisingly both Scotsgap and Woodburn signalboxes remained open as usual, and were, therefore, in a position to signal the freight that ran on Thursday, October 6, to collect the remaining wagons. It is shown departing Scotsgap for Morpeth at 2.28pm and that's the final entry...

Charles Allenby, Malton, North Yorkshire

BRITISH RAILWAYS STINKS!

A light-hearted and accurate look at the work of the last generation of railway chemists, told in their own words by **Dave Smith** with **John Sheldon, Vince Morris, Geoff Hunt, Ian Cotter** and **Ian McEwen.**

Checking to ensure that Sealink's Irish ferries from Stranraer were not causing harmful pollution to mussel beds.

Many people would not realise that the chemist played a significant role in keeping steam, diesel and electric trains moving in the days of British Railways.

When I (Dave Smith) joined British Railways laboratories in the early 1960s as a chemist, an aunt asked: "What do you do, prescribe aspirin to drivers with headaches?" Nothing could be further from the truth but maybe some of the reality is even less credible at first sight.

The new book published by Mortons, entitled British Railway Stinks, covers the period from the 1950s to 1996 when BR disappeared, but provides a little of the early history when a chemist was first appointed to a railway company and a laboratory set up in Crewe in 1864.

My colleagues and I have compiled an account of our activities which are not in the public domain. It is a light-hearted, accurate look at the work of the last generation of railway chemists told in their own words. Our involvement with the wrong type of snow, leaves and fuel, torching coaches, helping police with their enquiries, keeping the High Speed Train going and trying to deal tactfully with complaints – although you may question whether the word 'tact' is appropriate – are all covered.

The book starts with an account from John Sheldon and others recounting the early days in the laboratories, which were located in Glasgow, Doncaster, Crewe, Derby, Swindon and London. In the 1950s, 60s and up to 1996 the traditional laboratory survived much like the picture below but had more occupational health and safety measures in place. A picture from 1890s in Swindon Lab is not very different.

Some of the work or the practices carried out were very questionable, as John Sheldon recounts about the early days: "The Cold War against communist Russia had been raging for more than a decade when two railway chemists from the Derby Area Lab were ordered to Trent Junction, a key railway location to the south of Nottingham. Ordinary lads, not heroes, they had been briefed in advance and knew what they had to do.

> "Adventures with anthrax in King's Cross station was something not expected, any more than dealing with weevils."

"The Sheet and Sack stores building, a former Anderson air raid shelter, had been infiltrated and their job was to ensure that there would be no living thing remaining by the time they left. Their weapon of choice was trichloroethylene, known in the trade as Trike, a toxic solvent.

"The pair were young and keen, knew the dangers and planned for them. One would enter the building by its only door, fully kitted out in overalls and a gas mask, and make for the far end. Then he would open the drum of Trike and liberally disperse the contents over the opposition as he made his way back to the entrance. The other operative, similarly kitted up, would stay at the door, ready to intervene at the first sign of his colleague being overwhelmed." A rather drastic and hazardous approach for killing weevils.

This story is in contrast to what happened in the 1970s when Scientific Services, as it was then known, evolved into providing scientists and not 'mere chemists' or 'Stinks' as we were known. We became the bastions for providing occupational health and safety services to railway works, depots, civil engineering to name a few. Adventures with anthrax in King's Cross station was something not expected, any more than dealing with weevils.

Of course, the railways in the early days of our tenure were very different from how things are now. BR had hotels, hairdressing salons on stations and made paint, greases and cleaners – and we provided technology for cleaning trains, as well as the occasional Rolls-Royce car contaminated by brake block dust.

In the early days, BR was a common carrier and was required to deliver seed potatoes in wagon loads. When claims were made against BR if the potatoes were frosted in transit, Scientific Services were required to ascertain whether the claim was justified: an example is given below:

"The journey was often slow, with the final leg being one wagon 'tripped' to a siding and the station staff phoning the farmer to tell him to come and collect his spuds or pay for their storage. It was a favourite trick of farmers to complain that potatoes had been damaged in transit and for BR to receive a request for compensation. Often the Area Labs were requested by the Claims Department to confirm the legitimacy of the farmer's tale. At the London laboratory, John Salmons, himself a country boy, was known as 'Mr Potato' because of the number of times he was asked to adjudicate between BR and a farmer. On one

The area laboratory in Calvert Street, Derby in the 1950s.

occasion he was asked to go to a remote farm in Kent to examine a load of potatoes which the farmer claimed had 'frosted' in transit and were therefore useless. The containers were usually packed with straw to provide some sort of insulation during such journeys.

"John travelled to the nearest station and was collected by the complainant. He was driven deep into the countryside to examine the defunct tubers. It was soon apparent that the damaged potatoes were in the middle of the load, which suggested they were rotten when loaded, since if the frosting had occurred in transit it would be the outermost ones affected first.

"John made the mistake of telling the farmer there and then that he would be reporting to refuse compensation. The farmer suddenly became less than friendly and ordered John off his farm. "John, of course, had no knowledge of local buses; indeed, no knowledge of which direction to go in to get to the station, any station. The next day, he regaled us in his rural burr with the story of how he was stranded in deepest Kent. He never did tell us how he got home, but from then on, he always told a complainant that his report would be 'in the post'."

Ahead of the game

The role played by us in developing technologies should not be forgotten in many areas of science. The development of Sandite for dealing with the wrong sort of leaves is one prime example.

The first experiments were carried out in the laboratory at Derby using a kitchen liquidiser to make the first small scale batches.

In order to test the effect of these early formulations on the track, things had to be scaled up and a cement mixer was the preferred means of producing large volumes. Sandite is now made on a commercial scale for use in the autumn leaf fall season.

Fire safety of vehicles also played a part and necessitated some rather scary tests – but we all survived to tell the story. Following a fatal fire in the early hours of July 6, 1978 in a sleeping car travelling to Taunton, we were asked to set up a fire technology unit in order to ensure that fires were unlikely to break out and spread rapidly on a moving vehicle with such disastrous consequences. The fire was caused by sacks of dirty bed linen, which had been placed in front of an electric heater.

It was evident that we needed to take a different approach with regard to bedding and seating and the integrity of the vehicle. It was essential that full scale tests were carried out and although costly, it proved to be an essential approach. The test facility was designed by a BR architect with the name of 'Dante' and hence the facility was called Dante's inferno.

Condition monitoring of machinery of all types by analysis of the lubricating media is now commonplace but the formative steps in protecting the diesel fleet of BR were worked on in the Scientific Services laboratories. The lifeblood of these engines, the crankcase oils, were analysed regularly by our chemists to ensure the oil was suitable for further use, but more importantly to pick up clues on any potential problems with the engines themselves. From small beginnings with relaxed turnaround of results, the service expanded to include all main line diesel locomotives and DMUs with the potential to report results on the day that the oil samples were received.

It was nice of Thomas the Tank Engine (steam) to look after the fuel for the diesels! Checking fuel tanks was a regular job on depots.

Above: Developing black rolled in leaf film on the head of a rail.

Right: Rapid spread of flames in Class 503 stock during a fire test at Derby.

The success of this scheme was invaluable in the early days of the HST in preventing catastrophic engine failure and helping with the improved reliability as these units racked up immense mileages between major services. The laboratory techniques developed to enable speedy analysis of the large numbers of oil samples arriving daily led to automation on a scale previously unknown and bringing in royalties to the department.

The chemists of Scientific Services supported all departments of BR in the use of a vast range of materials – lubricants, paints, fuels, waters, etc. – and came to the fore when things 'went wrong' in providing investigational work for speedy resolution to keep the railways running.

Not just leaves on the line

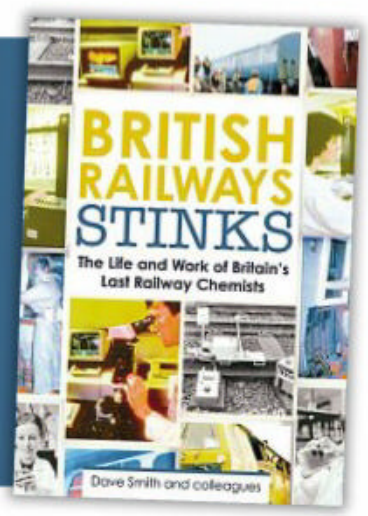
Having said all of that, the work of the Scientific Services chemist was not always so exotic and at the cutting edge of science. Many will remember the signs in railway coach toilets to 'not flush the toilet whilst the train was standing in the station.' Needless to say, the track beneath the platform soon became littered with soiled toilet paper or worse still, visible piles of poo. This was clearly not acceptable and when Barbara Castle, a Government minister, instructed that this had to stop, it led to the Control Emission Toilet evolving as part of an overall European railways initiative to address the problem. The work carried out by our lucky chemist in Derby, simulating toilet waste conditions, resulted in this equipment used today working effectively and being maintained safely. Who would believe as part of this project that BR Research had a monthly standing order with Boots the Chemist for a gross of disposable nappies, sanitary towels and, condoms?

Another rather bizarre story involved the chairman of BR. We were called in to investigate a spillage of mercury metal in the BR chairman's office that had been put down the toilet by cleaners. A senior scientist wrote a letter to the chairman explaining that exposure to mercury was well known to affect the mental capacity of humans. Therefore, all decisions taken by him during the previous fortnight and probably for the next fortnight should be ignored as being potentially unsound. Fortunately, this conclusion was amended by his manager!

The anecdotal, but factual stories in the book reflect the changes in the railways and how the railway chemist transitioned into scientists dealing with forensic investigations, condition monitoring, wrong type of snow, fire technology, pest control, complaints from rail travellers, cleaning etc.

We hope the readers enjoy the book as much as the authors did when chronicling their experiences. HR

➜ British Railways Stinks was officially launched at Wirksworth station on the Ecclesbourne Valley Railway on November 29. It is available priced £14.99 from Mortons Books at www.mortonsbooks.co.uk



THOSE CHRISTMAS LIGHTS FANTASTIC!

Last Christmas, the Dartmouth Steam Railway & Riverboat Company originated a new phenomenon to the UK heritage sector, in the form of the illuminate Train of Lights. It was an instant hit: all 18,000 seats quickly sold out, and now several other major heritage lines have arranged similar attractions for this festive season, report **John Titlow** and **Robin Jones.**

BR Standard 4MT 4-6-0 No. 75104 *Braveheart* exits Greenway Tunnel at the head of a Dartmouth Steam Railway Train of Lights. DSRRC

It all started last year on the Dartmouth Steam Railway, and watching the stupendous success of its Train of Lights from afar, other heritage lines saw that there was a market to be filled by running American-style illuminated Christmas trains as an alternative, although not by any means replacements, to the traditional Santa specials and the more recent Polar Express phenomenon.

This year, the North Yorkshire Moors Railway has run its Northern Lights Express, the Nene Valley the Winter Lights Spectacular, the North Norfolk Railway the Norfolk Lights Express, Winter Wonderlights at the Great Central Railway and the Severn Valley has also dipped its toe in the water with Steam in Lights.

All but the GCR offering have been organised with the help of Andrew Pooley, who was part of the Dartmouth team that originated the concept before leaving that company a year ago.

It appears that Dartmouth has 'discovered' a new phenomenon which now holds out the promise of being a regular annual feature for several other lines, potentially as big in its own right as Santa trains, Thomas the Tank Engine events and 1940s weekends.

Surprisingly, some of the other major railways are yet to pick up on the popularity of this event. Perhaps next year all will change and this will be the way to go. It takes much investment financially to set up and organise regarding crews.

For now, the Dartmouth Steam Railway has, as reported in Headline News, been shortlisted for the Heritage Railway Association's new Award for Special Events. As reported elsewhere, the winner will be announced at the HRA awards night at the Burlington Hotel near Birmingham New Street station on February 8.

At the Severn Valley Railway, preparations started at the beginning of October at weekends using volunteers working around the Wizard and Ghost Trains, Christmas Fayre weekend and A1 Peppercorn Pacific No. 60163 *Tornado* visiting for three weekends.

Decorating the carriages with lights took five days using specialist lighting company SLX. The work started in the carriage shed at Kidderminster and was completed in the rain at Bridgnorth.

For four decades the SVR has rested on its laurels, providing one of the best Santa trains in the country running an intensive service between Kidderminster and Arley. This year has seen everything change with

In BR black, GWR 2-8-0 No. 2857 runs through Hampton Loade on December 4. JOHN TITLOW

Draped in lights, B1 4-6-0 No. 1264 simmers at Levisham with the Northern Lights Express on the North Yorkshire Moors Railway on November 29. CHARLOTTE GRAHAM

A market-shaping line for all seasons: the Train of Lights headed by BR Standard 4MT 4-6-0 No. 75104 *Braveheart* passes Greenway Halt. The sell-out event has reinforced the Dartmouth Steam Railway's position as a major plank of the Torbay tourist economy and an all-year-round attraction, nearly half a century after Dart Valley Railway plc bought the closure-earmarked line straight out of BR service. DSRRC

GWR pannier No. 7714 passes the magical forest as it climbs Eardington bank on the Severn Valley Railway on December 4. JOHN TITLOW

the Christmas market being turned on its head.

Santa trains now operate both ends of the line from Bridgnorth and Kidderminster, all terminating at Highley making the signalbox the busiest on the railway. Added to this is the Christmas Cracker Express running Tuesdays, Wednesdays and Thursdays for local schools, and the diner, gin and wine trains.

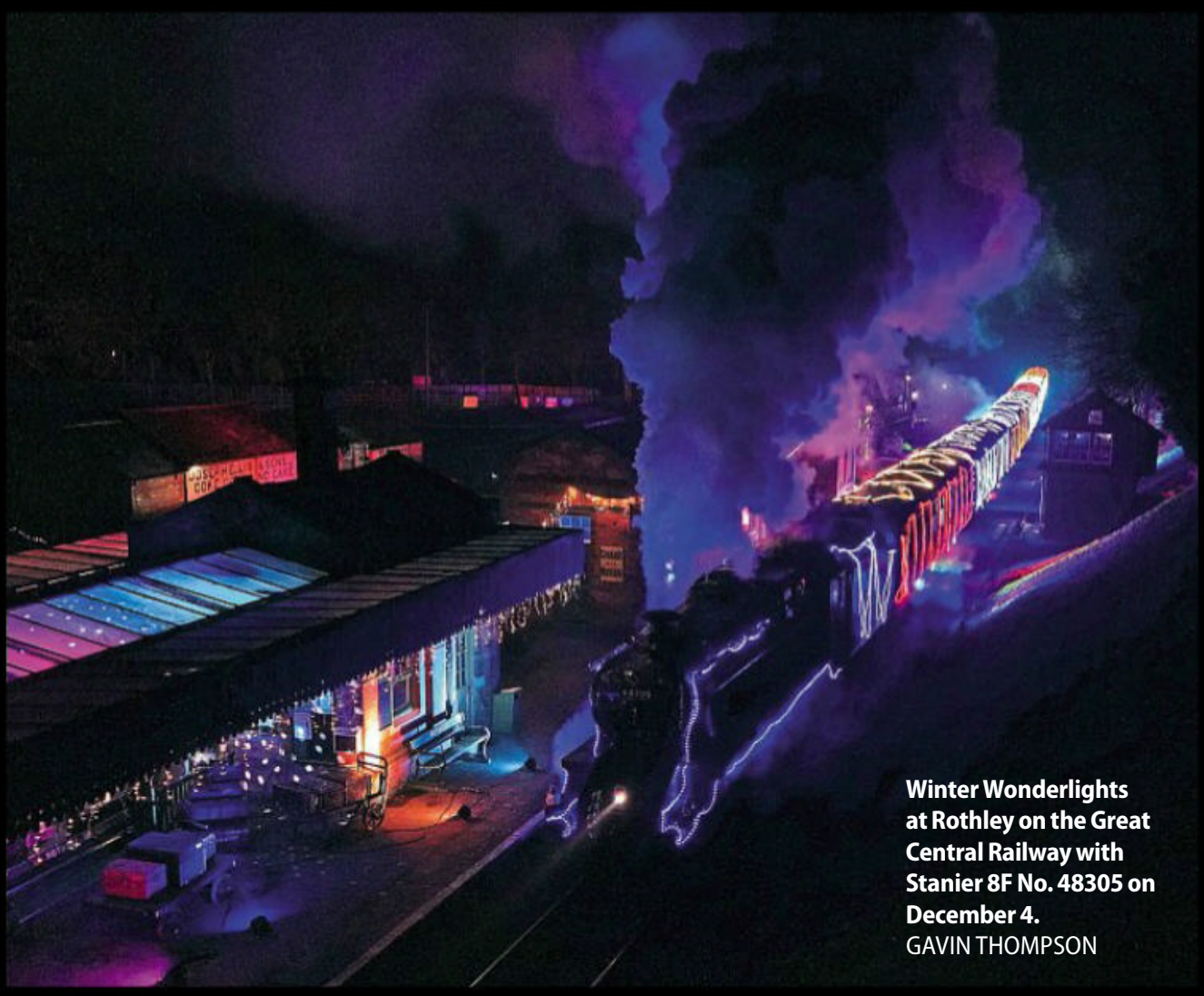
The Steam in Light train departs Bridgnorth at 5pm and 7.15pm for a 75-minute round trip to Highley and is aimed at families with older children.

The onboard story is a quest to locate the mythical mischievous Christmas Cacklers that are hiding along the line.

The train is limited to a maximum 15mph, but slows to a walking pace passing the special Christmas illuminations along the trackside and stations giving everyone a good view.

One spectacular illumination sees coloured lights in the nearby woods light up the trees and branches from the ground. A snow machine adds to the spectacle, triggered by the train as it passes. At Highley, passengers are requested to change sides in carriages to get a different view.

Trains are top and tailed with GWR 2-8-0 No. 2857 facing south outward and No. 7714



Winter Wonderlights at Rothley on the Great Central Railway with Stanier 8F No. 48305 on December 4. GAVIN THOMPSON

The lineside at the Great Central Railway becomes a dazzling array of colours. GCR

The pine belt alongside the North Norfolk Railway becomes a world of mystery and imagination during the Norfolk Lights Express. NNR

facing north returning. To be in the middle of the train and look along as it illuminates the surrounding countryside with the sound of a steam loco at each end working is magical. Bemused sheep which are used to regular trains aren't sure what to make of this. Local people turned out to watch this spectacle go by and speaking to people on board, the impression is one of amazement.

Tickets cost £22 per adult and £15 per child. Passenger numbers were 8500, with all trains sold out.

The lead coach carries the generators to power the computer-controlled illuminations. The coaches are dedicated especially for this and not used for any other services.

All of this would not have been possible without the advancement of LED lighting, which uses considerably less power than tungsten lamps and is much more robust. Rope lighting is securely draped across the roofs and along the carriage sides, while below the carriage running boards are powerful coloured LEDs illuminating the countryside. When running through woods and cuttings, the effect is accentuated.

The event is helped by improved parking and the recently opened refreshment room at Bridgnorth. To mark the occasion, the railway organised a special Santa service on Sunday, December 1 with every seat offered free to local family charities.

This Christmas came ahead of the 50th anniversary of the SVR's first public passenger services next year and Nick Ralls, the SVR's outgoing general manager said that the timing was fitting: "We'd love to go into this landmark anniversary safe in the knowledge that as well as celebrating our past, we are making constant steps to protect our heritage for future generations."

Before we closed for press, ticket sales from the Great Central's Winter Wonderlights had gone over the minimum budget by 25%.

The North Norfolk Railway responded to the unprecedented demand for seats on its new Norfolk Lights Express by adding a further 10 trains, after demand for seats outstripped all expectations with the initial 55 approaching full. The services will now continue to operate through to January 5, with a further 2000 seats for sale.

Managing director Hugh Harkett said: "While the external view is incredible, the lighting and scenes along the track will, I am sure, make this a real trip to remember for our visitors of all ages. The train's external lights provide amazing technicolour effects for passengers as the train passes through the cuttings along the route." HR

Trackside tableaux on the Dartmouth Steam Railway. DSRRC

EXCLUSIVE DVD READER OFFER...

BRANCH LINES OF WARWICKSHIRE

This ever-popular series of films on the Branch Lines of England now reaches the very heart of the country, as we explore the old railways of Warwickshire with railway historian and author Colin Maggs.

Although many lines eventually became part of the **GWR,** some belonged to the **LMS** network. They were constructed between the early 19th century and the first quarter of the 20th, performing a wide variety of roles. Towards the north is the **London & Birmingham Railway**, which later became part of the **London & North Western Railway,** and other routes included the **Midland Railway's** main line in the area, which ran from Bristol and Gloucester through Birmingham to Derby. You will discover how and why they were built and, providing comparisons with rare historic photographs, we visit the scenes as they are today.

Our tour extends from the big cities of **Birmingham** and **Coventry** to delightful remote rural stations, and encompasses listed Victorian buildings, stunning viaducts, and a line which was crossed by the longest canal aqueduct in England.

There is a comprehensive feature on the history of railways in the area around **Stratford-upon-Avon,** which is enhanced by a visit to the town's railway museum. Other branches featured include those from **Water Orton to Streetly, the Kingsbury branch, the Stonebridge Junction Railway, Monument Lane to Harborne, Kenilworth to Berkswell, Coventry to Nuneaton, Rugby to Leamington and Warwick, Flecknoe to Marton Junction, Studley and Astwood Bank to Salford Priors, Wilmcote to Shirley and Bearley to Alcester.**

We also take a ride on the **Shakespeare Express,** a steam-hauled train which runs in each direction from **Birmingham Snow Hill to Stratford,** on a line which may well have been lost forever, but for a defiant campaign to save it. In addition, we visit the charming **Echills Wood Miniature Railway.**

This delightful tour of Warwickshire, based on the book by Colin Maggs, is packed with interviews, fascinating location film, maps and excerpts of wonderful colour archive footage. **We were blessed with so much excellent material that we decided to make this a two-disc extended edition, with the lines which became part of the LMS on Disc 1, and those of the GWR on Disc 2. Enjoy the ride!**

*** SPECIAL OFFER ***

As a Heritage Railway Reader, you save £4.50 when you order this DVD, which is normally priced at £14.95 plus £2.50 p&p. Readers in Europe (inc. Rep. of Ireland) pay a total inc. delivery of £14.95. If ordering from Rest of World please pay total inc. delivery of £13.79 (no VAT applicable outside EU).
Offer available until March 31st, 2020

Order by post: complete below and send to 1st Take, PO Box 1840, Yate, Bristol BS37 4WB
Order by phone: call 01454 321614 or Order Online at www.1st-take.com Quoting 'HRBLW1219'

DVD TITLE	PRICE	QTY	£ TOTAL
Branch Lines of Warwickshire (Duration: 160 mins.)	£12.95*		
	Postage and Packing		FREE
*For overseas prices please see details above.	GRAND TOTAL		

Your name.....

Delivery address.....

.....Post Code..... Tel No .....

Please accept payment by cheque made payable to '1st Take Ltd' to the value of .....

Or payment by MASTERCARD / VISA / DEBIT / AMEX CARD No. (delete as applicable)

Expiry Date ..... / ..... SECURITY CODE..... (Last 3 digits on back of card)

To see the full 1st Take DVD range visit www.1st-take.com

RAILS OF SHEFFIELD

railsofsheffield.com

Corporate members of National Railway Museum

WANTED

CASH OR EXCHANGE

WE WANT **ANYTHING** MODEL RAILWAY RELATED, ANY AGE, ANY GAUGE, FROM A SINGLE ITEM TO A LIFETIME COLLECTION. DISTANCE NO OBJECT. PLEASE TELEPHONE, OR EMAIL YOUR LISTS TO SECONDHAND@RAILSOFSHEFFIELD.COM

BUY · SELL · EXCHANGE · ANY GAUGE · ANY AGE

RAILS OF SHEFFIELD VALUE YOUR SECOND HAND COLLECTION VERY HIGHLY

LOCOS - COACHES - WAGONS - TRACK-WORK - CONTROLLERS - ACCESSORIES
DIE-CAST - LORRIES - BUSES - PLANES - SOLDIERS - RAILWAYANA - AND MORE

FULL COLLECTIONS PURCHASED / UK & WORLDWIDE COLLECTION AVAILABLE

TOP GUARANTEED PRICES PAID

We urgently require collections of any size, featuring products from the following manufacturers:

FAMILY BUSINESS FRIENDLY SERVICE

HORNBY · BACHMANN · MAINLINE RAILWAYS · GRAHAM FARISH · dapol · BASSETT-LOWKE · LGB · Athearn · BACHMANN · Spectrum · Lenz ELEKTRONIK GMBH · VITrains models · märklin · FLEISCHMANN · Rivarossi · Lima · Jouef · Triang RAILWAYS · Wrenn RAILWAYS · BRAWA LIEBE ZUM DETAIL · LIONEL · DJH MODEL LOCO · LILIPUT · HELJAN · ATLAS MODEL RAILROAD CO., INC. · KATO PRECISION RAILROAD MODELS · Roco · AIRFIX · Electrotren · FALLER · PIKO · ARNOLD · MINITRIX · TRIX · REPLICA RAILWAYS · HORNBY DUBLO · WALTHERS · DINKY TOYS · MATCHBOX · CORGI TOYS · MECCANO · SCALEXTRIC · Triang MINIC Motorways · JB · EXLEY EDWARD EXLEY LTD.

WE ALSO BUY RAILWAYANA

SIGNAGE AND TOTEMS

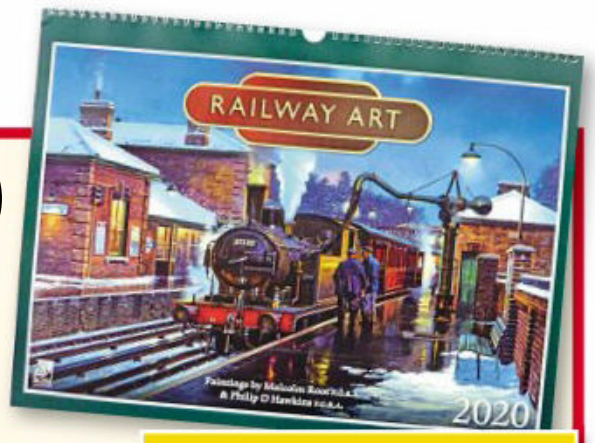
AND MORE...

Telephone our Second Hand team on: (0114) 255 1436 or email: secondhand@railsofsheffield.com

21-29 Chesterfield Road - Sheffield - South Yorkshire - S8 0RL - UK - Tel: (0114) 255 1436 - Fax: (0114) 255 5982

Email: info@railsofsheffield.com Web: railsofsheffield.com railsofsheffield railsofsheffield railssheffield railsofsheffield

Railway Art 2020



Calendar by Malcolm Root and Philip Hawkins (£13.50 incl p&p, cheques made payable to Malcolm Root, 38 Churchill Avenue, Halstead, CO9 2BE).

EDITOR'S CHOICE

WE railway enthusiasts are a lucky lot, writes Geoff Courtney, be they those of a certain age (okay, older than about 60) who experienced first-hand the sight, sound and smell of regular BR steam, or the younger generation who have enjoyed it in the preservation era.

And that luck is enhanced by photographers who recorded the pre-Grouping, Big Four or post-Nationalisation railways and whose endeavours are a source of unwavering nostalgia.

It isn't only photographers who justify our thanks, but also artists, who painstakingly use oils or other mediums to re-create on canvas the railway days of yore. The Guild of Railway Artists is to the fore in this regard, and two of the guild's fellows, Malcolm Root and Philip Hawkins, have combined their skills in the 2020 Railway Art calendar.

Each has six monthly paintings in a visual delight that spans steam locomotives from the GWR, LMS, LNER, Midland Railway, LNWR, and the Talyllyn Railway (TR) – and diesels of the BR Western and Southern regions. Malcolm's include Class 2MT 2-6-0 No. 46455 at Keswick, diesel No. 10202 at Vauxhall in south London on the 'Bournemouth Belle,' Midland Railway Class 3P 4-4-0 No. 779 on the Lickey incline, and *Dolgoch* on the TR.

His final two are for LNER aficionados. The month of July features B12 class 4-6-0 No. 61572 passing Reedham Junction signalbox in Norfolk, as seen from the footplate of an approaching D16 4-4-0, but it is December that has led me down the path of remembrance with a painting of Class F5 2-4-2T No. 67200 at Epping replenishing its water tanks before taking its train back to Ongar.

I visited Epping station early in my trainspotting days prior to the line being electrified as part of the London Underground Central Line in November 1957, and remember well the incongruous sight of an F5 towering over the seemingly miniscule Underground train waiting on the adjacent line to depart into the heart of London.

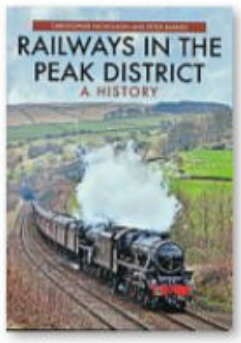
As a man of Essex, Malcolm's roots are firmly LNER, but being Birmingham-born, Philip has two of the 'Big Four' in his blood – the GWR and LMS, and this is reflected in his contributions to the calendar. No. 6013 *King Henry VIII* lights up the month of November with 'The Inter City' express at Knowle & Dorridge, south-east of Birmingham, and LMS Jubilee No. 45682 *Trafalgar* and Patriot No. 45509 *The Derbyshire Yeomanry* are at a busy Birmingham New Street.

There is also 0-6-0PT No. 4648 with a local freight train at Bordesley, the first station south of Birmingham Snow Hill, while away from the Midlands, we find LMS Jubilee No. 45733 *Novelty* and 'Black Five' No. 44674 at Polmadie depot (66A) in Glasgow. Finally, from two eras far apart, LNWR Prince of Wales class 4-6-0 No. 1100 *Lusitania* is on shed ready for duty, and a Plymouth Laira scene comprises Class 50 diesels Nos. 50048 *Dauntless*, 50031 *Hood* and 50015 *Valiant* receiving attention. For the latter painting, Philip's research included drawings and photographs made on site.

DAILY STEAM AND DIESEL NOSTALGIA

Railways In The Peak District: A History

By Christopher Nicholson and Peter Barnes (softback, Amberley Publishing, 96pp, £14.99, ISBN 9781445693842).



THIS whistle-stop guide to the labyrinthine dissection of the southern part of the Pennines by railways was first published in 1971 after two Derbyshire schoolboys thought it was a good idea. Its third edition appeared in 1978, and more than four decades on, they have worked together again to produce the fourth.

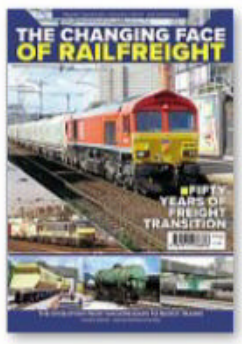
Simple in concept, it works as a superb unravelling of the complexities of lines in the region, from the fabled Leek & Manifold Valley Railway to the Cromford & High Peak Railway, with its nine inclines and the pioneering but later closed all-electric Woodhead Route.

Since the volume was written, much has changed in what became Britain's first national park, not least of all in the tourist sector. Several of the closed lines, their bridges and tunnels have become long-distance footpaths, and two of them heritage lines in the form of Peak Rail and the Ecclesbourne Valley Railway.

SIMPLE BUT SPLENDID INTRODUCTION TO THE REGION'S RAILWAYS

The Changing Face of Railfreight

By David Radcliffe (softback, Mortons Media Group, classicmagazines.co.uk/product/5576/bookazine-the-changing-face-of-railfreight 132pp, £7.99.)



FREIGHT services on British railway lines have changed dramatically over the last 40 to 50 years. The Changing Face of Railfreight looks back over this period to chart both the physical changes to the network and the organisational changes which have had such an impact on this vital aspect of Britain's rail network.

Since the 1970s, there has been considerable change in the railway scene, where methods of operation have been adapted to respond to an increasingly challenging financial environment. This change has included the gradual disappearance of wagonload traffic, plus in recent years the dramatic collapse of coal carryings, but other sectors such as chemicals and metals have also waned in line with changes in manufacturing.

The overall freight tonnage carried by rail has declined gradually, from 175 million in 1973/74 to 138 million in 1986/87, falling to around 117 million in 2013/14. The subsequent loss of most coal movements meant that in 2017/18 overall freight tonnage was recorded at some 75 million conveyed by an average of just over 600 freight trains a day, yet despite this decline there is still much in the modern railway scene to interest the dedicated freight follower.

The author has been allowed access to freight yards and depots, and spoken to enthusiasts, photographers and staff to compile a comprehensive look at the freight sector in Britain's railway scene.

Backed up by rarely seen photographs spanning the last 50 years, The Changing Face of Railfreight charts the big changes to this important sector in British railway history, and the work that has been done to preserve what once played an absolutely vital role in the UK's economy – and still does, many decades later.

INSIGHT INTO MODERN FREIGHT SURVIVAL

ON SALE NOW

ORDER TODAY FROM classic magazines
classicmagazines.co.uk/thebookshelf
01507 529529
Available at WHSmith FROM £7.99

Recreating the past in the present on the Welsh Highland Railway: Hunslet 2-6-2T *Russell* climbs towards Aberglaslyn Pass and Beddgelert with a Bob Branch charter on November 6, with a train of historic carriages. ROBERT FALCONER

GARETH EVANS' FULL LISTING OF OPERATIONAL LINES AND MUSEUM VENUES

SOUTH EAST

Amberley Museum & Heritage Centre
2ft gauge, ¼ mile.
Arundel, West Sussex.
Tel: 01798 831370.
Running: Wed-Sun until Dec 22.

Bluebell Railway
Standard gauge, 11 miles, footplate experience, wine and dine.
Sheffield Park,
East Sussex TN22 2QL.
Tel: 01825 720800.
Running: Dec 21-24, 26-31. Jan 1.

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 21-24.

Eastleigh Lakeside Railway
10¼in & 7¼in gauge, 1¼ miles,
footplate experience.
Running: Dec 21, 22.

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: Dec 20-24, 26. Jan 1.

Kempton Steam Railway
2ft gauge, ½ mile, Hanworth.
Tel: 01932 765328.
Running: 2020.

Kent & East Sussex Railway
Standard gauge, 10½ miles,
footplate experience, wine and dine.
Tenterden, Kent. Tel: 01580 765155.
Running: Dec 21-24, 30, 31. Jan 1.

Lavender Line
Standard gauge, one mile, footplate experience, wine and dine. Isfield,
East Sussex. Tel: 01825 750515.
Running: Dec 22.

Mid-Hants Railway
Standard gauge, 10 miles, footplate experience, wine and dine.
Alresford, Hants SO24 9JG.
Tel: 01962 733810.
Running: Dec 21-34, 26-31. Jan 1.

Romney, Hythe & Dymchurch Railway
1ft 3in gauge, 13½ miles, footplate experience. New Romney, Kent.
Tel: 01797 362353.
Running: Dec 20-24, 28, 29.

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: Dec 21, 22.

Spa Valley Railway
Standard gauge, five miles,
footplate experience.
Tunbridge Wells, Kent.
Tel: 01892 537715.
Running: Dec 20-24, 28-31. Jan 1.

SOUTH WEST

Avon Valley Railway
Standard gauge, three miles,
footplate experience, wine and dine.
Bitton, Bristol.
Tel: 0117 932 7296.
Running: Dec 21-24, 26, 29. Jan 1.

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: Dec 20-24, 27, 29-31. Jan 1, 2.

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: 2020.

Dartmouth Steam Railway
Standard gauge, seven miles,
wine and dine. Paignton, Devon.
Tel: 01803 555872.
Running: Dec 19-24, 27-31.

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 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 20-23. Jan 4.

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 21-24, 29-31. Jan 1.

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.

Plym Valley Railway
Standard gauge, 1½ miles.
Marsh Mills, Plymouth.
Running: Dec 21, 22.

Seaton Tramway
3ft gauge, three miles.
Harbour Road, Seaton, Devon.
Tel: 01297 20375.
Running: Dec 20-24, 27-31. Jan 1-5.

Somerset & Dorset Railway
Standard gauge, ½ mile,
Midsomer Norton station,
Silver Street BA3 2EY.
Tel: 01761 411221
Open Sun, Mon.
Running: Dec 22. Jan 1.

South Devon Railway
Standard gauge, seven miles,
footplate experience, wine and dine.
Buckfastleigh, Devon.
Tel: 01364 644370.
Running: Dec 20-24, 26-31.

Swanage Railway
Standard gauge, six miles, footplate
experience, wine and dine.
Swanage, Dorset.
Tel: 01929 425800.
Running: Dec 20-24, 26-31.

Swindon & Cricklade Railway
Standard gauge, three miles,
footplate experience.
Blunsdon, Wiltshire.
Tel: 01793 771615.
Running: Dec 21, 22. Jan 1.

West Somerset Railway
Standard gauge, 20 miles,
footplate experience, wine and dine.
Minehead, Somerset TA24 5BG.
Tel: 01643 704996.
Running: Dec 21-24, 27-31. Jan 1.

EAST ANGLIA

Bressingham Steam Museum
Narrow gauge, one mile.
Diss, Norfolk.
Tel: 01379 686900.
Running: Dec 20-24.

Bure Valley Railway
1ft 3in gauge, nine miles,
footplate experience.
Aylsham, Norfolk.
Tel: 01263 733858.
Running: Dec 20-24, 27-31. Jan 1-5.

Colne Valley Railway
Standard gauge, one mile,
footplate experience, wine and dine.
Castle Hedingham, Essex.
Tel: 01787 461174.
Running: Dec 21-23.

East Anglian Railway Museum
Standard gauge, ¼ mile. Wakes Colne,
Essex. Tel: 01206 242524.
Open: Daily.
Running: Dec 21, 22.

Mangapps Railway
Standard gauge, one mile.
near Burnham-on-Crouch, Essex.
Tel: 01621 784898.
Running: Dec 21, 22, 24.

Mid-Norfolk Railway
Standard gauge, 11½ miles, footplate
experience. Dereham, Norfolk.
Tel: 01362 690633.
Running: Dec 20-23, 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: Dec 20-24, 27-29.

North Norfolk Railway
Standard gauge, 5½ miles,
footplate experience.
Sheringham, Norfolk
NR26 8RA.
Tel: 01263 820800.
Running: Dec 21-24, 26-31. Jan 1-5.

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 21, 22. Feb 23.

Chinnor & Princes Risborough Railway
Standard gauge, 3½ miles.
Chinnor, Oxon. Tel: 01844 353535.
Running: Dec 21-23, 28-30. Jan 1.

Cholsey & Wallingford Railway
Standard gauge, 2½ miles.
Wallingford, Oxon.
Tel: 01491 835067.
Running: Dec 21, 22.

Didcot Railway Centre
Standard gauge, footplate experience.
Didcot, Oxon. Tel: 01235 817200.
Open: Dec 27-31. Jan W/Es.
Running: Dec 21, 22. Jan 1.

Epping Ongar Railway
Standard gauge, five miles.
Ongar, Essex.
Tel: 01277 365200.
Running: Dec 19-24, 27-31. Jan 1.

Leighton Buzzard Railway
2ft gauge, 2¾ miles.
Leighton Buzzard, Beds.
Tel: 01525 373888.
Running: Dec 21-24, 28, 29.

Helped by the damp cobbles, Liverpool Corporation tram No. 869 glows during November 1's Starlight Event at Crich Tramway Village. JAMES HAMILTON

MIDLANDS

Amerton Railway
2ft gauge, one mile.
Stowe-by-Chartley, Staffs.
Tel: 01785 850965.
Running: Dec 21, 22, 24.

Apedale Valley Railway
2ft gauge, ½ mile.
Apedale, Newcastle-under-Lyme,
Staffs.
Tel: 0845 094 1953.
Running: Dec 21, 22, 28.

Barrow Hill Roundhouse
Standard gauge, ¼ mile.
Chesterfield, Derbyshire.
Tel: 01246 472450.
Open: 2020.

Battlefield Line Railway
Standard gauge, five miles.
Shackerstone, Leics.
Tel: 01827 880754.
Running: Dec 21-24, 28-31. Jan 1.

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 21, 22).

Chasewater Railway
Standard gauge, two miles.
Walsall, West Midlands.
Tel: 01543 452623.
Running: Dec 21-24.

Churnet Valley Railway
Standard gauge, 5¼ miles,
footplate experience, wine and dine.
Cheddleton, Staffs.
Tel: 01538 750755.
Running: Dec 20-24, 26, 28, 29.

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 21-24.

Ecclesbourne Valley Railway
Standard gauge, eight miles.
Wirksworth, Derbyshire.
Tel: 01629 823076.
Running: Dec 19-24, 28, 29. Jan 1.

Evesham Vale Railway
1ft 3in gauge, 1¼ miles.
A46 north of Evesham, Worcs.
Tel: 01386 422282.
Running: Dec 21-24, 27-29.

Foxfield Railway
Standard gauge, 5½ miles.
Blythe Bridge, Staffs.
Running: Dec 21-24.

Gloucestershire Warwickshire Railway
Standard gauge, 14 miles,
footplate experience.
Toddington, Glos.
Tel: 01242 621405.
Running: Dec 20-24, 26-31.

Great Central Railway
Standard gauge, eight miles.
Loughborough, Leics LE11 1RW.
Tel: 01509 632323.
Running: Dec 18, 20-24, 26-31. Jan 1.

Great Central Railway Nottingham
Standard gauge, 10 miles.
Ruddington, Notts.
Tel: 0115 940 5705.
Running: Dec 21, 22, 24, 27-29.

Midland Railway – Butterley
Standard gauge, 3½ miles,
footplate experience,
wine and dine.
Ripley, Derbyshire.
Tel: 01773 570140.
Running: Dec 21-24.

Northampton & Lamport Railway
Standard gauge, two miles.
Pitsford, Northants.
Tel: 01604 820327.
Running: Dec 21, 22, 29.

Peak Rail
Standard gauge, four miles.
Matlock, Derbyshire.
Tel: 01629 580381.
Running: Dec 21-24.

Perrygrove Railway
1ft 3in gauge. B4228, Coleford,
Gloucestershire.
Tel: 01594 834991.
Running: Dec 21-24, 27-31.

UP & RUNNING

GWR 0-6-0PT No. 6430 is seen near Llangollen Goods Junction during the Llangollen Railway's Foxcote Manor Returns Gala on October 12. JOHN TITLOW

Rocks by Rail
Standard gauge, ¼ mile.
Cottesmore, Rutland.
Open: Apr 5.
Running: Apr 12.

Rudyard Lake Railway
10¼in gauge, 1½ miles. Leek, Staffs.
Tel: 01995 672280.
Running: Dec 21, 22, 31.

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: Dec 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: 2020.

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: Dec 19-24, 26-29.

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: 2020.

Ravenglass & Eskdale Railway
1ft 3in gauge, seven miles. Ravenglass,
Cumbria. Tel: 01229 717171.
Running: Dec 20-23, 26-31. Jan 1.

Ribble Steam Railway
Standard gauge, one mile.
Preston, Lancs. Tel: 01772 728800.
Running: Dec 21, 22.

Stainmore Railway
Standard gauge, ½ mile.
Kirkby Stephen East Station,
Kirkby Stephen, Cumbria CA17 4LA.
Tel: 017683 71700. Open: W/Es.
Running: 2020.

West Lancashire Light Railway
2ft gauge. Hesketh Bank, Lancs.
Tel: 01772 815881.
Running: Dec 21, 22.

NORTH EAST

Aln Valley Railway
Standard gauge, ½ mile.
Lionheart station, Alnwick,
Northumberland.
Running: Dec 28-30.

Appleby Frodingham Railway Preservation Society
Standard gauge, 15 miles.
British Steel Steelworks, Scunthorpe.
Tel: 01652 657053.
Running: 2020.

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: Dec 19-24. Feb 15

Derwent Valley Railway
Standard gauge, ½ mile. Murton Park,
Layerthorpe, York. Tel: 01904 489966.
Running: Dec 20-23.

Elsecar Railway
Standard gauge, one mile. Footplate
experience. Elsecar, South Yorks.
Tel: 01226 746746.
Open: Daily.
Running: Dec 21-23.

Embsay & Bolton Abbey Steam Railway
Standard gauge, five miles.
Embsay, North Yorks.
Tel: 01756 710614.
Running: Dec 20-24. Jan 1.

Keighley & Worth Valley Railway
Standard gauge, five miles,
footplate experience, wine and dine.
Keighley, West Yorks BD22 8NJ.
Tel: 01535 645214.
Running: Dec 21, 22, 24, 26-31.

Kirklees Light Railway
1ft 3in gauge, four miles.
Huddersfield, West Yorks.
Tel: 01484 865727.
Running: Dec 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: Dec 21, 22. Jan 1.

Middleton Railway
Standard gauge, 1½ miles.
Hunslet, Leeds.
Tel: 0113 271 0320.
Running: Dec 21, 22, 24. Jan 1.

North Tyneside Railway
Standard gauge, two miles.
North Shields.
Tel: 0191 200 7106.
Running: Dec 21-23, 28, 29

North Yorkshire Moors Railway
Standard gauge, 18 miles, wine and dine.
Grosmont, North Yorks. Tel: 01751 472508.
Running: Dec 21, 22, 26-31. Jan 1.

South Tynedale Railway
2ft gauge, five miles. Alston, Cumbria.
Tel: 01434 382828/381696.
Running: Dec 21, 22, 28, 29.

Tanfield Railway
Standard gauge, three miles.
near Gateshead, Tyne and Wear.
Tel: 01913 887545.
Running: Dec 23-24, 26, 29.

Weardale Railway
Standard gauge, 18 miles.
Stanhope, Bishop Auckland, Co Durham.
Tel: 01388 526203.
Running: Dec 20-23, 27.

Wensleydale Railway
Standard gauge, 22 miles.
Leeming Bar, North Yorkshire.
Tel: 0845 450 5474.
Running: Dec 20-23, 26, 28, 29, 31. Jan 1.

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: Feb 16-22, 29.

Barry Tourist Railway
Standard gauge, two miles.
Barry Island, Vale of Glamorgan.
Tel: 01446 748816.
Running: 2020.

Brecon Mountain Railway
2ft gauge, 3½ miles.
Merthyr Tydfil.
Tel: 01685 722988.
Running: Dec 18-22.

Corris Railway
2ft 3in gauge, ¾ mile. Corris,
Machynlleth.
Tel: 01654 761303.
Running: 2020.

Fairbourne Railway
12¼in gauge, two miles. Fairbourne,
Gwynedd.
Tel: 01341 250362.
Running: 2020.

Ffestiniog Railway
2ft gauge, 13½ miles, Porthmadog,
Gwynedd.
Tel: 01766 516000.
Running: Dec 21-23, 26-31. Jan 1.

Gwili Railway
Standard gauge, four miles.
Bronwydd Arms, Carmarthenshire.
Tel: 01267 238213.
Running: Dec 21-23.

Llanberis Lake Railway
2ft gauge, three miles. Llanberis,
Gwynedd. Tel: 01286 870549.
Running: Dec 21.

A scenic ride by the sea: Class 101 DMU No. 101693 looks decidedly branchline -esque on the North Norfolk Railway as it passes the grade II listed Weybourne Windmill on October 22. JAMES KINDRED

Llanelli & Mynydd Mawr Railway
Standard gauge, ¼ mile.
Cynheidre, near Llanelli, Carmarthenshire.
Tel: 01554 759255.
Running: March 28.

Llangollen Railway
Standard gauge, 10 miles,
footplate experience, wine and dine.
Llangollen, Denbighshire.
Tel: 01978 860979.
Running: Dec 18-24, 26-31. Jan 1.

Pontypool & Blaenavon Railway
Standard gauge, two miles.
Blaenavon, Torfaen.
Tel: 01495 792263.
Running: Dec 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: Dec 22-24.

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 21, 22, 23.

Vale of Rheidol Railway
2ft gauge, 11¾ miles.
Aberystwyth, Ceredigion.
Tel: 01970 625819.
Running: Feb 15-23, 29.

Welsh Highland Heritage Railway
2ft gauge, one mile.
Porthmadog, Gwynedd.
Tel: 01766 513402.
Running: 2020.

Welsh Highland Railway
2ft gauge, 26 miles.
Caernarfon, Gwynedd.
Tel: 01766 516000.
Running: Dec 21, 22, 27-31. Jan 1.

Welshpool & Llanfair Light Railway
2ft 6in gauge, eight miles,
footplate experience.
Llanfair Caereinion, Powys.
Tel: 01938 810441.
Running: 2020.

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: Dec 21, 22, 28, 30, 31. Jan 2, 3.

Caledonian Railway
Standard gauge, four miles.
Brechin, Angus. Tel: 01356 622992.
Running: Dec 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: Dec 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: Dec 21-23, 27-31. Jan 1, 2.

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: Dec 21, 22, 29.

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.

ptg tours
Rail and Culture

ABTA
ABTA No.Y2193

10060 ATOL PROTECTED

World Renowned Rail Holidays for 21 Years

Established in 1998, at PTG we offer general interest rail, nature and culture holidays from the UK using rail travel as a theme. Comfort, enjoyment, leisurely days and friendship are the secrets of our success. The majority of our trips are for people who want to see the culture and scenery of the destination country, travelling by train and staying at great hotels. Destinations in 2020 include France, Italy, Portugal, Hungary, Snowdonia, Slovakia, Slovenia, the Baltic States, Scandinavia, Southern France, Sardinia, Corsica. Long haul destinations include Alaska, Sri Lanka, Mexico, Peru and USA. We are one of the only such company offering both ABTA and ATOL bonding to protect your holiday. Our 2020 tour programme:

Classic Tours 2020

30 March – Springtime in Sicily
19 April – Classic Montenegro and Serbia
14 May – The Railways around Bilbao
28 May – Railway Ramble Sabor e Fafe
12 June – Central Wales – Trains, Ales and Gardens 17 June – Trains of Trentino and the Tyrol
23 June – Classic Bulgaria and the Lavender Festival 29 August – Little Trains of the Dolomites
15 September – Hidden Slovenia
8 October - The Magical Minho
18 October - Classic Montenegro and Serbia
6 November – Classic Peru
2021, 16 January – Magical Myanmar

Vintage Tours 2020

20 April – Vintage Loire Valley
2 May – Italian Vintage
4 June – A Taste of Belguim
6 June – Gorgeous Georgia and Armenia
2 July – Douro – Rail, River and Wine
8 July – By Rail to the Midnight Sun
9 July – Vintage Central Portugal
11 July – Vintage Slovakia
1 September – Rail Wonders of Sardinia and Corsica
4 September - Vintage Slovenia
10 September - Southern France & Pyrenees
17 September – Vintage Baltics
18 September – Wonders of the Balkans
24 September – Vintage Port 42
3 October - New England in the Fall
15 October – Trains and Treasures of the Western States

In Style Holidays 2020

4 February – Tasmania (and mainland Australia)
22 May – West Scotland
29 May – Portmeirion and the Railways of Snowdonia
13 July – South Western England
17 July – A Royal Douro Cruise
14 September – Yorkshire and the North-East
Various Dates – The Costa Verde Express (rail cruise)
Various Dates – Al-Andalus (rail cruise)

Grand Tours 2020

14 March – Rail and Ancient Wonders of Israel
22 March – Rail and Ancient Wonders of Jordan
22 August – Rail and Natural Wonders of Alaska
8 October – Magical Mexico (and Panama)
14 November – Darjeeling & Himalayan Kingdom of Bhutan
15 November – Rail and Natural Wonders of Sri Lanka
February, 2021 - Amazing Railways of New Zealand

Enthusiast Tours 2020

24 January – Southern Spain Alco Tour
14 March – The Railways of Israel
5 May - The Hungary Vampire
June TBC – Finland 4 day tour
Sept/Oct TBC – The Railways of Belarus part 1
3 October – Steam and Spa in Bulgaria

Call us or visit our website to order your copy of our 2020 brochure

01235 227288 • www.ptg.co.uk

PTG Tours: Culture is key for company celebrating 21 years

The Ty Dŵr project on the Talyllyn Railway – one of the preservation projects backed by PTG Tours.

THIS established UK-based company offers 'general interest rail, nature and culture' plus a separate programme of 'enthusiast' holidays from the UK, using rail travel as a theme.

Comfort, enjoyment, leisurely days and friendship are the secrets of its success.

PTG specialises in countries and areas not covered by other operators. The company is celebrating 21 years of business and is one of the few rail holiday companies that is both ATOL and ABTA bonded.

The majority of PTG's trips are for people who want to see the culture and scenery of the destination country, travelling by train and staying at great hotels. Destinations include here within the UK – including Portmeirion and Snowdonia, Spain, Portugal, Hungary, Douro Valley, Slovakia, Slovenia, the Baltic States, Scandinavia, Italy, France, Sardinia, Macedonia and Montenegro.

Long-haul destinations include the USA, Israel, Jordan, Sri Lanka, Alaska, Tasmania/Australia, India, Myanmar (Burma), Ecuador and Peru. There are 30 destinations to choose from.

PTG trips are priced very competitively with European tours (including flights) from just £799.

In the UK it offers 'In-style' luxury trips to Snowdonia, Scotland and the west country.

For those with more of a steam haulage interest PTG has trips to Belgium, Austria, Bulgaria, Jordan, Ecuador and the western states of the USA.

For more modern rail enthusiasts there are several tours planned. The first, at the end of January, is a three-day charter around Spain, formed of vintage carriages hauled by a vintage 321 Alco locomotive. Starting in Madrid it gives a rare chance for loco-hauled travel to Zafra and some non-passenger lines.

In March there is a 'first' with a loco-hauled charter train in Israel visiting the normally freight-only lines in the south of the country. Next up is an annual visit to Hungary featuring a charter train formed of vintage MAV carriages (including buffet car) with haulage by many different types of diesel locomotives.

The train also crosses into Romania and includes some rare, non-passenger lines. Two additional trips are planned for the autumn for Belarus and Slovenia/Croatia.

A unique attraction of PTG is anyone booking a holiday is given a free customer day out on a special steam-hauled charter train covering the full 80-mile round trip on the Welsh Highland and Ffestiniog Railways in North Wales – usually featuring three different locomotives. The 2020 trip is planned for Monday, June 1.

Some of PTG's profit is used for rail preservation schemes in the UK. As well as Class 50 locomotives 50021 and 50026, PTG is sponsoring the Ty Dŵr heritage project on the Talyllyn Railway, which is restoring the railway's original locomotive watering point at Ty Dŵr between Abergynolwyn and Nant Gwernol.

PTG plans to support other heritage projects on North Wales steam lines in 2020 and beyond.

For a free copy of the colour brochure see PTG's advert in this magazine or call the team on **01235 227288** or visit the company website at: **www.ptg.co.uk**

Ffestiniog Railway: 'The Snowdonian' – charming, scenic and unique... the ultimate narrow gauge experience

'THE Snowdonian' was originally run as a way to let passengers compare two differnt railways – the new Welsh Highland Railway, that they'd built, with the 'old' Ffestiniog Railway from 1832, which had been saved.

The almost 80-mile run on two-foot gauge, along one of the most scenic railways in the world, is the longest heritage railway in Britain.

It is extremely popular as the little train's intimacy charms people. Most passengers like the Beyer-Garratts, rescued from South Africa, built in Britain and the most powerful 2ft gauge steam locomotives in the world.

A trip on 'The Snowdonian', with breakfast, lunch and afternoon tea, is a special treat – there's nothing else like it on the narrow gauge, and it's unique to Wales: mountains, rivers, tunnels, valleys... all seen behind superb, hard-working steam locomotives.

And for the £200 fare you get a trip around Boston Lodge Works on the Friday night. This accompanied visit gets you behind the scenes on the Ffestiniog & Welsh Highland – it's a most popular addition.

That first train has now run for nearly 10 years and any profit goes straight to the Ffestiniog & Welsh Highland Trust.

On April 8, 2017, double-Double Fairlies (*Merddin Emrys* leads *David Lloyd George*) storming away from Beddgelert on the scenic climb at 1.40 up to Rhyd Ddu and the western foot of Snowdon. The train has just left the scenic gorge of Afon Glaslyn, and will soon enter an area of even greater grandeur. It's a fine trip!

Left: First Class observation car *Gwynedd,* one of four built at Boston Lodge. These are always the first seats to sell on 'The Snowdonian'. Comfortable, with unparalleled views, they are the world's only Pullman Observation Cars.

Right: At the back of 'The Snowdonian', up the hill from Porthmadog to Caernarfon. It is possible to get this privileged view from the Second Class Observation Car, placed at the rear of the train. Seen here are the tunnels in Aberglaslyn Pass.

THE SNOWDONIAN

SUPERB SCENERY & STEAM

Saturday 18th April 2020

£200

Including, breakfast, lunch and afternoon tea

www.snowdonian.org.uk

The Snowdonian will run over the full distance of nearly 80 miles between Porthmadog, Blaenau Ffestiniog & Caernarfon - the longest narrow gauge run in Britain. A highly popular Friday evening visit to Boston Lodge Works, Breakfast, lunch & afternoon tea on Saturday are included in the price. Power requested for Snowdonian is one of the newly overhauled Beyer - Garratts, either No. 130 or No. 87 on the WHR, and all our running England Engines on the FR.
The SNOWDONIAN is always a good day out, so to be sure of space book early! Booking form and details from www.snowdonian.org.uk, or write to:

Snowdonian, Harbour station, Porthmadog, LL49 9NF,
Or e-mail snowdonian@msn.com or phone: 01766 515835

For a Ffestiniog Travel Package Tour phone 01766 512400.

The Snowdonian will repeat on SEPTEMBER12th 2020

The Ffestiniog & Welsh Highland Railway Trust

Registered Charity No. 239904

SIXTY YEARS DIAMOND JUBILEE APPEAL

Diamond Jubilee Appeal, Harbour Station, Porthmadog, LL499NF

GR 12 19

Some Danish eye-openers

Inside Track: The complete holiday experience

WELCOME to the world of Inside Track, a company committed to creating and developing quality holidays throughout the UK and Europe, with an exciting and varied range of destinations.

Being only a small organisation it is able offer a personable service to each and every client – and that's the way they like it!

In 2020's programme Inside Track has its usual array of English, Scottish, Welsh, Manx and Irish holidays, with new ventures to Northumbria, The Cotswolds, Aberystwyth, Suffolk, Shrewsbury and Hampshire (including the Bournemouth Air Show).

Further afield, the continental forays are boosted by trips to Bruges, Aachen, Luxembourg, Denmark, Saxony, Picardy plus a fantastic French trip based in Lyon.

All the trips are fully inclusive of everything they do, staying in 3- or 4-star hotels and are, most importantly, FUN!

The new 'all singing and dancing' Inside Track website is now up and running. – check it out at: **www.railwayholidays.com**

You can also see what we have been up to on Facebook by visiting Inside Track Railway Holidays.

So, why not make contact and request a free 2020 Inside Track brochure – it's a cracking read!

www.railwayholidays.com Tel: **01869 255777** email: **info@inside-track.net**

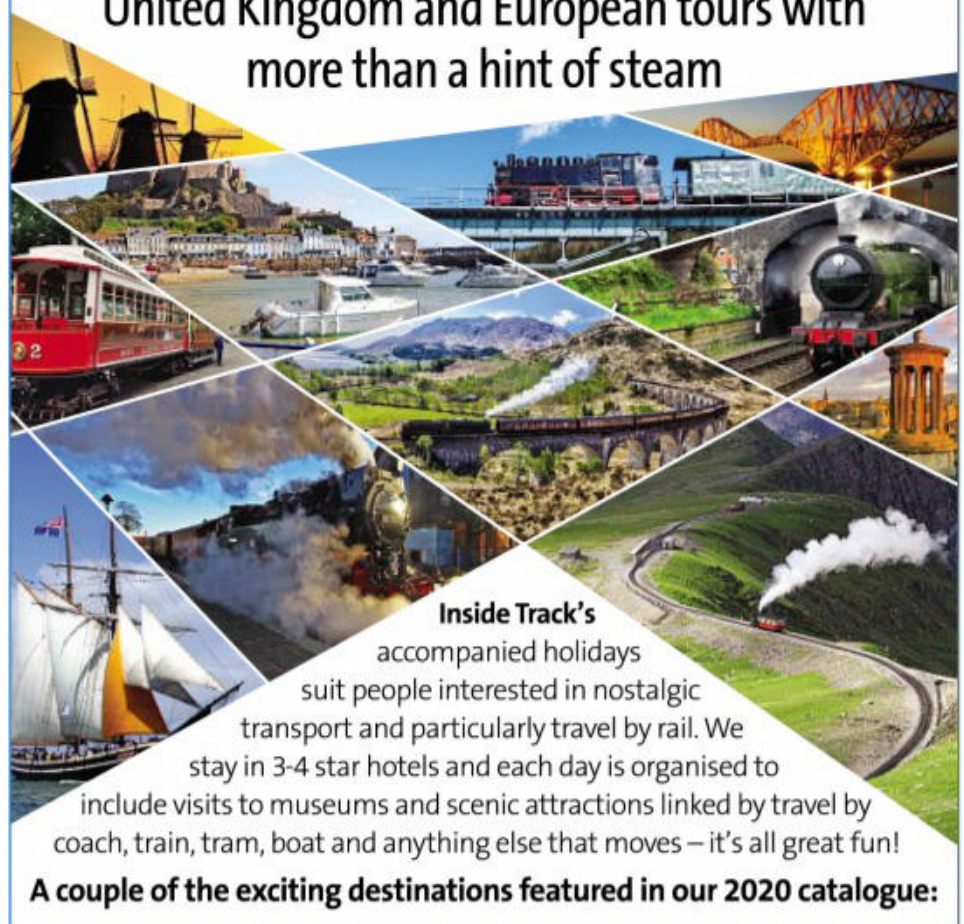
Steaming in Saxony.

Isle of Man Steam Railway No. 10 G.H.Wood at Port Erin station. GARETH EVANS

RAILWAY HOLIDAYS

INSIDE TRACK

United Kingdom and European tours with more than a hint of steam



Inside Track's accompanied holidays suit people interested in nostalgic transport and particularly travel by rail. We stay in 3-4 star hotels and each day is organised to include visits to museums and scenic attractions linked by travel by coach, train, tram, boat and anything else that moves – it's all great fun!

A couple of the exciting destinations featured in our 2020 catalogue:

Scilly & Cornish 5 days – April 3rd

Based on the outskirts of Redruth we explore the charming Cornish branch lines and the best historic and nostalgic attractions of the Duchy. Complementing this is an outstanding day out by air to the Isles of Scilly.

Bruges Stoomfest 5 days – April 30th

Based in "the Venice of the North" we take in the Maldegem Steam Festival and enjoy days out in Brussels and the Netherlands. It's not just all chocolate, beer and lace on our Flemish adventure.

For a free catalogue call

01869 255777

INSIDE TRACK

www.railwayholidays.com (Please tell us where you saw this advert)

COMMERCE HSE | TELFORD RD | BICESTER | OX26 4LD | EMAIL: info@inside-track.net

Ffestiniog Travel: Content rules on great rail holidays

THE value of any escorted holiday can be found within the day-to-day itinerary and whether it fulfils the traveller's expectations.

Content is king, so when it comes to creating an escorted rail holiday the railway element has to be comprehensive and appealing to the enthusiast.

However, the word 'holiday' itself creates an expectation that goes beyond the train journeys and steam engine features.

Ffestiniog Travel creates escorted tours that combine great rail and steam excursions with general sightseeing trips, quality accommodation and individual transport passes to allow for independent exploration.

The company's holidays make the most of the destinations visited, with even non-rail enthusiast partners enjoying the steam tours.

There's a visit to Poland in May 2020 which combines five steam-hauled days on the wonderful Wolsztyn Experience, before exploring Warsaw and Krakow by tram, and visiting Auschwitz, the Wieliczka salt mines and Chabówka Heritage Park.

In June 2020 Ffestiniog escorts travellers to Colorado to ride seven of its best pioneering railroads through the scenic Rocky Mountains, using a private coach to connect to each one.

In between, there's a visit to 'Old West' mining towns, the Great Sand Dunes and the amazing UNESCO multi-storied Taos Pueblo village.

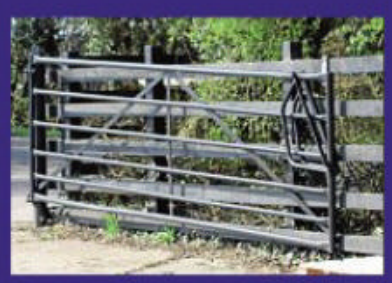
On a 15-day tour of northern France in June 2020, spend a full day exploring the Baie de Somme Railway, travel on the Vapeur du Trieux Steam Railway, and enjoy a chartered train on the Vendée Railway. There is also a river cruise along the Odet River, free time in Amiens, Rouen, St Malo, Quimper and Nantes, and a private tour of beautiful Bell-Ile-en-Mer.

These are just three examples of Ffestiniog's forthcoming escorted rail tours that will fulfil any holiday brief. Check out the day-to-day itineraries online at: **www.ffestiniogtravel.com**

BARN PAINT

FOR BARNS, STABLES, OUTBUILDINGS, SHEDS AND FENCING

Ideal for workshops, sheds, garages etc. One can does it all!



THE SAFE ALTERNATIVE TO TAR VARNISH, BITUMEN AND CREOSOTE

BEDEC
THE PAINT COMPANY

BEDEC ACRYLIC WATERBASED BARN PAINT is a revolutionary product, ideally suited to the protection of exterior wooden, metal and plastic cladded buildings.

- Easy to apply
- Excellent colour retention
- Multi-surface application
- Use on: wood, galvanised steel, plastic, concrete, brick and cladding

For excellent resistance against:

- Cracking, blistering & flaking
- Rain and severe weather
- Rot and algal build-up
- Long lasting finish

ULTIMATE PROTECTION WITH THE ULTIMATE SURFACE COATING SYSTEM!

Available nationwide through Travis Perkins, Ridgeons, Brewer & Sons, Bromborough Paints, Dulux Decorator Centres and Ernest Doe & Sons Ltd.

Call 01279 876 657
Fax 01279 876 008
Email: sales@bedec.co.uk
www.bedec.co.uk

CORNWALL

THE OLD LUGGAGE VAN

With cosy woodburner, double bed, trackside view of the Cornish mainline and access to ten acres of woodland, the **Old Luggage Van** has all the home comforts for a perfect winter retreat.

01503 230783 - www.Railholiday.co.uk

Pets welcome. £25 off if you come by train!

FFESTINIOG/WHR

Penrhyndeudraeth
near Porthmadog

Bungalow, sleeps 4, GCH, superb views, FREE WiFi, available all year. Ffestiniog trains pass below. No pets.

Tel: 01766 770740
Email: alanmaureenpye@gmail.com

HERITAGE RAILWAY

KENT & EAST SUSSEX

07494 520867
01797 253850

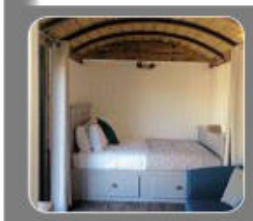
RAILWAY RETREATS

bookings@
railwayretreats.co.uk

1940 GWR 'TOAD' Brake Van (Sleeps 2)

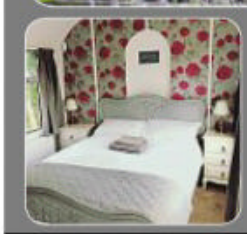
Fitted kitchen and dining area, double bedroom, Freesat TV, en-suite shower room/ WC, fully insulated, double glazed and heated. The fully glazed kitchen/diner area and balcony gives a panoramic view of the station platform and surrounding Rother Valley.

1944 Ammunition Wagon

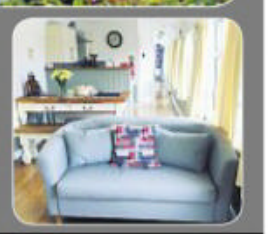


(wagon sleeps 2 adults + 2 kids.)
Wagon has double bedroom, en-suite shower room/WC, microwave, kettle, individual private garden, fully insulated, double glazed and heated for those chilly winter months!
** large group bookings welcomed up to 12.*

BR Mk1 built 1962 (sleeps 6)



Recently converted, featuring fully functional kitchen, two double bedrooms, en-suite shower room, family bathroom, bunk room, open plan lounge and dining, central heating, breath-taking balcony for watching the train stop at the station platform just 20ft away.



www.railwayretreats.co.uk

CUMBRIA

Take a winter break on the Settle - Carlisle Line

One of the World's greatest railway journeys!

Self-catering holiday accommodation

Station Master's House at Ribblehead
Sleeps 4 (+2)

Kirkby Stephen Station
Two holiday lets, each sleeps 4

Great views of trains and fells • Open all year • Full weeks • Long weekends • Mid-week breaks

For rates and availability call Rachel **01768 800 208** or visit
www.sandctrust.org.uk/stayatastation/

SHROPSHIRE

RIVER STEAM HOLIDAYS

Ship Inn Lane,
Highley
Nr. Bridgnorth,
Shropshire
WV16 6NU

Set within the heart of the Severn valley, a selection of six lodges and cottages sleeping 2-8 + occupants.

Just 20 metres from the River Severn with half a mile of Barbel fishing. Rail track from Highley Severn Valley Steam Railway station also running 20 metres away. Offering stunning views of Locos as they pass. Train spot, fish or do both to your heart's content.

07710 000071 • 01562777563
www.riversteamholidays.co.uk

WORTH VALLEY

Bronte Hotel
Haworth **YTB ★★★**

Short walk to K&WVR line, ample free parking. Comfortable lounges and restaurant.

Double rooms from £80,
Singles from £40, En-suite available.

Tel: 01535 644112
email brontehotel@btconnect.com www.bronte-hotel.co.uk

WEST SOMERSET

BLUE ANCHOR
WEST SOMERSET RAILWAY

Traditional Great Western camping coach.

Updated to comfortable modern standards. Sleeps 6. Right by station, yards from beach, steam trains running by...

www.britishrailholidays.co.uk
or call 07718-896390

WEST SOMERSET

RAILWAY COTTAGE and THE RAILWAY CARRIAGE

* **Fabulous views of West Somerset Railway**
* **THE RAILWAY COTTAGE - 3 bedrooms, 2 bathrooms, sleeping 6 in comfort**
* **Wood burning stove * 1 mile from great pub**
* **THE RAILWAY CARRIAGE - 2 bedrooms, 1 bathroom, sleeping 4 in comfort**

BOTH HAVE: * Hot tubs * Wi-fi
* **Plasma TVs etc * Allow well behaved dogs**
* **Enclosed gardens with views of the Quantock Hills and Exmoor.**

LAVENDER HILL HOLIDAYS
Tel: 01984 656622 * kate@lavenderhillholidays.co.uk
* www.lavenderhillholidays.co.uk

Live Now!!...

MID-RAIL

The new place for everyone to buy, sell & discuss railwayana.

To find out more and join us, please visit our website:

www.mid-rail.co.uk

01636 378100

LNER 307A

STAFF ONLY

Saxilby

CLASSIFIED

EXPRESS GOODS

Contact Simon Meyer on 01507 529310 • smeyer@mortons.co.uk

ACCOMMODATION

RAILWAY STATION COTTAGES

Seeking some railway nostalgia on your next holiday? Choose from over 70 self-catering stations, carriages & cottages.

www.RailwayStationCottages.co.uk

Property-owners – advertising your holiday property costs as little as £55 per year, with no commission fees.

enquiries@railwaystationcottages.co.uk
01670 791564

BOOKS

NICK TOZER
RAILWAY BOOKS

RAILWAY BOOKS BOUGHT AND SOLD
Free Railway Booksearch Service

155 Church Street, Paddock, Huddersfield, West Yorkshire HD1 4UJ
Shop open: Tue & Wed 11:00-17:00 + Thu 14:00-20:00
Tel: 01484 518159 (answer machine)
web: www.railwaybook.com email: nick@railwaybook.com

MP Middleton Press
EVOLVING THE ULTIMATE RAIL ENCYCLOPEDIA

Published 25 January
EDINBURGH TO INVERKEITHING
£18.95 FREE P&P (UK) MAIL ORDER

Published 21 December
£26 + £5.75 P&P (UK) MAIL ORDER
RAIL TIMES FOR GREAT BRITAIN

www.middletonpress.co.uk
Easebourne Lane, Midhurst. GU29 9AZ
T: 01730 813169 E: sales@middletonpress.co.uk

AUCTIONS

PADDINGTON TICKET AUCTIONS
GREAT CENTRAL RAILWAYANA LTD
14 SCHOOL STREET, WOODFORD HALSE, DAVENTRY, NORTHANTS NN11 3RL
The market leaders in the auction of old railway tickets, bus and tram tickets, luggage labels and railway letter and parcel stamps
OUR NEXT AUCTION IS ON
SATURDAY 25 JANUARY 2020
at The Royal National Hotel, Russell Square London WC1H 0JX
at 11:00 (viewing from 08:00)

Including specially selected railway items from the Gordon Fairchild collection, Tram and Bus tickets from the collections of the late Graham Page, Peter Mitchell and Tickets from many other collections.

We are now accepting items in all categories for this and subsequent events. Contact us now for a speedy valuation and advice on how to enter your collection for auction.
A colour illustrated catalogue of at least 500 lots will be published on our website at **www.paddingtonticketauctions.co.uk** at least two weeks before the auction.
If you require a printed copy please send your name and address to enquiries@gcrauctions.co.uk or speak to us on **01327 263633 or 01327 262193**

Alan Cliff's
BOOKS FOR RAILWAY CHILDREN
Children - Reading Age 6 - 9yrs

- Jack the Station Cat Takes a Holiday (all colour)
- Jack the Station Cat and the Vanishing Lady (all colour)
- Jack the Station Cat and the August Day (all colour)
- Jack the Station Cat and the Snail Trail (all colour)
- Jack the Station Cat Takes Charge (all colour)
- Jack the Station Cat and the Midnight Mice (all colour)
- Jack goes to School (all colour)
- Jack and the Lost Kittens (all colour)
- Jack and the Great Little Trains Robbery
- Jack in a Signal Box
- Jack and the Tail's End Tickets
- CD - The Jack Song £2

Each book £2.95 - Set of 11 stories £28.50
+ post free when ordered with book(s)

All above books post free - Books signed
Cheques payable to: Jack the Station Cat Ltd
38 Clifton Park Road, Rhyl LL18 4AW. Tel 01745 344963
www.jackthestationcat.co.uk
Trade Enquiries Welcome

RAILWAY BOOKS
Rare and out of print 5,000+ to view at
www.nigelbirdbooks.co.uk
01974 821281

HERITAGE RAILWAY
THE BRIGHTER STEAM NEWS MAGAZINE

Thirsk Railwayana Auctions
SALE OF RAILWAYANA & COLLECTORS ITEMS
NEXT SALE: **Saturday, 18th January 2020**
at Thirsk Auction Centre, Thirsk Rural Business Centre, Thirsk, North Yorks YO7 3AB
Over 900 Lots
Sale commences 10.30am. Viewing morning of sale from 8am
Full details at www.thirskmarket.co.uk or tel 07730 765569

BOOKS

Relocated to new premises in Matlock where we will be continuing our online business

BILL HUDSON
TRANSPORT BOOKS

FAMILY RUN BUSINESS SELLING NEW AND SECOND HAND RAILWAY BOOKS
To view our stock please call or email in advance
www.billhudsontransportbooks.co.uk Call: 07921 833469

Railways Buses Aviation Canals

DEREK'S TRANSPORT BOOKS
All Transport Subjects Covered
www.derekstransportbooks.com
Over 8000 Books in Stock on-line
Based in the New Forest
Est. 1995

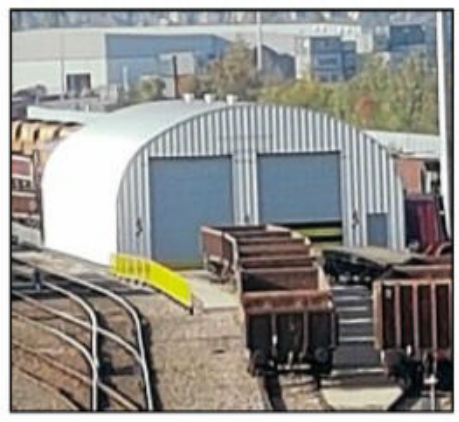
Shipping Commercial Motoring Vehicles

BUILDINGS

STEEL BUILDINGS

HEAVY DUTY STEEL BUILDINGS

- Extremely cost effective
- Workshops/Garaging/Storage
- Widths from 20ft to 70ft
- Unlimited Lengths
- Buildings to BS 5950
- Finance available



Tel: 01709 578333

BLUELINE BUILDINGS LIMITED
e: sales@bluelinebuildings.co.uk • www.bluelinebuildings.co.uk

DVD

RECALLING THE GREAT DAYS OF STEAM

B & R VIDEO PRODUCTIONS

ARCHIVE STEAM VIDEOS FOR THE ENTHUSIAST

Vol 228 London & North Eastern Steam Miscellany

This volume is again taken from the cine reels as it runs and is compiled from much unseen footage across the London &Eastern system and beyond. Specializing on L.N.E.R locos. We begin at Nottingham Midland with 60916, a locomotive temporarily loaned to the Southern Region in 1953 to cover for the 'Merchant Navy' broken axle emergency. There is also film at Nottingham Victoria and Sheffield Victoria, York is visited on more than one occasion, plus also Beverly, Aysgarth, Barnard Castle, Staveley, Doncaster, Langwith Junction and Stainforth & Hatfield. Kings cross station and shed are seen, Hadley Wood, Hatfield, Welwyn and its famous viaduct, Langley Junction, Hitchin, Sandy, Peterborough, Northampton, Eye Green for Crowland (M&GN), Stoke Bank, plus an extended visit to Spalding in 1963. Moving to the north-east, visits include, Darlington, Newcastle Central, Gateshead shed, Tyne dock shed, Sunderland shed, Seaton Bank (including pinning down of brakes) Ryhope Junction, and the Silksworth Colliery branch. Scotland is well covered. Aberdeen and the shed at Ferryhill, Dundee, Perth, Dunblane, Larbert, Hawick, Edinburgh, Ayr, Girvan (goods), Muirkirk and the branch from Lugton to Giffen. In the late 1960's Jim Clemens purchased directly from Pat Whitehouse a significant quantity of original 16mm offcuts and unused film, all relating to the BBC 'Railway Roundabout' TV programmes. Included from this source are- the 1958- opened engine shed at Thornaby, York, two 'Glens' to Fort William over the West Highland line and Inverness shed. The time period for the bulk of the film is from 1959 to 1967, an exception being the LNER Garrett hauling demonstration freight in Sheffield during March 1930. Other LNE motive power includes: A, A2, A3, A4, V2, B1, B16, K1, K2, D34, Q6, O1, O4, J11, J27, V3 and J72. Some BR standard and LMS locomotives appear plus WDs. Themajority is in colour and a commentary plus sound track complement this nostalgic look at the last years of LN.E steam.

DVD Running time 80 mins. £19.75

B&R VIDEO PRODUCTIONS (HR)
THE OLD SMITHY, UFFINGTON, Nr SHREWSBURY, SHROPSHIRE SY4 4SN
TEL: 01743 709680 Free catalogue available. Trade enquiries welcome.
www.bandrvideos.co.uk

ENGINEERING

BARNSHAWS GROUP

Plate Rolling / Cylinders
1mm up to 80mm thick

Press Braking / Cones etc.
Up to 1000 ton x 12m long

Tubes & Pipe Bending
12mm up to 762mm od.Tube

Barnshaw Bending Centre Ltd
Corporation Road, Audenshaw,
Manchester M34 5LR
Email: manchester@barnshaws.com
0161 320 9696
www.barnshaws.com
The World's Largest Steel Bending Company

Supergears
part of Swallownest Engineering Ltd.

- Gear Cutting of all types
- Conventional and CNC Milling up to 7 tonnes
- Gear Grinding
- Slotting, Sawing, Drilling and Boring
- 250 tonne Press facility
- Turning diameter up to 1.1 metres swing over saddle and maximum turning length of 4 metres between centres

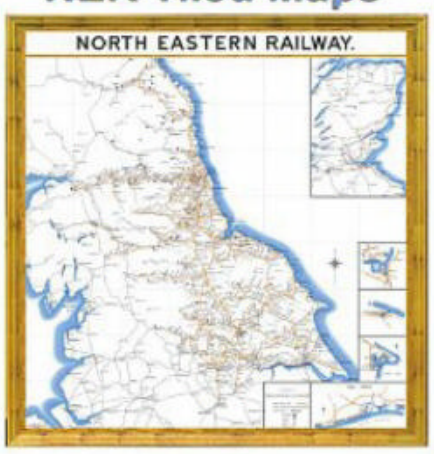
Unit 6 • Nine Trees Trading Estate
Morthen Road • Thurcroft
Rotherham S66 9JG
Telephone 01709 702313
Fax 01709 701242
email info@swallownestgroup.com
www.swallownestgroup.com

EVENTS

CHISWICK TRANSPORT COLLECTORS FAIR
Saturday 11th January 2020
Chiswick Town Hall, Heathfield Terrace, London
11am-3.00pm
By Tube: 5 minutes walk from Chiswick Park
10 minutes walk from Gunnersbury.
By Bus: Routes 27, 237, 267, 391, E3 H40, H91 (2 minutes walk)
By Car: Parking by the Hall is metered but 5 minutes walk away towards Gunnersbury Station are meter free streets.
An event for Railway, Bus and Tram Books, Ephemera, Maps, Postcards, Photographs, Publicity, Magazines, Relics, Models & Tickets
LOTS ON OFFER FOR ALL COLLECTORS.
Light refreshments available
Organisers: Tony Hillman and Barry Jones
Enquiries/Stall Bookings: Tony Hillman 07808 859159

FOR SALE

NER Tiled Maps



Handmade in full, three quarter and half size versions from £345
The North Eastern Tile Company
4 Foundry Cottages, Wrelton, Pickering, York YO18 8PF.
Tel. 01751 477216
www.northeasterntilecompany.co.uk

HERITAGE RAILWAY

MODELS

RMH
130 High Street, Redcar, Cleveland
Redcar Models & Hobbies
Stocking a wide range of '00' railways by Bachmann, Hornby, Peco and Gaugemaster
Also Model Kits and Diecasts and all other modelling accessories
FREE PARKING FOR THE FIRST HOUR
T: 01642 494 912
E: andrewnpaton@ntlworld.com

FOR SALE

• PROCAST •
MANUFACTURERS OF HIGH QUALITY
RAILWAY REPRODUCTIONS
IN BRASS AND ALUMINIUM
THE RANGE INCLUDES:-
Steam Locomotives
nameplates, train headboards, builders plates, shed plates, smoke box number plates and many more.
For catalogue and price list please send 2 1st class stamps to:- PROCAST (DEPT HR), Netherfield Mills, Bradford Road, Cleckheaton BD19 3JP
Tel: 01274 871111
Email: procastco@aol.com
Website: www.procast.co.uk

PHOTO TRANSPORT
SUPERB QUALITY PRINTS OF RAILWAYS, SHIPS AND AIRCRAFT
Please send £3.95 per list/sample of interest
(please make cheques payable) to: MR D SMITH
(cheques to Photo Transport won't be accepted)
18 SHOTLEY CLOSE, CLACTON-ON-SEA, ESSEX CO16 7LT
or view website:
www.phototransport.com
Please quote Railway Magazine with requests

RAILWAYANA

TOTEMS
SUPERB QUALITY REPRODUCTION TOTEMS, (FULL OR HALF FLANGED) TARGETS, DOOR PLATES & PLATFORM SIGNS VITREOUS ENAMEL FINISH
Any name - any region, supplied to order
Suitable for indoor or outdoor locations.
Wide range of vinyl coach and loco signs including BR crests and other logos.
Full details and mail order on our website
www.tracksideltd.co.uk

BARRY JONES
Wanted Railway Publicity, b/w photographs, timetables, posters, maps and other official items.
Model railway items always sought.
28 Marine Crescent, Worthing BN12 4JF
Tel: 01903 244655 Mobile: 07947 100711
Email: barryjones28@virginmedia.com

RESTORATION

TRACK METALS
SUPPLIERS OF NON-FERROUS METALS
Non Ferrous Metal Supplies. Bronze SAE660, Brass Rod, Hex, Sq.
6 metre Coils 3/8 i/d x 2 mm wall copper tube.
Email with enquiry sales@trackmetals.com

TICKETS

OldRailwayTickets.co.uk
CHRIS & JOANNA DICKERSON
Rail, Bus and Tram Tickets, Luggage Labels and Ephemera
3 Mallard Close Pickering North Yorkshire YO18 8TF
JANUARY 2020 AUCTION AND FIXED PRICE LIST
Featuring many rare and unusual railway travel and platform tickets the list will include a selection of choice Tram & Bus Tickets and Luggage Labels. If you are already on our mailing list you will receive a free copy of our fully illustrated colour catalogue, otherwise please visit the website or contact us by phone or email (details below). Further lists will be available throughout the year.
We also accept individual tickets for sale through our lists on a commission basis, or we can make you a cash offer for a collection – contact us for details.
Go to the website at: www.OldRailwayTickets.co.uk
e-mail at: OldRailwayTickets@gmail.com
Or phone: Chris or Joanna on 01751 474155 or 07746 615330

SERVICES

HAWKINS INSPECTION SERVICES LTD

- *Boiler inspections carried out to current regulations*
- *Annual inspections*
- *Repairs assessed & overseen*
- *AIBI Member*
- *Specialist in heritage plant, rivetted boilers, loco type boilers, air receivers workshop & loco*
- *Modern plant also catered for*

T: 01243 554623 M: 07872 903401
www.boiler-inspector.co.uk
office@boiler-inspector.co.uk

WANTED

RAILWAY TICKETS
The older the better
British & overseas, travel & platform
Established collector purchases interesting collections
Ian Gardner, Little Tile House, Nightingales Lane, Chalfont St Giles, Bucks HP8 4SL Tel: 01494 762952

HERITAGE RAILWAY
To advertise ring
Simon on 01507 529310
or email
smeyer@mortons.co.uk

WEB DIRECTORY

Railway Lamps
Original Specifications
Repairs & Bespoke Design
New build or refurbs, eg Midland, GWR or any new lamp from photos. Brackets and columns etc.
01484 456 456
email: 456@metroheritage.com
www.gaslamps.co.uk

Mercian Models
Visit our website
www.modelrailways.tv
High quality locomotives and rolling stock 0, 1 and Narrow Gauge
1A MARKET WAY, HAGLEY, STOURBRIDGE, WEST MIDLANDS DY9 9LT
Telephone: 01562 884800

In a crispy autumnal scene, Urie S15 4-6-0 No. 506 is seen near Wanderers Curve on the Mid-Hants Railway on November 16, during a photo charter organised by Mad Hants Charters, hauling two BR Mk.1 coaches and an SR PMV. PETER HOLLANDS

Mince pie specials aplenty

By Gareth Evans

SPECIAL EVENTS

DECEMBER

21, 22: Didcot Railway Centre: Day Out With Thomas ■

26: Isle of Wight Steam Railway: Boxing Day Specials

26: South Devon Railway: Boxing Day Special

26: Tanfield Railway: Mince Pie Specials

26: Bo'ness & Kinneil Railway: Winter Diesel Gala ■

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 1: Llangollen 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 2: Strathspey Railway: Mince Pie Specials

27-Jan 5: Bure Valley Railway: Mince Pie Specials

28: Swanage Railway: Winter Warm Up ■

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: Northampton & Lamport Railway: Mince Pie Specials

29: Downpatrick & County Down Railway: Mince Pie Specials

29, 30: West Somerset Railway: Winter Steam Festival ■

29-31: Lynton & Barnstaple Railway: Mince Pie Specials

30, 31: Spa Valley Railway: Kids for a Quid! ■

30, 31: Bo'ness & Kinneil Railway: Black Bun Specials

30-Jan 1: Kent & East Sussex Railway: Crimbo Limbo

JANUARY

1: Epping Ongar Railway: New Year's Steam Day ■

1: Isle of Wight Steam Railway: New Year 'hangover' specials

1: Avon Valley Railway: Mince Pie Specials

1: Middleton Railway: Mince Pie Specials

1: Ecclesbourne Valley Railway: New Year Trains and Fizz

1: East Anglia Transport Museum: Happy New Year running day

2, 3: Bo'ness & Kinneil Railway: Black Bun Specials

4: Helston Railway: Winter Steam Up & Kid for Quid ■

KEY ■ Major or featured galas ■ Diesel and/or electric galas ■ Thomas or family event

HERITAGE RAILWAY

Issue 263 is out on January 17, 2020.

Catch up with the latest news, views and great features every four weeks.

WE WANT YOUR PHOTOS!

Have you visited our website www.heritagerailway.co.uk lately? Do you follow us on Facebook and Twitter? If so, you may have noticed we want you to send your photographs for showcasing in the Your Gallery section and to be considered for publication in our magazine. All you have to do is click the drop-down menu on the Your Gallery button on the website homepage, enter your contact details plus a caption and then upload – it's that easy!

GREAT CENTRAL AUCTIONS

STONELEIGH PARK
WARWICKSHIRE

A magnificent LNER A4 nameplate from a long-time and well known Kings Cross engine
SOLD : £30,000

Telephone: 01327 263633 / 262193 www.gcrauctions.com
Email: enquiries@gcrauctions.co.uk

Single line tablet, Hunstanton branch
SOLD : £420

An important sale brought to you by Britain's leading railwayana auction house with over thirty years' experience, established in 1986. Based in rural Northamptonshire, we are the only organisation of our type with our own dedicated premises (offices and storage facilities), fully insured up to a maximum of 3 million pounds with comprehensive security. Our winning team includes seven staff, four full-time. Attendances at Stoneleigh frequently exceed 500 with as many more following us on line and by absentee bidding. We are able to provide a unique service for vendors and buyers based on our cumulative knowledge and decades of experience. We hold up to 20 auctions per year in a variety of categories, more than our competitors combined. Selling and buying with Great Central is the winning combination. Not all railwayana auctions are the same!

East Coast Main Line headboard used for the Anglo-Scottish sleeper
SOLD : £2,200

A smokebox numberplate from GWR Castle Earl of Plymouth in superb original condition
SOLD : £600

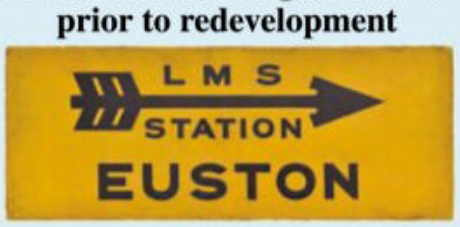
GER Fire Officer's helmet, dragon decoration on the crest

SOLD : £1,550

Virgin Trains nameplate

SOLD : £2,000

A rare direction sign, rescued prior to redevelopment



SOLD : £280

Sarum Castle cabside

SOLD : £3,800

LSWR Borden-Bisley opening day loco headboard, 1890

SOLD : £270

Early BR Cuneo poster, Britannia Class
SOLD : £900

SOLD : £920

SOLD : £4,200

WE WELCOME SIMILAR ITEMS FOR ENTRY IN OUR NEXT SALE ON 7th MARCH 2020.
CATALOGUES ARE AVAILABLE A FORTNIGHT BEFORE EACH SALE
SEND OR PHONE FOR YOUR FREE COMPLIMENTARY CATALOGUE NOW!
Valuations for insurance and probate, impartial advice on selling or buy ing railwayana.

GREAT CENTRAL RAILWAYANA LTD
INCORPORATING SHEFFIELD RAILWAYANA AUCTIONS & RAILWAYANA.NET
14, SCHOOL STREET, WOODFORD HALSE, DAVENTRY, NORTHANTS, NN11 3RL
TEL: 01327 263633 (MONDAY TO FRIDAY 10.00 – 5.00)
PERSONAL CALLERS BY APPOINTMENT ONLY PLEASE.

SOLD : £2,800

Rail Holidays of the World

Train, Steam & Tram Tours that Deliver a Quality Holiday Experience

The Best of Colorado ~ Departs 18 June 2020 - 13 Days from £4,285pp

An escorted tour that takes in seven of Colorado's best pioneering railroads. A private coach will connect travellers to each railroad and enable them to visit places to get a real taste of the 'Old West' and the stunning Rocky Mountains.

- Scenic journeys on the Georgetown Loop, Royal Gorge, Cripple Creek, Leadville Colorado and Southern, Durango and Silverton, Cumbres and Toltec and Rio Grande Railroads
- Colorado Railroad Museum
- Day trip to Taos Pueblo, a designated UNESCO World Heritage Site
- Air Conditioned Private Coach for the duration of the trip

Dresden Steam Festival ~
Departs 15 April 2020 - 8 Days from £1,195pp

This tour is an annual favourite. We once again head to Dresden by train to enjoy the comprehensive steam content of its annual Steam Festival, enjoy journeys on local steam railways and take a paddle steamer excursion up the Elbe.

- Dresden Steam Engine Festival, including evening photographic session at Roundhouse 1
- Return journey on Kirnitzschtal tramway
- Return journeys on the Weisseritztalbahn & Loessnitzgrundbahn steam railways
- Travel by paddle steamer on the Elbe River
- Public transport ticket for central Dresden

Trams & Trains of Italy ~
Departs 23 April 2020 - 12 Days from £2,415pp

A specialist and comprehensive tram tour to Italy that takes in Milan and Turin's large networks before heading south to Rome and Naples to sample their smaller, but interesting routes.

- Travel on 5 tram networks
- Visit Rome Porta San Paolo Railway Park
- Travel on the Circumvesuviana narrow gauge line
- Time in Milan, Rome and Turin

Poland: Steam, Trams & History ~
Departs 6 May 2020 - 15 Days from £2,620pp

This tour begins with an unforgettable 5-day tour with the Wolsztyn Experience before exploring Warsaw and Krakow by tram and visiting some of Poland's most 'must-see' landmarks.

- 5-day steam hauled tour with the Wolsztyn Experience in first class
- Visit some of Poland's best railway museums
- Explore the tram networks of Warsaw & Krakow
- Journey by steam on freight only lines with photographic opportunities
- Chabówka Heritage Park
- Visit Auschwitz and the Wieliczka Salt Mine

Trams & Trains of Portugal ~
Departs 26 June 2020 - 9 Days from £1,959pp

A chance to explore the fascinating trams and railway networks of Portugal. A public transport ticket will allow you to spend free time exploring the delightful Iberian cities of Lisbon and Porto, including both heritage and modern trams.

- Historical steam train ride through the UNESCO World Heritage Douro Valley
- Heritage and modern trams in Lisbon
- Trolleybuses in Coimbra
- Travel on the seasonal narrow gauge Sintra Tram
- Visit to the Portuguese National Railway Museum
- Time to explore Lisbon and Porto

Order 2020 Brochure * Book Online!

01766 512400 * info@ffestiniogtravel.co.uk * www.ffestiniogtravel.com

Over 45 Years of Unforgettable Rail Journeys

Ffestiniog Travel

ATOL 3047 PROTECTED · AITO 5050 Assured · ABTOT 5220 · silvertraveladvisor RUNNER-UP · BRONZE SMALL BRITISH TRAVEL AWARDS 2019 BEST RAIL HOLIDAY COMPANY · BRONZE SMALL BRITISH TRAVEL AWARDS 2018 BEST RAIL HOLIDAY COMPANY · The Telegraph TRAVEL AWARDS RUNNER UP

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

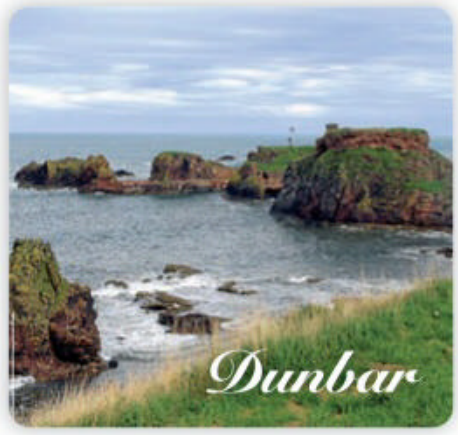
WORLD'S FASTEST STEAM RAILWAY

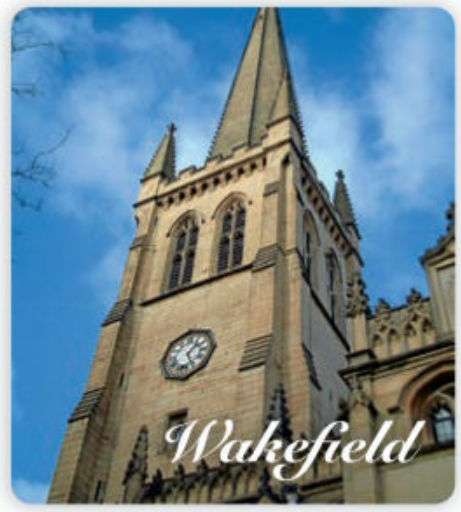
LONDON KING'S CROSS TO EDINBURGH WAVERLEY

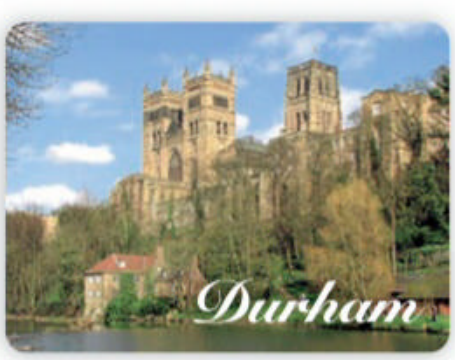
THE ROUTE OF THE 'FLYING SCOTSMAN'

Robin Jones

MORTONS
WORLD'S FASTEST STEAM RAILWAY £7.99
ISBN: 978-1-906167-71-4
00799 >







Credits: Robin Jones apart from Leeds: Jungpionier/CreativeCommns: Doncaster Harleyamber/Creative Commons.

LNER A3 Pacific No. 4472 *Flying Scotsman* prepares to depart from King's Cross to York on July 4 1999 following a three-year overhaul. **ROBIN JONES**

World steam records: a Great British success

In the Thirties, Britain – like many other western nations – reeled under the effects of the Great Depression, with mass unemployment... especially in Scotland and the north of England.

Yet out of the gloom and despondency, the people of these islands proved that we could still take on the whole world... and win.

It was on the 1-in-200 Stoke Bank, a seemingly unremarkable and very rural section of main line railway in Lincolnshire, that world steam locomotive speed records would come tumbling.

First there was *Flying Scotsman*, which in 1934 became the first steam locomotive in the world to officially reach 100mph. Then sister locomotive *Papyrus* set a new record of 108mph.

It was followed soon afterwards by streamlined A4 Pacific No. 2509 *Silver Link*, which managed a speed of 112.5mph.

Finally, there was No. 4468 *Mallard*, which set an all-time world steam locomotive speed record of 126mph.

The man behind these legendary feats which emphasised the Great in Britain was London & North Eastern Railway chief mechanical engineer Sir Nigel Gresley. He designed these and many other groundbreaking locomotives which were superior to everything that had gone before.

The economic morass at the begining of the decade could so easily have led to a situation where everyone might have given up hope.

Yet it was still a great age of competition, one in which the LNER, as the operator of the East Coast Main Line between London King's Cross and Edinburgh, wanted to show that it could link England to Scotland faster that the London, Midland & Scottish Railway's West Coast Main Line alternative from St Pancras to Glasgow, and the splendid Pacific locomotives designed by Gresley's great rival, Sir William Stanier.

The net result was the golden age of rail travel, in which luxury named trains such as the 'Coronation' and the 'Elizabethan' blazed a trail towards what should have been a bright new future, had the Second World War not intervened.

Gresley has been feted as the greatest British locomotive engineer of all time. Yet it was ordinary British footplate crews, drivers and firemen, who took his machines towards their limits – and beyond – in classic feats of derring-do and endurance.

Those behind the controls of a record-breaking locomotives would be feted as heroes by the national press when they returned to King's Cross. They were the superstars, the pop idols, of their generation. However, the next day they would be back in their overalls on their next turns of duty, likely to be on run-of-the-mill scheduled services where superlatives were not necessarily required.

As Britain beamed with pride at such achievements, other nations looked on with awe and envy.

This volume is the story not only of those famous locomotives which became household words, but of the route from London to Edinburgh – from Roman times onwards – and how human endeavour, innovation and excellence shortened the journey times between these two capital cities.

There was the Great North Road and its rival stagecoach operators, which went out of business when three railway companies eventually joined up to create one great 393 mile through route, and almost immediately looked at the issue of speed.

The steam age did not give up without a fight: in 1959 A4 Pacific *Sir Nigel Gresley*, named after the genius designer, recorded a new post-war steam record of 112mph – where else but on Stoke Bank.

The diesel era not only produced some of the finest examples of modern traction in the form of the English Electric Deltics, but also saw more records broken with the introduction of the hugely-successful InterCity Class 125 High Speed Trains.

Finally, the electrification of the whole route led to a Class 91 locomotive officially being declared the fastest in Britain.

The East Coast Main Line is taken for granted by the untold tens of thousands of commuters and travellers who use it on a daily basis.

Yet it is a great monument, not only to those who built it – in the days when picks and shovels not JCBs and earthmovers were used to dig cuttings and create massive embankments by hand – but to many generations of railwaymen who showed on a daily basis that they wanted their line to be the best.

Gresley's art deco streamlined A4 Pacifics remain a definitive icon of everything that was brilliant about Britain – a nation of innovation and determination which could so easily lead the world again.

Robin Jones
October 2011

Contents

AUTHOR
Robin Jones

SUB EDITORS
Karen Veasey, Tim Hartley

DESIGN
Leanne Lawrence
Charlotte Pearson

PRODUCTION MANAGER
Craig Lamb

PUBLISHER
Dan Savage

COMMERCIAL DIRECTOR
Nigel Hole

BUSINESS DEVELOPMENT DIRECTOR
Terry Clark

MANAGING DIRECTOR
Brian Hill

PUBLISHED BY
Mortons Media Group Ltd,
Media Centre, Morton Way,
Horncastle, Lincs LN9 6JR
Tel: 01507 523456

PRINTED BY
William Gibbons and Sons,
Wolverhampton

ISBN
978-1-906167-71-4

FROM THE PUBLISHERS OF
HERITAGE RAILWAY

MORTONS MEDIA GROUP LTD

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

1. London to Edinburgh in 45½ hours 6
2. First over the border 12
3. Next stop Newcastle! 22
4. Two bridges to Aberdeen 38
5. Sturrock: starting the quest for speed.....44
6. Single-minded Stirling 48
7. The Atlantic era.....56
8. The summit of world speed 60
9. Flying Scotsman the train.....82
10. The day of the Deltics...and Intercity 125s too! 90
11. The fastest locomotive of them all 98
12. Closure beyond Newcastle? 104
13. The steam speed legends today 106
14. East coast steam: the legend storms on! 116
15. Wizard times at King's Cross.....122
16. Termini for the future.....124
17. Six of the best 128

Cover: LNER A4 Pacific No. 60007 *Sir Nigel Gresley* storms across Greatford level crossing north of Peterborough as it heads up Stoke Bank with a charter train in December 2009. **ROBIN JONES**

Main picture: A classic line-up of East Coast Main Line motive power at the north end of York station on March 19, 1978. From left to right are Stirling Single No. 1, North Eastern Railway 4-4-0 1621, Ivatt Atlantic No. 251, world steam record holder No. 4468 *Mallard*, Deltic No. 55013 *The Black Watch* and High Speed Train No. 254009. **GAVIN MORRISON**

London to Edinburgh
In 45½ hours

It is known that the Romans used basic railways in their mines, but even their advanced technology didn't bring them anywhere near to thinking about building a line 393 miles long to link London and Edinburgh.

The Romans were, however, expert road builders, and laid the foundations – literally - of much that became the Great North Road, the fastest land means of linking the two capital cities for the best part of two millennia. That is, until the invention of the steam locomotive.

We do not know what name the Romans gave to it, but the road we call Ermine Street was the great highway built from Londinium to Lindum Colonia (Lincoln) and Eboracum (York). The Old English name was Earninga Straete, named after a tribe called the Earningas, who lived in southern Cambridgeshire and parts of Hertfordshire. It is also known as the Old North Road.

The Romans built great durable highways firstly for military purposes, to subdue the country they began conquering in AD44, and then for trade and administrative use. North of York, the former use was of paramount importance, serving the great frontier of the Roman Empire, Hadrian's Wall, which stretched from the Solway First to the mouth of the River Tyne.

The Romans were, for a brief time at least, not content with the wall built to keep out the Picts from the north penning the legions in too, and set about expanding their empire even further north. In AD142, the Emperor Antoninus Pius ordered the construction of a much more basic structure, the stone and turf Antonine Wall, stretching from the Clyde to the Forth. It has 16 forts and numerous smaller fortlets between them.

A rare section of single-carriageway A1 in Scotland just across the border. **STEVE KEIRETSU/CREATIVE COMMONS**

The Romans struggled to subdue southernmost Scotland, and gave up after 20 years, abandoning the northernmost wall. The Emperor Septimius Severus had another go at occupying the Antonine Wall in AD 208 but the occupation lasted only a few years before another retreat, abandoning the structure forever. Incidentally, it is today bisected by the Bo'ness & Kinneil Railway, which is operated by the Scottish Railway Preservation Society.

The A1 today bypasses Stamford, a former bustling coaching town. **ROBIN JONES**

To serve the wall, the Romans built roads, extending northwards the British pattern of north-south routes that ran either side of England's central spine, the Pennine chain.

We do not know exactly where the Roman roads in Scotland ran, but it is likely there were three: the westernmost near Carlisle, following roughly today's A74, one on the other side of the mountains near the modern-day A68, and maybe a third, which crosses the River Tweed at Tweedmouth, near the future Berwick-on-Tweed. They were natural routes indeed to follow: it is generally forgotten that a reasonable network of primitive roads existed in Britain before the Romans arrived to improve them; the Great North Road is said to have been trod by Phoenician traders as well as ancient Britons.

At one point, on Stoke Bank in Lincolnshire, the section of Ermine Street also known as High Dyke, and now designated as the B6403, is crossed by the East Coast Main Line. However, much, much more on Stoke Bank later.

The Romans left Britain in 410AD, and when they retreated, so did their road-building technology. Mankind's progress went backwards somewhat in this respect. The Roman road remained in place for centuries, but were not repaired, and many became overgrown or lost.

This advertisement etched into the stonework of this Stamford building dates from its days as one of the most prosperous coaching towns in England. **ROBIN JONES**

THE GREAT NORTH ROAD

By the 12th century, flooding and damage by traffic to the Old North Road led to the establishment of an alternative route out of London via Muswell Hill. It became part of the Great North Road, the premier highway that linked London to York and then Edinburgh, with a total length of 409 miles.

For centuries, most principal roads in the British Isles were little more than muddy paths, full of potholes and almost as much an obstacle as an aid to horses and carts.

Tudor statutes placed responsibility on each parish to maintain all its roads, but while this alleviated the situation on a local basis, it was no use for the long-distance routes used by travellers and waggoners.

Matters came to a head in London in the 17th century, when the capital's trade increased to the point where the amount of carts going in and out of the city caused such damage to the roads that the parish workforces could never keep up. It became clear that with limited finance and resources available, the best way forward was to select a single highway into the city as a main artery and raise money from passing travellers to finance the upkeep of its surfaces.

In 1663, an Act of Parliament awarded local magistrates powers to install tollgates on a section of the Great North Road. So the stretch between Wadesmill in Hertfordshire and Stilton in Huntingdonshire, became one of Britain's first toll roads.

During the first 30 years of the 18th century, many stretches of main roads leading into London became controlled by turnpike trusts. It was a popular and pragmatic solution, even though travellers many did their best to avoid paying their tolls at the toll houses. Trusts could demand extra fees from users during the summer to pay for watering the road in order to lay the dust thrown up by fast-moving vehicles. A turnpike road, New North Road and Canonbury Road (now the A1200) was built in 1812. It linked the start of the Old North Road in Shoreditch with the Great North Road at Highbury Corner.

The Bell at Stilton is one of the ancient coaching inns on the Great North Road. Thanks to the coaching trade, the village evolved as a trading post between London and Edinburgh for many commodities and the inn's landlord Cooper Thornhill first sold the local cheese from the premises, not only to passing travellers but also into London. **ROBIN JONES**

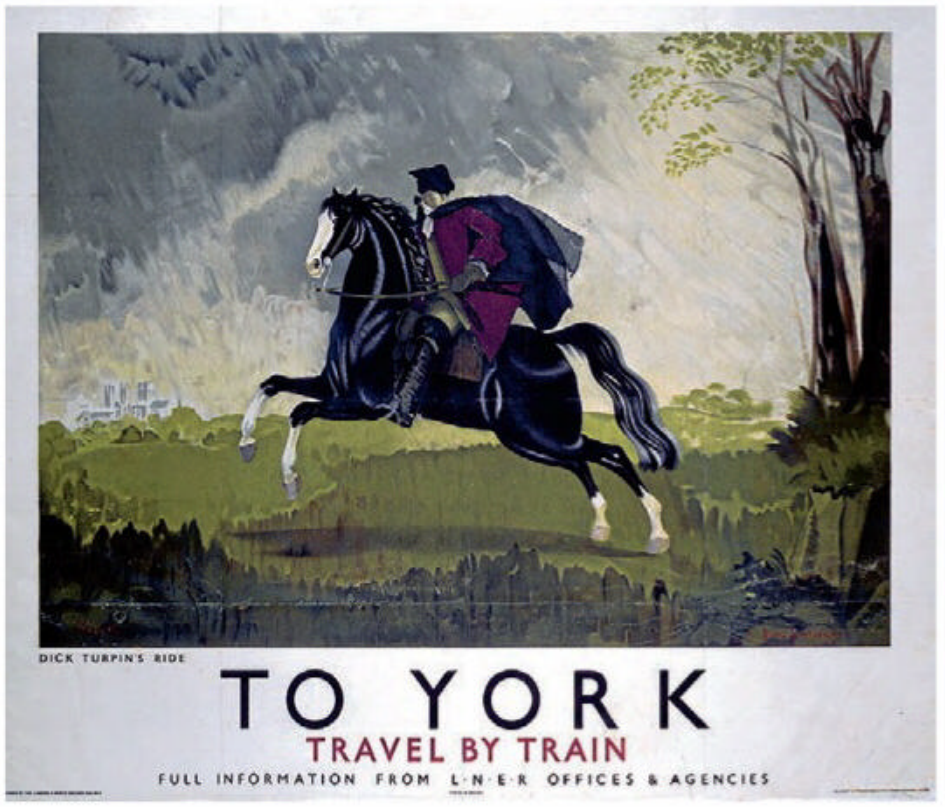
With the building of the General Post Office at St Martin's-le-Grand in London in 1829, mail coaches started using an alternative to the Great North Road, one used by the modern A1, beginning at the GPO building and following Aldersgate Street, pictured at Barbican station. **ROBIN JONES**

The term turnpike derives from the similarity of the toll gates to barriers once used to defend against attack by cavalry, where a row of sharpened pikes was attached to horizontal members and fixed at one end to an upright pole or axle, which could be rotated to open or close a gate.

By 1825, around 1,000 turnpike trusts controlled 18,000 miles of road in England and Wales. Before the turnpike trusts, in terms of long-distance travellers who needed to travel at speed, roads were sufficient only to accommodate riders on horseback. The better surfaces improved communication links, and laid the way for the stagecoach era.

The Great North Road became a primary route used by mail coaches between London, York and Edinburgh. The traditional starting point of the Great North Road, from where mileages were once measured, was the former Hicks Hall at London's Smithfield, but with the building of the General Post Office in 1829, stagecoaches switched to the modern route subsequently classified as the A1, following Aldersgate Street and Goswell Road before joining the old route at the Angel, a key staging post.

Today the bypassed Great North Road through Stilton hosts the annual cheese rolling festival each May, although wooden blocks are substituted for the real thing. **ROBIN JONES**



This classic 1934 LNER poster compares the record flight on horseback wrongly attributed to Dick Turpin and his trusty steed Black Bess with the speed of its express trains. **NRM**

THE STAGECOACH ERA

The earliest record of coach travel from London to the coaching 'capital' of Stamford was in 1685, when the fare for a two-day journey from the George Inn at Aldersgate was a pound. If you wanted to travel to York, it was another two days.

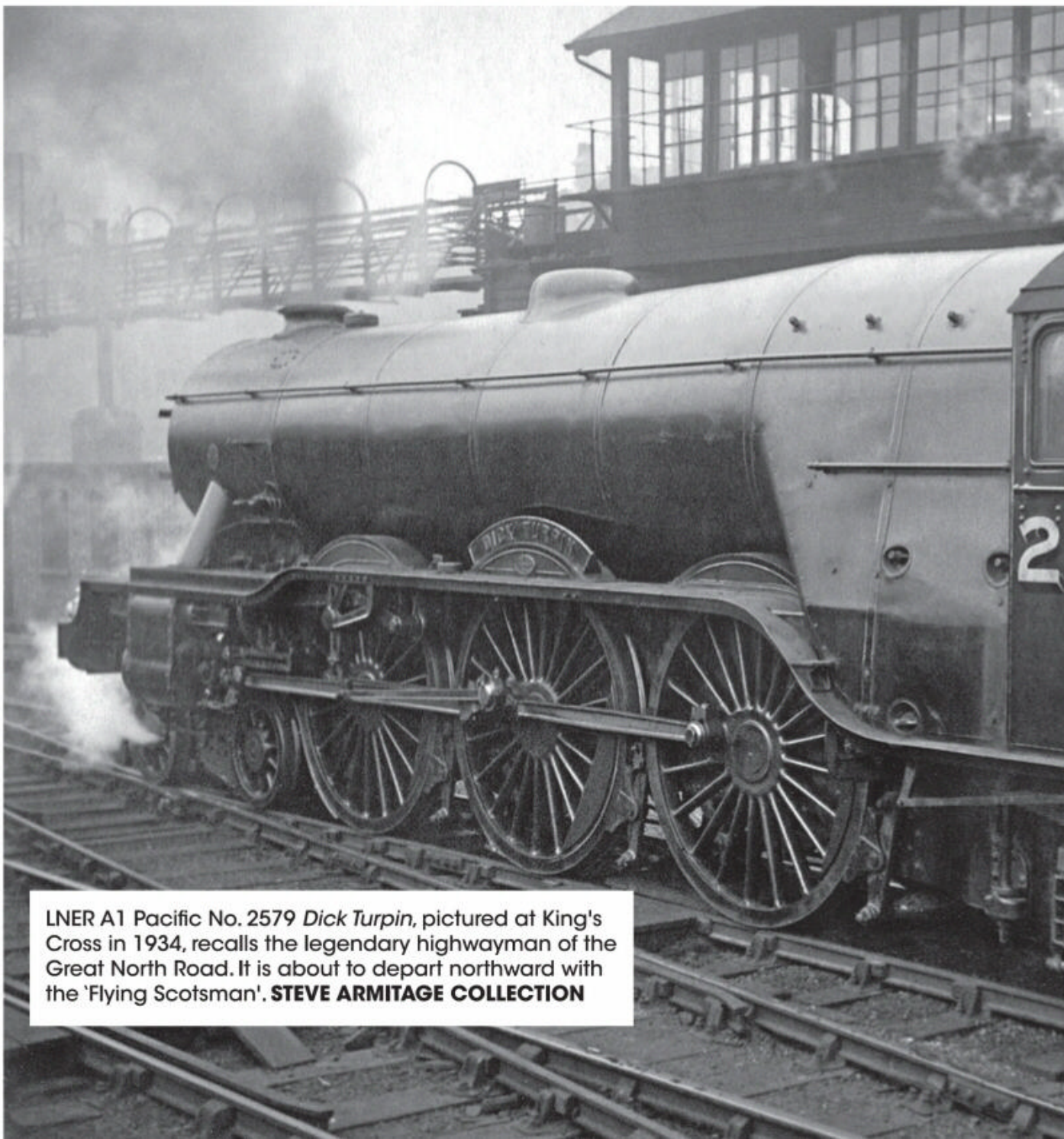
The improvement of major roads through turnpike trusts cut the travelling time between London and Stamford to just a day by 1770, and the fare was also cut, to 16 shillings. By then, a journey up the Great North Road from the capital to Edinburgh would take at least four days.

Royal Mail coaches made their debut on the road in the 1780s and by 1792, the 'Original Stamford Fly' stagecoach service linked the town to London offering a travelling time of just 16 hours.

The towns that were fortunate to lie alongside the Great North Road developed like pearls on a necklace, as the increasing through traffic brought prosperity in its wake. The first staging posts going northwards were Highgate, Barnet, Hatfield, Baldock, Biggleswade and Alconbury.

It must be remembered that despite the collection of tolls from road users to finance the upkeep, this major route was still in a very parlous state, with coaches frequently overturning in gaping potholes, and speeds being limited to 6-8mph at best.

The Great North Road still leads past the George Hotel into Stamford, described as the finest stone town in England. **ROBIN JONES**



LNER A1 Pacific No. 2579 *Dick Turpin,* pictured at King's Cross in 1934, recalls the legendary highwayman of the Great North Road. It is about to depart northward with the 'Flying Scotsman'. **STEVE ARMITAGE COLLECTION**

In Georgian times, coaching towns like Stamford were the equivalent of a modern-day motorway service station. To cater for stagecoach traffic, with frequent overnight stops for travellers and the essential changes of horses, existing hostelries had to be enlarged and new inns opened, while the town's shopkeepers did a roaring trade. Many of the great coaching inns on the Great North Road survive to this day, such as the Bell Inn at Stilton – where Stilton cheese was first served – and the George Hotel in Stamford. The novelist Sir Walter Scott said that the view up to St Mary's church in Stamford was the finest sight on the road between London and Edinburgh.

The stagecoach route led from Stamford to Colsterworth, Grantham, Newark, Retford and Bawtry to Doncaster, Selby and York. The first recorded stage coach operation to York was in 1658.

While York was the first terminus of the stagecoach route from London, a new route running from Doncaster to Ferrybridge, Wetherby, Boroughbridge, Northallerton and Darlington provided a more direct way to Edinburgh, the ultimate destination.

Faster mail coaches began using the new route in 1786, and competition led to rivals speeding up their services.

The years 1815-35 were the golden age of coaching and brought the travelling time from London to York down to 20 hours and from London to Edinburgh to 451/2 hours. Cutting-edge technology indeed: Hadrian and Antonius would have been impressed.

For four centuries, attempts have been made to use cutting-edge transport technology to reduce journey times between London and Edinburgh, the Scots capital dominated by its castle. **ROBIN JONES**

STAND AND DELIVER

The reputation of the Great North Road was not always linked with the benefits of speedy travel between the two capital cities, and had many darker moments.

The road, especially its most deserted sections, was long the haunt of highwaymen and footpads, who would famously relieve rich travellers of their wealth with the cry "your money or your life!"

The most notorious highwayman of all in these parts was John 'Swift Nick' Nevison, whose six-man gang had the Talbot Inn at Newark-on-Trent as their headquarters and would rob travellers on the Great North Road as far north as York and as far south as Huntingdon.

THE ROAD, ESPECIALLY ITS MOST DESERTED SECTIONS, WAS LONG THE HAUNT OF HIGHWAYMEN AND FOOTPADS, WHO WOULD FAMOUSLY RELIEVE RICH TRAVELLERS OF THEIR WEALTH WITH THE CRY "YOUR MONEY OR YOUR LIFE!"

The son of a wool merchant, Nevison was given his nickname by none other than Charles II, who displayed a sneaking admiration for the rascal, if only because of his marathon ride on horseback from London to York.

In *A Tour Through the Whole Island of Great Britain*, Daniel Defoe recorded that Nevison robbed a traveller at Gads Hill in Kent one summer morning in 1676, ironically at the same spot near Rochester where Shakespeare's Falstaff committed a similar though fictitious felony in *Henry IV Part One*.

Nevison then galloped away on a bay mare, crossed the Thames on a ferry and rode at an unearthly speed to York, resting his horse only for short periods on the way.

After riding for more than 200 miles, he arrived at York, changed his clothes and spruced himself up, and then attended a bowling green where he knew the Lord Mayor of York would be playing. He spoke to the mayor and laid a bet on the outcome of the game – ensuring that the time he placed the bet, 8pm, was remembered.

Nevison was subsequently arrested for the Gads Hill robbery – but to everyone's astonishment, produced the mayor as an alibi. The court refused to believe that a man who had committed a crime in Kent could have been in York at 8pm the same day.

Nevison was not only cleared but emerged as a folk hero, impressing even the king. It was said that he never used violence in any of his robberies. Nevertheless, he was arrested on several occasions, once escaping from Wakefield prison, and on another occasion being sentenced to transportation to Tangiers, only to escape before the ship sailed from Tilbury. He even managed to get an accomplice to pose as a doctor and pronounce him dead of the plague to escape the strong arm of the law once again.

His end came after he killed a constable called Fletcher who tried to arrest him, and was caught by bounty hunters at an inn at Sandal near Wakefield.

At the age of 45 he was hanged at York Castle on May 4, 1684 and buried in an unmarked grave.

After his death, Nevision himself was robbed – of the reputation of his greatest feat, for a subsequent writer credited his marathon ride from Kent to York to an even more famous highwayman of the Great North Road, none other than Dick Turpin, and his horse Black Bess, and so the story was cast in legend, but attributed to the wrong man, who had lived half a century before.

The Great North Road at Highgate as seen before the coming of the turnpike, with its muddy rutted surface.

A Great North Road pub sign illustration of a typical stagecoach, in the era when rival operators began cutting journey times from London to Edinburgh, with no steam trains yet in sight. **ROBIN JONES**

FROM STAGECOACHES TO CARS

The zenith of the coaching trade was around 1830, when Stamford boasted 40 mail coaches and 30 passenger carrying services passing through each day, not to mention numerous carriers of freight.

A quarter of a century before, few of the landlords doing a roaring trade along the Great North Road would have given a damn if they had even heard about a Cornish mining engineer called Richard Trevithick demonstrating in public, for the first time, a steam railway locomotive, on the Penydarren Tramroad near Merthyr Tydfil. However, they were given just cause to quake in their boots with the successful opening on September 15, 1830 of the Liverpool & Manchester Railway, the world's first inter-city passenger line, in which all the trains were hauled for most of the distance solely by steam locomotives.

The great period of railway building that followed consigned the stagecoaches to history. Not only could they not compete in terms of speed, but the great coaching towns, particularly if they were bypassed by railways as happened in the case of Stamford, lost their livelihoods almost overnight.

The last coach from London to Newcastle left in 1842 and the last from Newcastle to Edinburgh in July 1847. The days of the highwayman were numbered too: the last mounted robbery in England was said to have taken place in 1831.

The Great North Road outlived the stagecoach era, and in the early 20th century, saw its first motor cars.

In 1921, when the ministry of Transport began numbering roads, it was designated the A1, the first and foremost in Britain.

Just as it became a key arterial route for the horse-drawn mail coaches, in the 20th century it became a primary route for motor traffic competing against the railways.

It became so busy that by 1927, its first town passes were built, around Barnet and Hatfield. Chester-le-Street, Durham and Ferryhill followed in the 1930s, and in 1960, Stamford the great coaching town and Durham were also bypassed. Retford followed in 1961 and St Neots in 1971, as parts of the route were widened to motorway status as the A1(M), much of the rest being dual carriageway. The Hatfield tunnel was opened in 1986.

The A1 is deemed to start from St Paul's Cathedral and finish at the eastern end of Princes Street near Edinburgh Waverley station where the A7, A8 and A900 roads meet. Scotch Corner in North Yorkshire, marks the point where traffic bound for Glasgow parts from that heading for Edinburgh.

The Great North Road had, for centuries, established both the government and public desire for speedy travel between the two capitals, and when the stagecoaches were superseded by the railway, it was left to the steam locomotive to take up the baton where they had left off.

In doing so, the route would be elevated on to the world stage, immortalising the Britain of the 1930s as the world leader in terms of land transport technology.

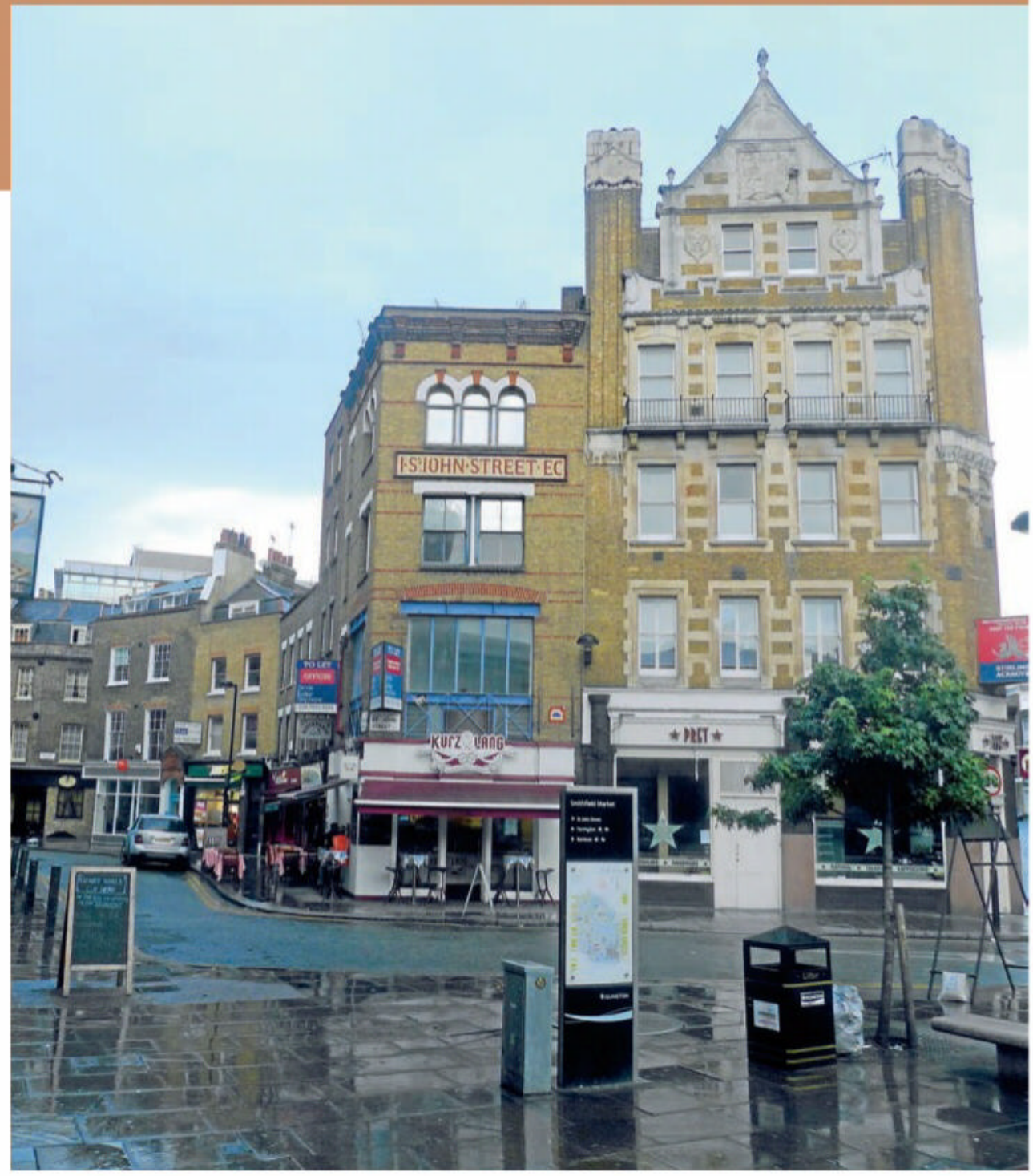
The Great North Road is characterised by its generous width and sweeping verges as it passed through towns and villages like Long Bennington in Lincolnshire. **ROBIN JONES**

ABOVE AND BELOW: St John Street in Clerkenwell, Islington, marked the start of the traditional route of the Great North Road. It runs northwards from Smithfield Market, where meat has been traded for eight centuries. **ROBIN JONES**

One other, and often overlooked claim to fame of the Great North Road in terms of speed, is that Goswell Road, one of the early stretches in London, is held by some to be the starting point for the first successful four-minute mile run, by James Parrott on May 9, 1770. He is said to have run down Old Street before finishing at St Leonard's in Shoreditch.

The sporting authorities of the time accepted the claim as genuine, having the benefit of the invention of John Harrison's chronometer by then. Such a device was said to have measured the four minutes correctly, but the record is not recognised by modern sporting bodies, and so generations of schoolboys are now told that the world's first four-minute mile was run on May 6, 1954 by Roger Bannister, nearly 184 years after Parrott. ■

The end of the A1 in Edinburgh. **KLAUS/CREATIVE COMMONS**



First over the border

The East Coast Main Line broadly parallels the route of the A1. Linking London with Yorkshire, the North East and Scotland, it is one of Britain's key trunk routes.

As with most other British trunk routes from the great age of railway building, it was not designed and built by one company, but came into being piecemeal fashion.

Three companies, the North British, North Eastern and Great Northern railways built sections of the line to serve their own needs, but mindful that one day they would link up to provide a fast route between the two capital cities that would become a backbone of post-Industrial Revolution Britain.

It is easy to assume that the starting point for construction would be London, with the route extending further northwards into the provinces as more capital was raised. However, it was the North British Railway that built the first section, completing its line from Edinburgh to Berwick-upon-Tweed in 1846, and in doing so became the first railway to cross the border into England.

The Great Northern Railway completed its line from King's Cross to Shaftholme, a tiny village north of Doncaster, in 1850.

Finally, the North Eastern Railway came together through a series of amalgamations and in 1871 built the final section needed to provide a direct through route.

EDINBURGH'S FIRST STEAM RAILWAY

After several early schemes came to nothing, the Edinburgh & Glasgow Railway was formed in 1835 and on July 4, 1838 received Parliamentary powers to build Scotland's first inter-city line. The first passenger services between Edinburgh Haymarket and Glasgow Queen Street ran on February 21, 1842 and goods traffic began that March.

One disadvantage was that Haymarket lay on the western edge of the capital, whereas Queen Street was in Glasgow's centre. Nonetheless, the railway was a huge success, carrying 1600 people a day during its first 10 months.

It soon became clear that a more convenient terminus was needed in Edinburgh city centre and in 1844 an eastward extension from Haymarket was planned. A new station, Edinburgh General, was opened on May 17, 1847.

CROSSING THE BORDER

Six weeks before the Edinburgh & Glasgow opened, its chairman, John Learmonth, held a meeting with a group of Edinburgh gentlemen, who were keen on building a railway running eastwards to the fishing port of Dunbar 30 miles away. They formed a provisional committee to promote the scheme, under the banner of the North British Railway.

Local investors did not believe that the scheme would reap sufficient dividends, and so the new company looked further afield, to the border country. It was decided to build a line all the way to Berwick-upon-Tweed, taking a railway across the border for the first time.

The scheme attracted sufficient investors, albeit they mainly came from south of the border.

At the time, stagecoach services ran along the Great North Road to Edinburgh and there were sailings between Leith and London, but while they made communication possible, it would never be as attractive as completing the journey by rail in a fraction of the time.

While the Edinburgh & Glasgow had struggled to win Parliamentary powers, the North British gained its Act on July 4, 1844 with little opposition, and work began almost immediately – not on the main line, but its first branch, the 4½ mile route from Longniddry to Haddington, an important market town that had been bypassed by the main line to cut down on expenditure of tackling the hilly terrain.

The terminus was also North Bridge, allowing through running from the Edinburgh & Glasgow.

The line from there to Berwick was built by 12 different contractors within two

LNER A4 Pacific No. 60007 *Sir Nigel Gresley* crosses the Royal Border Bridge at Berwick with a heritage era charter. **BRIAN SHARPE**

years. Money was saved by the engineers following contours around cliffs rather than tunnelling through spurs.

At Cocksburnpath, an 11ft high, six-span stone bridge took the line over the Dunglass burn, with large embankments either side. This part of the line caused problems, not only with waterlogging, but with the labour force. Near the summit, the topmost ridge was pierced by the 267-yard Penmanshiel Tunnel.

The navvies comprised Irish Catholics and Scottish protestants – cultural opponents to put it mildly. The men were paid in tokens to be redeemed only at the contractor's shop, where whisky was heavily promoted.

The local population came to dread pay day. In October 1844, matters came to a head when religion sparked a riot through the local area, bringing work on the railway to a standstill, and ill feeling between the warring parties lasted well over a year.

Not everyone welcomed the coming of the railway. One James Blackadder feared that God-fearing Scotland would be threatened by the heathen English influence channelled north by the line.

He took out press advertisements warning his fellow countrymen of the latest Sabbath desecration taking place in England – which took the form of the running of trains on a Sunday.

On August 3, 1975, LNER D49 4-4-0 No. 246 *Morayshire* and Caledonian Railway 0-4-4T No. 419 pass Dunbar with a rake of vintage coaches from the Scottish Railway Preservation Society's former base at Falkirk to Shildon for the Stockton & Darlington Railway 150th anniversary celebrations. **BRIAN SHARPE**

The original Berwick station as built by the North British Railway had a castellated appearance. **NETWORK RAIL**

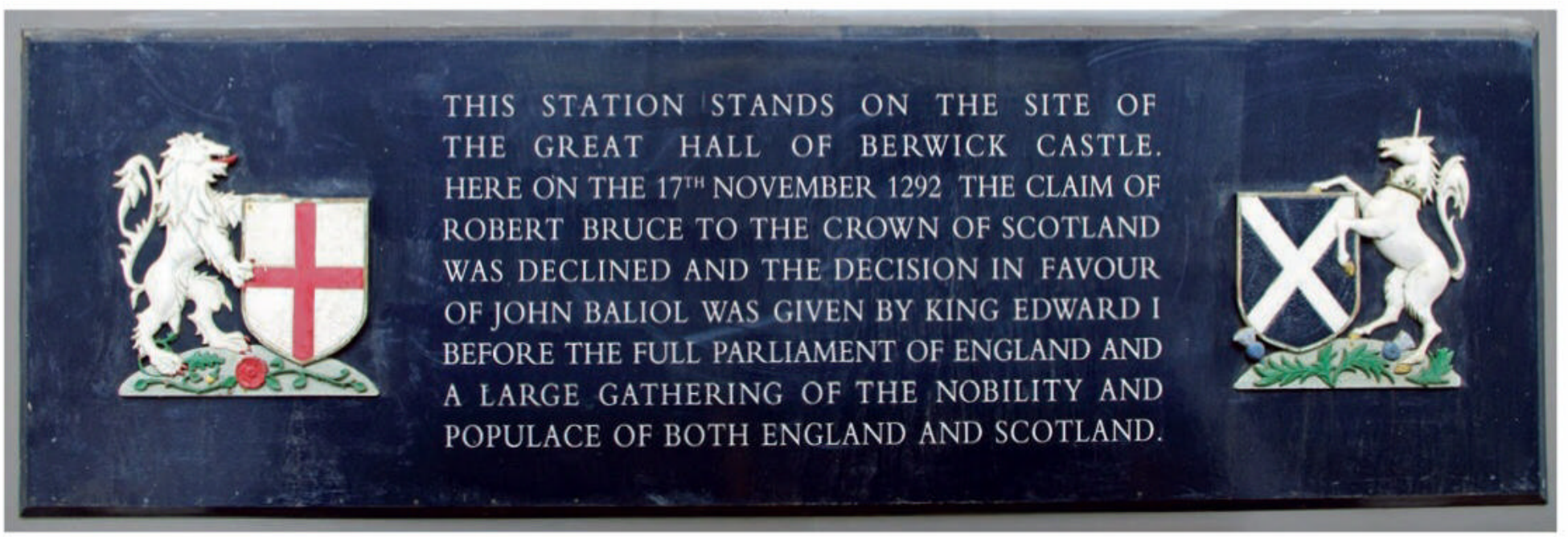
Network Rail's plaque at Dunbar station marking 150 years of trains using the line between Edinburgh and Berwick. **ROBIN JONES**

THE YO-YO TOWN

Berwick station would never be passed by planning authorities in our heritage-conscious age... for its construction in 1847 required the demolition of the great hall of Berwick Castle.

The castle was founded in the 12th century by the Scottish king David I. A plaque in the main building today records that it was there on November 17, 1292 that John Balliol (also known as Baliol, or de Balliol) was proclaimed by 104 Scottish 'auditors' as the new King John of Scotland, a situation manipulated by the English king Edward I, in preference to the less amenable Robert Bruce, grandfather of Robert the Bruce.

However, Edward failed to show Balliol much respect, and after Scottish barons concluded a treaty with France that became known as the Auld Alliance, Balliol abdicated in July 1296 and became Edward's prisoner.



The plaque commemorating Berwick Castle's place in Scottish history. **ROBIN JONES**

Berwick-upon-Tweed station today: modern trains pass through the heart of what was once one of Britain's great castles. **ROBIN JONES**

Both Berwick and its castle changed hands more than 13 times during the English-Scottish conflicts between 1147 and 1482. The castle's position in the disputed border country made it one of the most important fortresses in England. New battlements were built to protect Berwick in the 16th century but as the nations became slightly more peaceful neighbours the castle faded in strategic importance, with large parts being used as a source of stone for other buildings, such as Berwick's parish church of Holy Trinity during the reign of Oliver Cromwell.

The spot where Edward took oaths of allegiance from Scottish nobility in 1296 is now covered by railway platforms.

In 1482, Berwick was captured by Richard Duke of Gloucester, the future Richard III, but it never was officially merged into England, which nonetheless has administered the town ever since. The situation led to the unique anomaly where it appears to be the 'county town' of Berwickshire... which is in another country.

The Act of Union of 1707 which saw England and Scotland joined ended the dispute, so Berwick remains within the laws and legal system of England and Wales. However, there are still calls for it to be returned to Scotland, and the town's football team, Berwick Rangers, play in the Scottish League rather than the English system, for geographical reasons.

The North British Railway had reached Berwick in 1846, and made do with a basic temporary station until the present one was built. Not all of the castle was lost: the former west wall of the castle still marks the boundary of the now-defunct goods yard.

The surviving west wall of Berwick Castle by the old goods yard. **ROBIN JONES**

THE FIRST TRAINS TO ENGLAND

Huge celebrations marked the North British Railway's first operations on June 18, 1846, when two new 0-4-2s hauled two maroon-liveried trains out of Edinburgh. On the day, two trains using a total of 50 out of the company's 146 carriages used nine engines to take the invited guests from Edinburgh to Berwick and back.

Regular services began four days later with five trains each way between Edinburgh and Berwick, from where there were stagecoach connections to Newcastle. A journey with only one stop, at Dunbar, took 90 minutes, while a stopping train took 2½ hours.

The British Rail sign marking the point where the ECML crosses the border between England and Scotland. **CALLUM BLACK/CREATIVE COMMONS**

Dunbar station. The port had been the intended original destination of the North British Railway's first line. **ROBIN JONES**

The standard of passenger accommodation was higher than on most railways of the day. First class vehicles were broadly based on stagecoach concept, with enclosed compartments, but enclosed carriages with windows were also provided for second-class travellers. Third class passengers not only had benches to sit on, but roofs to shelter beneath too, a direct contrast with the open seatless vehicles on the Edinburgh & Glasgow.

Hawthorn of Newcastle provided 26 double-framed 0-4-2s followed by six 2-2-2s and 15 2-4-0s, while freight, in form of Lothian coal traffic and borders agricultural produce, was handled by an increasing number of 0-6-0s hauled both the established Lothian coal flows and developing agricultural traffic from the Borders.

'The Elizabethan' bound for King's Cross departs from Edinburgh Waverley on July 25, 1953, powered by A4 Pacific No. 60004 *William Whitelaw*. **BRIAN MORRISON**

North British Railway J36 0-6-0 No. 673 *Maude* leaves Edinburgh Waverley with a railtour to Inverkeithing on May 4, 1980. The locomotive is now displayed in the National Railway Museum at York. **BRIAN SHARPE**

WHISKY BY NO MEANS GALORE

Today it comes as a surprise to many people to learn that until the 19th century, there were still customs controls in place between England and Scotland. The 1707 Act had not abolished the frontier with respect to 'colonial liquor' and similar restrictions applied as to when crossing the channel into France.

A month after the North British Railway opened, the company announced the first-ever excursion from Glasgow to England, with the two Scottish railways combining to lay on the trip for 400 passengers, stopping off at Edinburgh and Dunbar.

However, the trip turned sour when the train stopped at Berwick. Customs men pounced on the unsuspecting passengers and opened their baggage, seizing whisky where it was found.

The excursion was followed by regular arrests of both passengers and staff for smuggling whisky. The railway complained about the delays to its services caused by the revenue men while the customers officers complained that obstacles were being placed in their way.

Eventually, the situation ended when the law was changed to allow whisky to be carried across the border.

DESTROYED BY FLOODS

On August 30, the engine of a train carrying none other than North British Locomotive Superintendent Robert Thornton hit floodwater near Linton and the engine came off the track with the leading coach and plunged down an embankment. Nobody was killed.

It rained throughout the ensuing September and, to cut a long story short, there was little hiding the fact that parts of the line had been built in a hurry and on the cheap when extensive flooding washed away sections of trackbed along with bridges and embankments along the coastal section. The result was that 19 miles of the route became rendered impassable.

The North British Railway had killed off the stagecoach services along its route overnight, and so any form of other horse-drawn transport that could be found at short notice, even ordinary carts, was pressed into service to connect the two operational halves of the line.

The damage highlighted the shoddy workmanship in much of the building of the line and its infrastructure, especially with regard the section of the cliffs north of Berwick.

The destruction was repaired in piecemeal fashion, and it was not until the end of the century that serious work was carried out to bring the railway fully up to standard.

Overnight on August 12, 1948, violent thunderstorms washed away part of the ECML in Berwickshire. This is the state of Free Kirk Bridge near Granthouse the following day. **NRM**

Robert Stephenson, the great railway engineer who designed the Royal Border Bridge for the York, Newcastle and Berwick Railway

The 9.50am express from Aberdeen arrives at Edinburgh Waverley on July 31, 1953 behind Class A2 Pacific No. 60629 *Pearl Diver,* which took over the train at Dundee. This was the only locomotive in the A2 fleet to have been rebuilt with a double blast pipe and multiple valve regulator. **BRIAN MORRISON**

A4 Pacific No. 60009 union of South Africa passes East Linton with a southbound railtour. **BRIAN SHARPE**

SOUTHERN CONNECTIONS

After the damaged line was reopened, North British directors were concerned that the Leith to London ships were still carrying twice as many passengers as the line.

However, there was no need for them to fret for too long, for within months the railway had been linked to the rapidly-expanding English network.

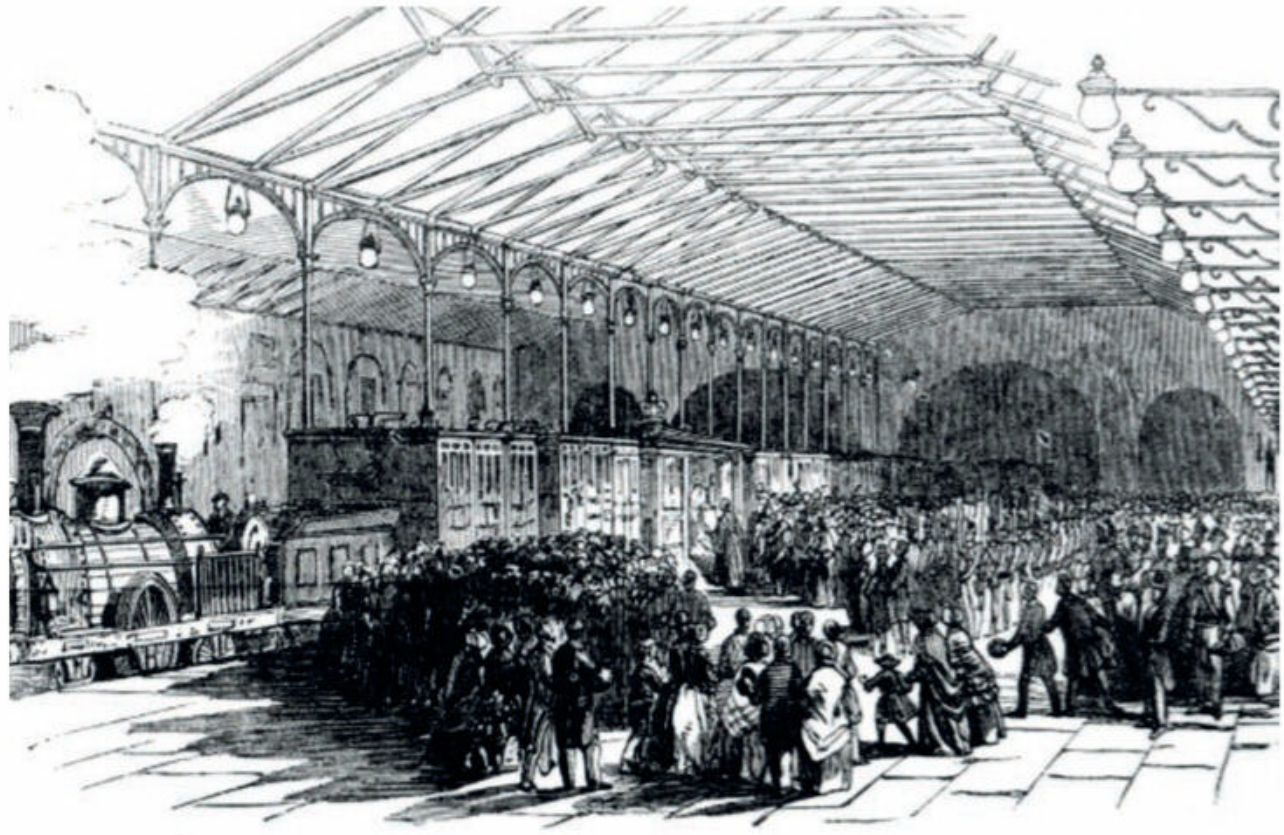
The Newcastle & Berwick Railway meanwhile reached the south bank of the River Tweed in March 1847, effectively linking Berwick to the Brandling Junction Railway at Gateshead.

However, it was another 18 months before a temporary viaduct across the river was built to allow through running between Edinburgh and Newcastle via the North British Railway.

The temporary bridge was superseded in July 1850 when Queen Victoria opened the Royal Border Bridge. Also known as the Berwick viaduct, it is one of the most stupendous structures on the ECML.

The 28-arch brick but stone-faced structure, designed by Robert Stephenson, crosses the Tweed, but not the border, which lies three miles to the north. It is 2162ft long and stands 124ft above the river. Grade I listed, it underwent significant repairs in the Nineties with the help of funding from English Heritage.

In 1847, the Newcastle & Berwick Railway merged with the York & Newcastle Railway to become the York, Newcastle and Berwick Railway.



The arrival at Berwick of the Royal Train from London, carrying Queen Victoria to open the Royal Border Bridge. **ILLUSTRATED LONDON NEWS**

Locomotives being built in the North British Railway's locomotive works at Cowlairs on the western side of the Glasgow-Edinburgh main line at Carlisle Street in Glasgow prior to the Grouping of 1923. It was the first works in Britain to build locomotives, carriages and wagons in the same place. Locomotive building here ended when the LNER was formed, but the works carried on until 1968. **SRPS**

The sole NER three-cylinder compound 4-4-0 No. 1619 working an Edinburgh-bound 'Scotch Express' past Benton Quarry in Newcastle. **TB PARLEY**

Inter-City High Speed Train No. 43113 forms the 1.35pm Edinburgh-Kings Cross service seen passing the Torness nuclear power station on September 9, 1987, before electrification masts were erected. **GAVIN MORRISON**

LNER A4 Pacific No. 60009 *Union of South Africa* heads the Railway Touring Company's 'Great Britain II' from Edinburgh to York on April 13, 2009. It is pictured here at Tweedmouth. **BRIAN SHARPE**

The western approach to Edinburgh Waverley station today. The Balmoral Hotel can be seen top left. **ROBIN JONES**

THE RISE OF EDINBURGH WAVERLEY

In the steep narrow valley between Edinburgh's medieval Old Town and the 18th-century New Town lay a freshwater loch, the Nor Loch.

With the growth of the city, by the early 19th century it had become an open sewer, and was drained by 1820. When it was dry, much of the land was used to build the sprawling landscaped park named Princes Street Gardens.

Three stations appeared in the valley in the 1840s. The North British Railway opened North Bridge on June 22, 1846, followed by the Edinburgh & Glasgow's General station the following year. Also on May 17, 1847, the Edinburgh, Leith and Newhaven Railway opened its own station, Canal Street, also known as Edinburgh Princes Street.

All three stations came under the ownership of the North British in 1868. All of them were knocked down and the existing Edinburgh Waverley station was built in their place.

From the outset, it has been the most important station in the Scottish capital. In 1870, the Caledonian Railway opened another major station, also called Princes Street, but it never eclipsed Waverley, and closed in 1965.

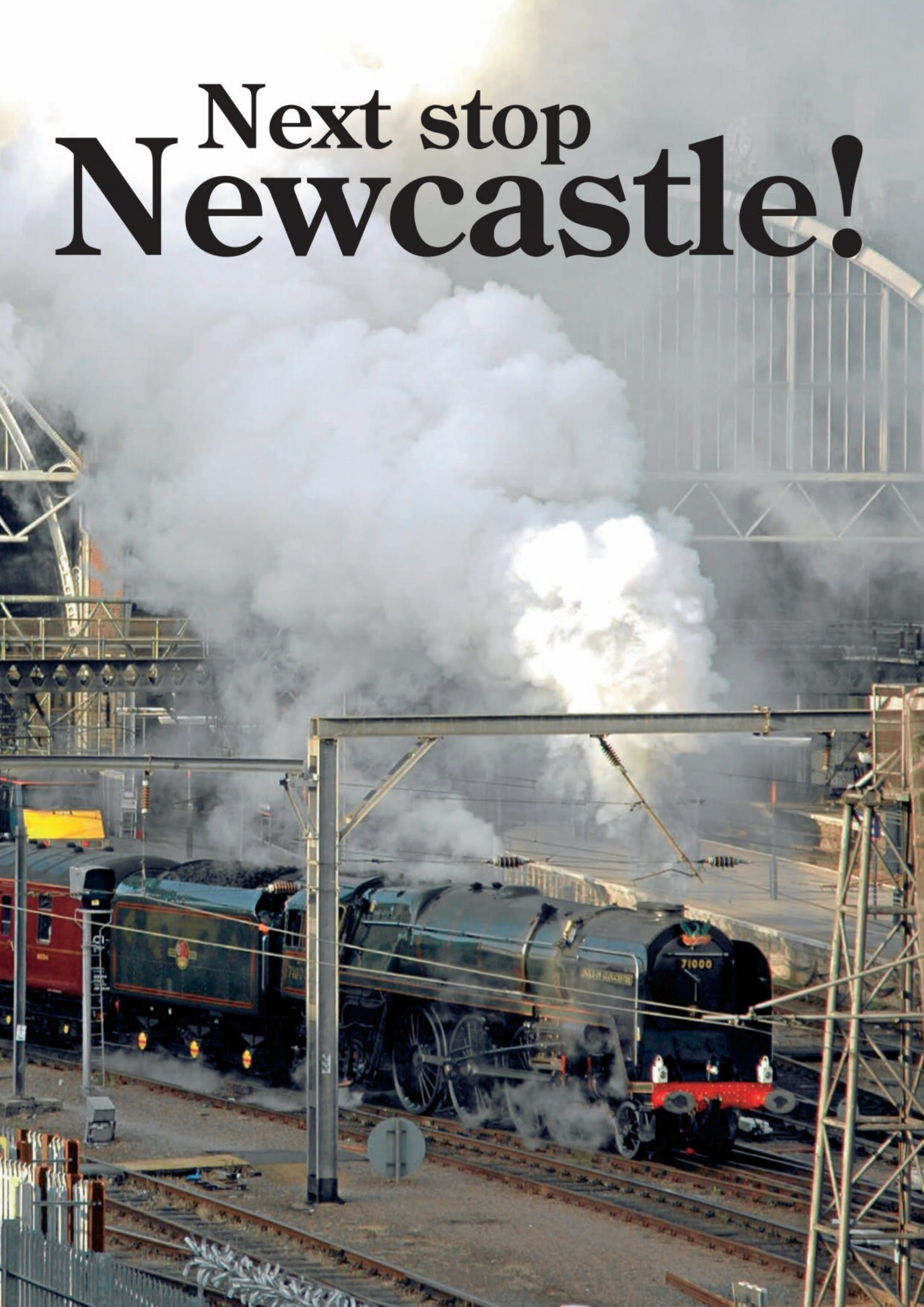
In 1902, the North British built an imposing hotel next to Waverley to cater for travellers.

Sold by British Rail in 1983 to the Forte hotel group, it was upgraded and reopened in 1989 as the Balmoral Hotel, and today is one of the most luxurious in Britain. ■

The main concourse at Edinburgh Waverley is very different to the facilities that were provided at the city's first railway station back in 1842 . **ROBIN JONES**

Unique British Railways 8P Pacific No. 71000 *Duke of Gloucester* makes a storming departure from King's Cross on June 11, 2005, with the other forms of traction that use the station – diesel and electric – represented. **BRIAN SHARPE**

Next stop Newcastle!



An immaculate A4 Pacific No 60028 *Walter K Whigham* stands at King's Cross on June 8, 1961, waiting to depart from beneath one of Lewis Cubbit's two great semi-circular roofs with the 10.15am Royal Train to York. **BRIAN MORRISON**

The gateway to the East Coast Main Line is London King's Cross, one of the most famous stations in the world, and justifiably so.

It is from here that examples of the world's fastest steam locomotives set out on their marathon journeys to the Scottish capital, reaching it in just over four hours, less than a tenth of the time it would have taken by stagecoach.

The first prospectus of the London & York Railway was issued on May 3, 1844, and plans were made for a main line from London to York, a loop line from Peterborough to Bawtry via Boston and Lincoln, and among other lines, a branch from Doncaster to Wakefield.

Despite fierce opposition from the London & Birmingham Railway and the Midland Railway, which had a monopoly of the existing traffic from London to Leeds and York, the London & York Bill finally received Royal Assent on June 26, 1846 as The Great Northern Railway Act 1846. The company took on the latter name, and had Leeds and York as its initial main targets.

Work began on building the Peterborough to Gainsborough section of the loop line first of all, because it was thought that as it crossed flat fenland it would be quicker and cheaper to build, and would start bringing in returns sooner. The GNR decided not to build the loop north of Gainsborough because it had been refused parliamentary powers for a branch from Bawtry to Sheffield, and instead came to an arrangement with the Manchester Sheffield & Lincolnshire Railway to run over its line from Lincoln to GNR metals at Retford.

The first section of Great Northern Railway line was opened on March 1, 1848. It comprised the Grimsby to Louth section of the East Lincolnshire Railway, which the GNR leased from the outset.

The first section of track wholly owned by the GNR to be opened was the three-mile stretch from Doncaster to Askern Junction on October 1, 1848. At Askern Junction, the GNR line linked to the Lancashire & Yorkshire Railway route from Knottingley.

The East Lincolnshire line opened between Louth and Boston on October 1, 1848. Then 16 days later, the loop line between Werrington just north of Peterborough and Lincoln opened. Because the GNR main line had not yet been built, its trains used the Midland Railway's line to access Peterborough from Werrington Junction to Peterborough.

The GNR began running trains from Lincoln to Retford and on to Doncaster via the aforementioned Manchester Sheffield & Lincolnshire Railway (later Great Central) route on September 4, 1849.

Very quickly, the GNR gained its desired foothold in Leeds. On June 30, 1847, it agreed running rights over the Lancashire & Yorkshire from Askern Junction to Knottingley and on to Wakefield, and also from Knottingley to Methley on the Midland Railway. From October 16 that year, the Midland permitted the GNR to run from Methley to Leeds.

Next stop would be York. The York & North Midland Railway agreed for the GNR to run trains over its line from Burton Salmon to York, and also over a new line from Knottingley to Burton Salmon, in return for the GNR promising not to build a line from Selby to York. The Knottingley to Burton Salmon route opened in June 1850.

THE LONDON GATEWAY

It was all going well in the East Midlands and south Yorkshire, but what about the most important part of the planned GNR trunk route, the section out of London?

William Cubitt was appointed as engineer-in-chief. A millwright, he had built up a reputation in civil engineering and had not only invented a new kind of windmill sail but the treadwheel that was notoriously used in Victorian prisons.

Before he came to London, he was chief engineer at the engineering firm of Ransomes in Ipswich, which later built steam-operated railway cranes.

He also worked on the South Eastern Railway, and in 1851, was the chief engineer of the Crystal Palace erected for the Great Exhibition.

William Cubitt's resident engineer for the GNR's London District was George Turnbull, who took command for the building of the first 20 miles of track out of the capital.

Turnbull, who was born near Perth, sailed from Dundee to London in 1828, a journey taking 41 hours by steam ship, to train under Thomas Telford while he was building St Katharine Docks in central London. In 1830 he was promoted to become Telford's draughtsman and clerk, and two years later surveyed new water supplies for London.

From 1840-42 Turnbull worked on building Middlesbrough Dock. It was later bought by the Stockton & Darlington Railway, the world's first public steam-operated line.

In 1843, he engineered the railway tunnel through Shakespeare Cliff between Dover and Folkestone, where he built a pier and landing stages.

Between 1846-49, he oversaw the building of the southernmost length of the GNR, including the Copenhagen, Tottenham, South Barnet, North Barnet and South Mimms tunnels and the many bridges en route.

At that stage, much of the line which is now in inner-city London ran through fields and open countryside.

At first, the line began from a temporary terminus at Maiden Lane north of the Regent's Canal, which opened on August 7, 1850 in time for the Great Exhibition. Officially named The London Temporary Passenger Station, it was surrounded by fields, brickworks and a fever hospital.

The station was a basic affair, comprising a trainshed made of cast and wrought iron, and which later saw used as a potato warehouse.

However, in 1848, Turnbull became involved with the planning of a terminus which would become an international byword for railway excellence – King's Cross.

Designed in detail by Lewis Cubitt, another member of the great family of civil engineers, this great 'cathedral of steam' was built during 1851–52 on the site of a former smallpox hospital.

It is easily the most imposing piece of GNR station architecture of all. That is remarkable especially in view of the fact that it had to be built quickly, as Maiden Lane was already showing signs of weakness.

Lewis Cubbit's design was based around a pair of 105ft glazed semi-circular roofs side by side, 800ft long and 72ft high. To speed up building work, the ribs were fabricated on site using laminated timber, but replaced in 1866 by more durable iron versions.

Between the roofs stood an Italianate clock turret, 120ft tall, from which three bells chimed until 1927.

Devoid of ornamentation, King's Cross was built for functionality, yet has an austere beauty of its own. When it was completed, its design was regarded as startling, yet it has certainly stood the test of time.

The station opened with just two platforms, against the east and west walls, and 14 tracks, most of which were used for storage only and could not be accessed from platforms. This original part includes today's platforms one to eight.

The station was one sided, with offices and passenger rooms situated on the west platform, which was used for departures. The east platform, which ran alongside York Way, handled arrivals only. There was no concourse, a much-later development.

Small turntables and capstans facilitated the movement of rolling stock without locomotive assistance.

To the north of the station, the railway passes beneath the canal, another feature for which Turnbull was responsible.

The original arrangement was outgrown within a few years, particularly after 1858 when the Midland Railway obtained permission to run services from Hitchin into King's Cross via the ECML on which GNR traffic levels continued to grow.

In the 1860s, tunnels were bored linking the GNR to the east-west Metropolitan Railway's Widened Lines. These included a platform on the Up curve under York Way and today carry the Thameslink services.

In 1875, a separate train shed was built with three suburban platforms, to accommodate the station's first commuter services, and this was extended in 1895. An island platform to the west was built in 1924.

Also in the 1870s, additional bores for the Gas Works and Copenhagen tunnels were dug. The tunnels immediately north the station have always been a bottleneck, limiting traffic movements between the stations, engine sheds, and freight yards.

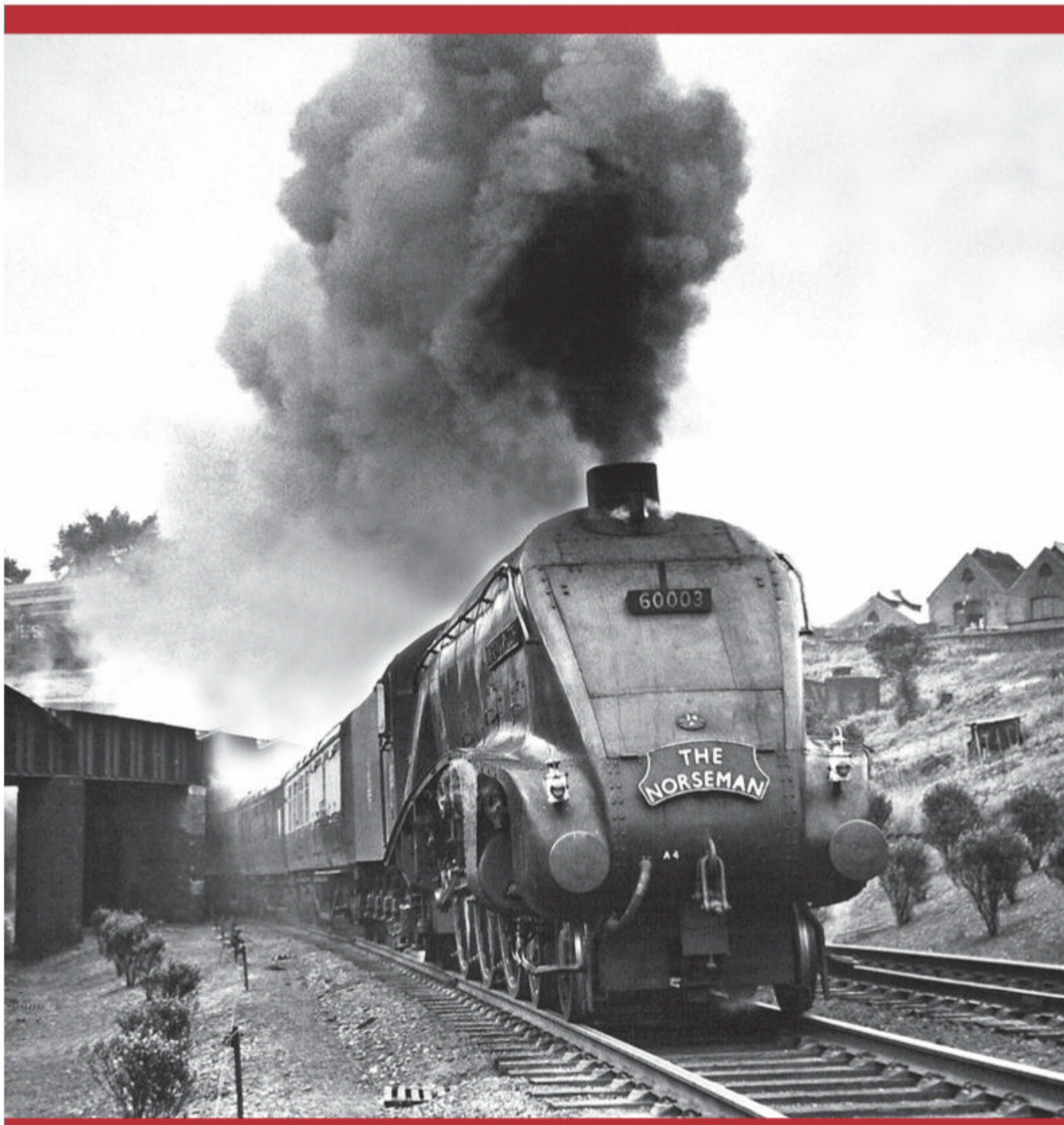
While the new tunnels helped relieve congestion, in 1886 another double track bore was needed for Copenhagen Tunnel, and a third Gas Works Tunnel bore followed in 1892. That year, a second departure platform opened in the main station.

We think of King's Cross as a major passenger station, which today it exclusively is, but at the start it handled massive amounts of freight too. By the end of the 19th century it was handling a million tons of freight each year.

The GNR profited heavily from the capital's rapidly-growing needs for coal, vegetables, and meat, and vast amounts of sheep, pigs and cattle were shipped on a weekly basis, usually to the nearby Metropolitan Cattle Market.

Also, trainloads of coal were brought in from the Yorkshire-Nottinghamshire coalfield, and by late Victorian times, King's Cross boasted a sizeable coal depot.

In LNER days, pathing slow coal trains inbetween the fast expresses for which the ECML would become world famous presented a significant problem.



King's Cross (34A)-based A4 Pacific No. 60003 *Andrew K McCosh* blasts away from Copenhagen Tunnel on June 29, 1953 and starts the climb of Holloway Bank with 'The Norseman' express from King's Cross to Newcastle Tyne Commision Quay, carrying passengers for Norway. **BRIAN MORRISON**

WHY 'KING'S CROSS'?

The name comes from a monument to King George IV that was built near the spot, at the junction of Gray's Inn Road, Pentonville Road and New Road (later Euston Road).

Standing 60ft tall with an 11ft statue of the monarch on top, it was completed in the mid-1830s.

The top floor was used as a camera obscura – offering sweeping views of the capital, while the bottom housed a police station and later a beer shop.

The monument attracted ridicule and was demolished in 1845, but the name that it had given to the locality stuck.

When the GNR built the grand terminus, some of its officials were aghast at the rundown nature of the locality in which it stood. The GNR's first goods manager, J Medcalf, described it as "a long battalion of rag sorters and cinder beaters".

The area had been settled by the Romans, and was later occupied by a village known as Battle Bridge. The focal point was Broad Ford Bridge, an ancient crossing of the River Fleet, which is now buried up to 40ft beneath London's streets and discharges its waters into the Thames below Blackfriars railway station.

It was long held that the name Battle Bridge derived from a major battle between the legions, who had a camp on this spot known as

The listed building near the site of the original King's Cross monument, with an ornamental lighthouse fixed on top. **ROBIN JONES**

The much-welcomed 1845 demolition of the King's Cross monument that gave the district its name. **ILLUSTRATED LONDON NEWS**

the Brill, and the Iceni tribe led by the warrior queen Boudica. An urban myth arose in the mid-20th century that Boudica is buried beneath platforms 9 or 10 at King's Cross.

Nearby is St Pancras Old Church, said to have been a site of Christian worship since AD314. It is dedicated to the Roman martyr St Pancras, beheaded at the age of 14 because he would not alter his beliefs. Largely rebuilt in Victorian times, it contains remnants of Norman features. It was superseded at the parish church by St Pancras New Church half a mile away in Euston Road, but remains as a green oasis sandwiched alongside two of Britain's busiest railway lines, those coming out of St Pancras International and King's Cross next door.

Around the 1870s, another landmark appeared near the site of the King's Cross. A lighthouse was erected on top of a building which today contains several boarded-up shops, sadly typical of the area around King's Cross in recent times, when it acquired notoriety for prostitution and drug abuse. Known locally as the Lighthouse Building, it is Grade II listed.

After his work on the GNR, in 1850 Turnbull was appointed chief engineer of the East Indian Railway and designed Calcutta's Howrah terminus and the 541-mile line to Benares on the road to Delhi.

The monument to Boudica on the Embankment at Westminster. Popular legend has it that she is buried under the platforms at King's Cross. **ROBIN JONES**

St Pancras Old Church, a green oasis just a stone's throw from King's Cross. **ROBIN JONES**

King's Cross was originally a bridging point on the River Fleet. **ROBIN JONES**

Gasworks Tunnel is the first tunnel on the ECML leading directly out of the station throat of King's Cross. **ROBIN JONES**

The front of King's Cross station as seen in the 1920s. An assortment of huts can be seen in the station forecourt, together with a stairwell entrance to King's Cross St Pancras Underground station, Northern and Piccadilly lines. **LONDON TRANSPORT MUSEUM**

The exterior of King's Cross station as built, showing Lewis Cubitt's great façade. **ILLUSTRATED LONDON NEWS**

TOO HIGH FOR A QUEEN

One of William Cubitt's greatest legacies on the ECML is the great Welwyn or Digswell viaduct, which carries the GNR route over the River Mimram, just to the south of Welwyn North station.

The 40-arch viaduct spans around 1560ft and towers 100ft above the ground. Built from bricks made from clay quarried on the site itself, it took two years to build. Cubitt designed it in the style of a Roman aqueduct.

It was opened by Queen Victoria on August 6, 1850, but she was scared of its height and refused to travel across it. Her train had to stop so she could disembark and travel the length of the viaduct by a horse-drawn carriage, rejoining the train at the other end.

It is a truly magnificent structure, but a severely-limited one too. It carries just two tracks, so the four-line ECML has to narrow down at this point. The bottleneck is further exacerbated by the position of Welwyn north station at its northern end.

With today's increasing demand for space on the ECML, the problem of the viaduct is regularly discussed, but the money to build a second alongside has yet to be forthcoming.

The great Welwyn Viaduct is in itself a magnificent engineering structure, but presents major problems as a bottleneck. **JASON ROGERS/CREATIVE COMMONS**

THE LONDON TERMINUS OPENS

The GNR main line from Maiden Lane to Peterborough via Biggleswade and Huntingdon opened on August 7, 1850. In Newcastle Central station, a great banquet was held to mark the occasion, for it meant that a new fast through route from London to Edinburgh was completed.

There were eight trains leaving London to the north, via Peterborough and the Lincolnship loop. First of all, a 6am service ran all stations to Knottingly, and then express to York: it was the only one that carried third class passengers, and took 11 hours and four minutes to reach Doncaster.

At 7.40am, there was the 'Scotch Express' which ran to York, where connections would be made for trains to Edinburgh. It took seven hours and 10 minutes.

At 10.30am, there was an express to Leeds and York.

The noon train ran all stations to Hitchin, the 2pm service all stations to Doncaster (which took eight hours 10 minutes) and the 5pm all stations to Peterborough. There was a 6pm express to Leeds and York and an 8pm train running all stations to Hitchin.

Between London and Peterborough, there were stations at Hornsey, Colney Hatch & Southgate, Barnet, Potters Bar, Hatfield, Welwyn, Stevenage, Hitchin, Arlseley & Shefford Road, Biggleswade, Sandy, St Neots, Huntingdon and Holme.

From Peterborough, the line followed the already-built GNR route to Spalding, Boston and Lincoln to Retford.

In August 1851, Victoria and her consort Prince Albert travelled from Maiden Lane to Scotland via the GNR, boosting its soaring popularity.

However, it was clear from the outset that it was a long-winded way of reaching York, greater than that of the rival Midland Railway's route from London to York. The missing link between Peterborough and Retford had to be completed and fast. The latter word would within a century add more than a touch of irony.

Sandy station lies 44 miles north of King's Cross and was built for the GNER in 1850, opening with the rest of the line on August 7 that year. The LNWR opened an adjacent station in 1862, but the pair were later merged into one, sharing the island platform. The station is now served by a half-hourly service southbound to King's Cross and northbound to Peterborough, with an hourly service each way on Sundays. **ROBIN JONES**

The Great Northern Hotel opposite the entrance to Peterborough station. **ROBIN JONES**

The girder bridge over the River Nene at Peterborough was designed by Lewis Cubitt, the architect for King's Cross station. LMS Princess Coronation Pacific No. 6233 *Duchess of Sutherland* is seen heading a southbound railtour. **BRIAN SHARPE**

Complete with 'Scarborough Flyer' headboard, the Up express is shown passing under the old Great North Road as it heads out of Grantham and climbs towards Stoke Summit with King's Cross-based Gresley V2 No. 60862 on September 5, 1959. **GAVIN MORRISON**

THE CONQUEST OF STOKE BANK

William Cubitt's son Joseph was appointed engineer-in-chief for the Peterborough to Retford line.

The first 5½ miles saw it follow the Midland Railway's line from Leicester as far as Helpston, from where it had to tackle the great limestone ridge that extends in a line across England from the Cotswolds to the Lincolnshire Wolds.

However, unlike the Midland line, the GNR route to the north bypassed Stamford, the one-time great coaching town.

In 1847, the parliamentary election in Stamford was fought over the GNR route. Several requests had been made to build the line through Stamford, giving it a new direct connection to London superseding the Great North Road.

However, there were three petitions against such a deviation, one the Midland Railway and two from landowners the Earl of Lindsay and the Marquess of Exeter on the grounds of residential injury.

On November 1, 1856, a four-mile long line, the Stamford & Essendine Railway, built with the support of the second Marquis of Exeter, finally linked the town to the GNR, but only as a branch.

From Tallington, on the edge of the flat Cambridgeshire fens, the line rose slowly up the ridge, at the start of what has become known as Stoke Bank, and is legendary with great reason in railway circles.

Bypassing the village of Greatford, there was the aforementioned station at Essendine, which also became junction for a line serving the market town of Bourne, Little Bytham, where the Midland & Great Northern Junction Railway crossed at right angles on the level above, and to Stoke Summit, at 380ft the highest point on the ECML, and roughly 100 miles from King's Cross. The 1-in-178 climb from Corby Glen for the three miles to the summit is the steepest on any part of the route north of Holloway.

Beyond Stoke Tunnel, which takes the line through part of the ridge while beginning the descent from the summit, the gradient is 1-in-200 as the route descends into the Trent valley.

Indeed, Stoke Bank is the only major gradient on the GNR line, which followed a fairly straight course from London to the point, paving the way for speeds to be increase as locomotive technology developed.

Next stop is Grantham, which became important as a halfway point between London and York, and the junction for the GNR branch to Nottingham.

Beyond Grantham is Peascliffe Tunnel and Barkston, from where in 1867 a branch to Lincoln was opened.

At Newark-on-Trent, the GNR crossed its rival the Midland on the level. Today, the flat crossing is one of only two on the national network, the other being the point on the Cambrian coast line at Porthmadog where the reinstated 2ft gauge Welsh Highland Railway crosses the Network Rail line. Such flat crossings were not rare in the steam age in UK, and many can be seen on the continent, but in terms of standard gauge, this one is unique.

The GNR opted for the flat crossing rather than a bridge not only to save money but because the River Trent had also to be crossed a short distance beyond. The crossing was controlled by a signalbox on the Midland line from the outset until 1948.

Beyond there the line briefly parallels the Great North Road, and then comes Dukeries Junction where the GNR bisected the Manchester, Sheffield & Lincolnshire Railway.

Just before Retford, there was, until 1965, a second flat crossing, where the GNR crossed the Sheffield & Lincolnshire Junction Railway, later Manchester, Sheffield & Lincolnshire Railway, which had taken the first GNR from the Lincolnshire loop line from Peterborough via Boston and Lincoln.

Today Retford has high level platforms serving the ECML and low level ones for the Sheffield to Lincoln line, which was lowered in 1965 to pass beneath the ECML.

The missing link between Peterborough and Retford was completed in 1852 and King's Cross opened on October 14 that year.

ONWARDS TO LEEDS

The Leeds, Bradford & Halifax Junction Railway opened between Leeds and Bowling Junction near Bradford on August 1, 1854. By exercising its running powers both over this line and a section of the Lancashire & Yorkshire Railway, the GNR obtained access to Bradford and Halifax.

The West Yorkshire Railway opened its direct line from Wakefield to Leeds via Ardsley in 1857. As the GNR already had running powers over this line, it began using it and ditched the Midland route via Methley.

The Manchester, Sheffield & Lincolnshire Railway allowed the GNR to run a London to Manchester via Retford service over its metals, and GNR trans also ran to Huddersfield via Penistone from 1859.

In 1867, the final piece of the Lincolnshire loop line was built by the GNR, and created a junction with the new main line at Black Carr, eliminating the need for GNR trains to run over the Manchester, Sheffield & Lincolnshire to Retford.

The GNR main line ended at Shaftholme, a small hamlet two north of Doncaster, described as in "a ploughed field".

However, it was there that it had an end-on junction with the North Eastern Railway, which had come into existence in 1854 through the amalgamation of four companies in the York Newcastle & Berwick, the York & North Midland, the Leeds Northern and the Malton & Driffield Junction railways.

It was the NER that comprised the middle section of the jigsaw in the great rail route from London to Edinburgh.

The opening of a direct line from Shaftholme Junction to York via Selby in January 1871 saw the end of regular express trains using the Askern route from Shaftholme to Knottingly, the branch to Burton Salmon and the York & North Midland Railway's line from Normanton to York. It was also one of a series of periodic shortenings of the ECML's middle section which has persisted up to recent times.

YORK TO DARLINGTON AND NEWCASTLE

The idea of building a York to Newcastle railway dated back to 1835. George Stephenson surveyed the route and the scheme was backed by Edward Pease of the Stockton & Darlington Railway. The Newcastle-Darlington section received Royal Assent in 1836 and the York-Darlington section a year later.

It had been planned to build the Newcastle-Darlington section first, but work began on the southern part of the line at Croft and the York to Darlington section opened on March 30, 1841.

The line incorporated a mineral branch of the Stockton & Darlington from Albert Hill Junction, which passed through the area now occupied by Darlington station.

The company had exhausted all its funds, and so another was formed to build the Newcastle to Darlington section. The Newcastle & Darlington Junction Railway continued the new main line northwards towards Ferryhill and Newcastle, opening it on June 19, 1844.

Railway magnate George Hudson angered the Stockton & Darlington by refusing to include part of it into the new route, and eventually got his way. Hudson was also involved in the Newcastle-Berwick-Edinburgh line, having had his York & North Midland Railway invest £50,000 in the North British Railway. Hudson is said to have used unscrupulous methods to add the Great North of England Railway to his vast portfolio of lines.

However, Hudson became embroiled in scandal and was ruined by the disclosure of fraud in the Eastern Railway, along with the discovery of his bribery of MPs. By 1850, his influence on the railway sector had vanished.

As it was, the York to Newcastle railway crossed the Stockton & Darlington via a flat crossing at Parkgate Junction which would over ensuing decades become a nightmare for both the North Eastern railway and its successors.

Darlington station, also known as Darlington Bank Top, was originally a basic affair which was rebuilt in 1860 to cope with the increase in traffic.

It too was superseded within 20 years when the NER constructed a stylish new station with an three-span trainshed roof. The improvements also included a new connecting line from the south end of the station to meet the original Stockton & Darlington route towards Middlesbrough at Oak Tree Junction.

It is understood that Queen Victoria expressed the view that Darlington deserved a better station. The scheme was completed on July 1, 1887, after which Darlington became a busy ECML junction with routes to Bishop Auckland, Richmond, Barnard Castle and Penrith via Stainmore Summit and Saltburn diverging.

The centre of York station was the Zero Point for the measurement of 10 of the North Eastern Railway's lines, including those to Newcastle, Beverley, Harrogate, Scarborough and Normanton. This replica at the station was erected by the North Eastern Railway Trust with help from the Railway Heritage Trust and the Ken Hoole Trust, and unveiled by multi-millionaire enthusiast and former *Flying Scotsman* owner Sir William McAlpine, chairman of the NERT, to mark the 150th anniversary to the date of the formation of the NER on July 31, 1854. **ROBIN JONES**

York station as depicted in 1877.

YORK BECOMES A THROUGH STATION

York was the initiation destination for GNR trains from London when the line opened in 1850. It was there that passengers could change for Scotland.

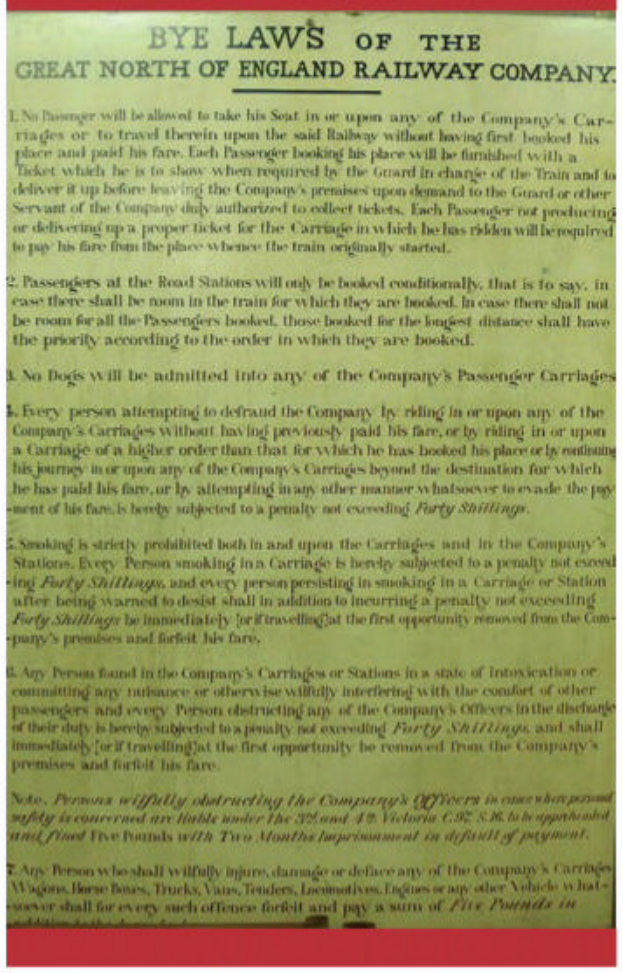
The first railway station at York was opened in 1839 by the York & North Midland Railway in a temporary wooden building in Queen Street, outside the city walls.

It was replaced from January 4, 1841, inside the walls by an Italianate-style terminus built at the junction of Toft Green, Tanner Row and Station Rise and designed by the company's architect George Townsend Andrews. He also designed the neo-Tudor arch where the city walls were breached to allow the railway in.

Andrews also designed the Royal Station Hotel, completed in 1853 and named as such following a visit by Victoria.

It was the first hotel in the world to be incorporated into a railway station.

With the arrival of other lines, York became a primary point on the ECML. However, through trains were forced to reverse out of the station to continue their journeys, and so a new station was built and opened in 1877, this time outside the city walls again. Designed by NER architects Thomas Prosser and William Peachey with its magnificent trainshed roof, it was at the time the biggest station in the world, having 13 platforms.



BYE LAWS OF THE
GREAT NORTH OF ENGLAND RAILWAY COMPANY.

1. No Passenger will be allowed to take his Seat in or upon any of the Company's Carriages or to travel therein upon the said Railway without having first booked his place and paid his fare. Each Passenger booking his place will be furnished with a Ticket which he is to show when required by the Guard in charge of the Train and to deliver it up before leaving the Company's premises upon demand to the Guard or other Servant of the Company duly authorized to collect tickets. Each Passenger not producing or delivering up a proper ticket for the Carriage in which he has ridden will be required to pay his fare from the place whence the train originally started.

2. Passengers at the Road Stations will only be booked conditionally, that is to say, in case there shall be room in the train for which they are booked. In case there shall not be room for all the Passengers booked, those booked for the longest distance shall have the priority according to the order in which they are booked.

3. No Dogs will be admitted into any of the Company's Passenger Carriages

4. Every person attempting to defraud the Company by riding in or upon any of the Company's Carriages without having previously paid his fare, or by riding in or upon a Carriage of a higher order than that for which he has booked his place or by continuing his journey in or upon any of the Company's Carriages beyond the destination for which he has paid his fare, or by attempting in any other manner whatsoever to evade the payment of his fare, is hereby subjected to a penalty not exceeding *Forty Shillings*.

5. Smoking is strictly prohibited both in and upon the Carriages and in the Company's Stations. Every Person smoking in a Carriage is hereby subjected to a penalty not exceeding *Forty Shillings*, and every person persisting in smoking in a Carriage or Station after being warned to desist shall in addition to incurring a penalty not exceeding *Forty Shillings* be immediately [or if travelling] at the first opportunity removed from the Company's premises and forfeit his fare.

6. Any Person found in the Company's Carriages or Stations in a state of intoxication or committing any nuisance or otherwise wilfully interfering with the comfort of other passengers and every Person obstructing any of the Company's Officers in the discharge of their duty is hereby subjected to a penalty not exceeding *Forty Shillings*, and shall immediately [or if travelling] at the first opportunity be removed from the Company's premises and forfeit his fare.

Note. Persons wilfully obstructing the Company's Officers in cases where personal safety is concerned are liable under the 32 and 33 Victoria C.97 S.16. to be apprehended and fined Five Pounds *with Two Months Imprisonment in default of payment.*

7. Any Person who shall wilfully injure, damage or deface any of the Company's Carriages Wagons, Horse Boxes, Trucks, Vans, Tenders, Locomotives, Engines or any other Vehicle whatsoever shall for every such offence forfeit and pay a sum of *Five Pounds* in

The following year, the Royal Station Hotel, also designed by Peachey, was opened.

The redundant old station and hotel were converted into offices, while tracks remained in use as carriage sidings.

In February 2010, the City of York Council announced that it intended to convert the station into its new 150,000 sq ft headquarters.

Freight traffic was far more important at King's Cross in the steam era than today. Restarting from a signal check at Darlington, the regular heavy train of fish vans from Aberdeen to King's Cross is hauled by Class A2/3 Pacific No 60512 *Steady Aim* on May 20, 1959. **BRIAN MORRISON**

The huge curving junction on which York station rests. The station can be seen in the bottom right of the picture, with the National Railway Museum, marked by the now-dismantled York Eye viewing wheel, to its upper left. The ECML from Doncaster enters the picture bottom left, and curves away to the top right, while the Scarborough branch leaves York on the right. **NETWORK RAIL**

Flying Scotsman leaves York with its magnificent trainshed roof in 2004, following its purchase by the National Railway Museum, en route to Scarborough. **BRIAN SHARPE**

NEWCASTLE CENTRAL

Another crucial link in the connection of the English and Scottish railway systems was the building of the High Level bridge over the River Tyne at Newcastle.

Designed by Robert Stephenson, it was built for the York, Newcastle & Berwick Railway between 1847-49 and is the first major example of a wrought iron tied arch or bowstring girder bridge.

Spanning 1337ft, its has stands up to 131ft above the river. There are six spans over the river and four on land.

Single carriageway road and pedestrian walkways occupy the lower deck of the spans, and the railway the upper deck.

Its completion enabled trains to run from London to Edinburgh for the first time. Rail traffic began using it on August 15, 1849, but it was officially opened on September 27 that year by Queen Victoria.

In many respects it is an improved version of Stephenson's Britannia Bridge over the Menai Strait.

In 1906, the King Edward VII Bridge 500 yards upstream was completed. This solved the main problem of the High Level Bridge in that trains entering Newcastle Centre station from the south had to be reversed back across the bridge when returning in that direction. Also, engines had to switch ends before a train could head north towards Edinburgh.

The opening of the new bridge led to it becoming part of the ECML, with the High Level Bridge downgraded to handling local services to Sunderland, Middlesbrough and the Leamside Line.

Many regard the vast curving Newcastle Central as the finest station in England. It was designed by John Dobson, in his day the most famous architect in the north.

He exhibited his original plans for the station at the Paris Exhibition of 1858, where they won an award, but he was asked to scale down the grandiose design to cut costs.

Although the station was completed in 1850, with a neoclassical-styled frontage, the

façade portico, subsequently designed by Thomas Prosser, was not added for another 13 years.

Plans for an Italianate tower were also dropped. However, the station was widely acclaimed for its three great arched roofs built in a curve on an 800ft radius to form a trainshed. It was described as the first large glass and iron vault in England.

The station was built in collaboration with Stephenson, Queen Victoria officially opened it on August 29, 1850.

The train shed was extended southwards in the 1890s with a new span designed by William Bell.

Robert Stephenson's High Level Bridge across the Tyne, with the road swing bridge in the foreground. **TAGISHSIMON/CREATIVE COMMONS**

Gresley A3 No. 4472 *Flying Scotsman* heads a special from Newcastle across Plawsworth Viaduct near Chester-le-Street in County Durham on September 14, 1975. Subsequent growth of vegetation makes this view difficult to photograph nowadays. **GAVIN MORRISON**

A Class 47 heads a service to Edinburgh out of Newcastle Central over the diamond crossing in British Rail days. The tracks to the left run to Sunderland while to the right, the ECML continues to Berwick. **GAVIN MORRISON**

LEAMSIDE: THE FORGOTTEN MAIN LINE

When it was completed in 1850, parts of the ECML followed a very different route to that which we know today.

One such section is the Leamside line in County Durham, running from Ferryhill in the south to Pelaw in the north.

The Leamside line came into existence in piecemeal fashion when several shorter routes were joined up to form a main line.

The first section used by passenger trains was that from Washington to Rainton Meadows south of Fencehouses in March 1840, having opened to freight in August 1838.

This line was operated by the Durham Junction Railway, with expectations of a link to the Hartlepool Dock & Railway Company, but this failed to happen, and it left Rainham Meadows as the southern terminus of the route from Tyneside.

In 1844, the Durham Junction Railway became part of the Newcastle & Darlington Junction Railway, which aimed to connect both towns in its title.

The northern section from Washington to Pelaw, incorporating part of the Stanhope & Tyne Railway, was joined with the southern sections to the south, from Rainton Crossing to Shincliffe and to Ferryhill. At Pelaw Junction, the line joined the Newcastle to Sunderland route.

The biggest engineering structure on the line is the stupendous 10-arch Victoria Viaduct, which spans the River Wear and was so named because the last stone was laid on June 28, 1838, Queen Victoria's Coronation Day.

The completed route was opened to passenger traffic in June 1844, but as with many railways in Durham, mineral traffic was the main source of revenue, mainly in the form of local coal.

The route was streamlined in 1849 when a more direct line between Washington and Pelaw via Usworth opened to freight, and was used by passenger trains from October 1850, doubling up as the ECML between Newcastle and Darlington, joining today's route south towards York at Tursdale Junction.

A new route from Durham to Newcastle was opened by the North Eastern Railway in 1872, and it is this section, not the Leamside line, which forms part of the ECML today.

The Leamside line remained as an alternative route and for local stopping trains at the intermediate stations of Usworth, Washington, Penshaw, Fence Houses, Leamside, Sherburn colliery, Shincliffe and Ferryhill. Freight remained of paramount importance; at Washington, iron ore trains would be marshalled for the long haul up to Consett steelworks.

The first passenger closure came in July 1941 with the Leamside-Ferryhill service, while once-busy Leamside station was shut in October 1953 and demolished.

The Beeching Report of 1963 identified the Leamside line for withdrawal of passenger trains, but conceded it had a future for freight. All regular services between Pelaw and Fencehouses, along with the short western link to Durham and Penshaw-

Parts of the original ECML such as the Leamside section were bypassed as early as Victorian times. Just a year before it was closed in October 1953, racing pigeon owners prepare to load their birds on to a pigeon van at Leamside station for conveyance to London. **BEAMISH MUSEUM**

Commissioned by the Durham Junction Railway, the Victoria Viaduct which carried the Leamside line over the River Wear was built between 1836 and 1838 to a Thomas Elliot Harrison design based on the Roman bridge at Alcántara in Spain. **PETER HUGHES/CREATIVE COMMONS**

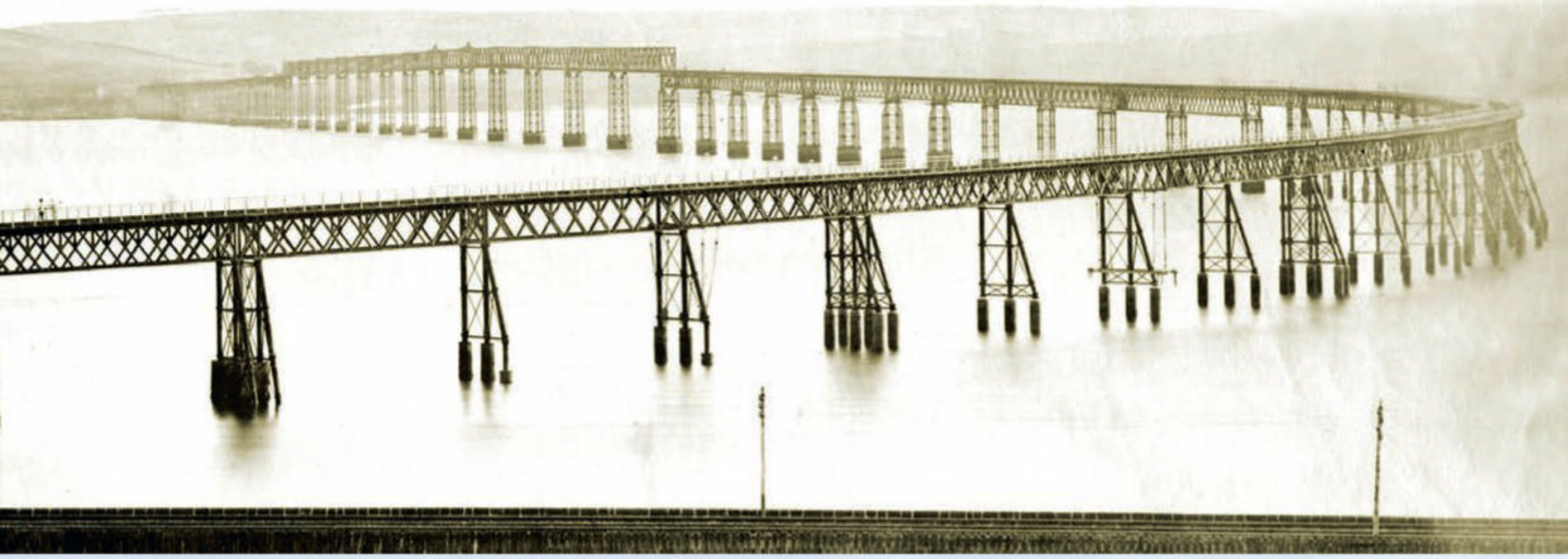
Sunderland section, ended in May 1964. It remained in use for freight and also as a diversionary route, last being used as such during the electrification of the ECML.

The gradual demise of the Durham coalfield in the Seventies and Eighties led to a sharp fall in freight traffic, and the Leamside closed to all through traffic in 1991, following the closure of the Freightliner terminal at Follingsby near Washington,

The line was not ripped up, as was the usual practice under British Railways in the Sixties and Seventies, but mothballed, because of its potential to serve new opencast workings.

A report commissioned by the Tyne and Wear Passenger Transport Authority suggested in 2008 that the Leamside line could be reborn to provide a regional service linking the Tees Valley and Tyne and Wear regions, running from Newcastle Central. However, parts of the line have since been lifted while others are buried by vegetation. ■

Thomas Bouch's ill-fated original Tay Bridge.



The Forth Bridge has stood the test of time for more than 120 years, and Network Rail believes that it will be good for at least another century. A railtour hauled by LNER K4 2-6-0 No. 61994 *The Great Marquess* is pictured having just crossed it. **BRIAN SHARPE.**

Two bridges to Aberdeen

The East Coast Main Line proper is officially the route from King's Cross to Edinburgh Waverley and from Doncaster to Leeds.

However, the Edinburgh to Aberdeen route is often grouped together with the ECML, if only in referring to through services from London.

The route to Aberdeen did play a significant part in the ECML becoming the world's fastest steam line, and so a digression to the Granite City comes within the scope of this book. By the mid-1860s, the North British Railway was running main line trains to Berwick, Carlisle, Glasgow and Aberdeen.

The latter was achieved via the Edinburgh & Northern Railway, later the Edinburgh, Perth & Dundee Railway, which ran from Burntisland on the northern shore of the Firth of Forth. It operated services between Burntisland, on the northern and Tayport, from where a boat took passengers to Broughty Ferry for onwards travel to Dundee and Aberdeen.

When it began operating on February 3, 1850, the ferry from Burntisland to Granton was the world's first railway ferry.

The railway became part of the North British on July 29, 1862.

Needless to say, the Aberdeen route was an awkward and finicky affair, and it involved two crossings of major river estuaries, those of the Forth and the Tay.

Passengers were taken across both by ferries, and the final 28 miles into Aberdeen were achieved only by way of running rights over the Caledonian Railway's line from Kinnaber Junction.

The North British route was the shorter, but far less convenient than the Caledonian counterpart from Edinburgh to Aberdeen, which went around the heads of both estuaries.

There was only one solution: bridge the Tay and the Forth.

THE LONGEST RAILWAY BRIDGE IN THE WORLD

Thomas Bouch was appointed designer and overseer for the Tay crossing project.

Bouch had already built up an outstanding reputation. He helped develop the caisson, a watertight structure for use in bridge pier building and ship repairs, and also the roll-on roll-off train ferry. For the North British, he designed parts of Edinburgh Waverley station, and also built bridges on the long-closed Stainmore route across the Pennines.

He first approached the Edinburgh & Northern Railway in 1854 about bridging the Tay, but the capital was not forthcoming. A decade later he was working on plans to cross both the Tay and the Forth.

In 1869, the Tay Bridge scheme was revived as a separate undertaking. The North British invested heavily in it, despite public fears that a two-mile crossing of the sea could not be built and if it was, it would not last. The company's shareholders, however, backed it fully.

The foundation stone was laid on July 22, 1871 and the bridge was built to a design using a lattice grid that combined wrought and cast iron. Building work progressed slowly; on January 19, 1877, two spans were blown down in a gale.

The first train ran over the single-track bridge on September 26, 1877, carrying local VIPs and senior railway officials. It was inspected by the Board of Trade in late February 1878 and passed, and carried its first fare-paying passengers on June 1, 1878. At one mile and 1705 yards, the 88ft tall structure was the longest railway bridge in the world.

Efforts to find victims of the Tay Bridge disaster were in vain.

It was an enormous boost for the North British Railway, which afterwards attracted 84% of the Edinburgh to Dundee traffic, and the bridge attracted rich and famous visitors from far and wide. Queen Victoria crossed it in 1879 – no fears this time as had been the case with the Welwyn Viaduct, and knighted Bouch – who around the same time began building a second bridge, that crossing the Forth at Queensferry.

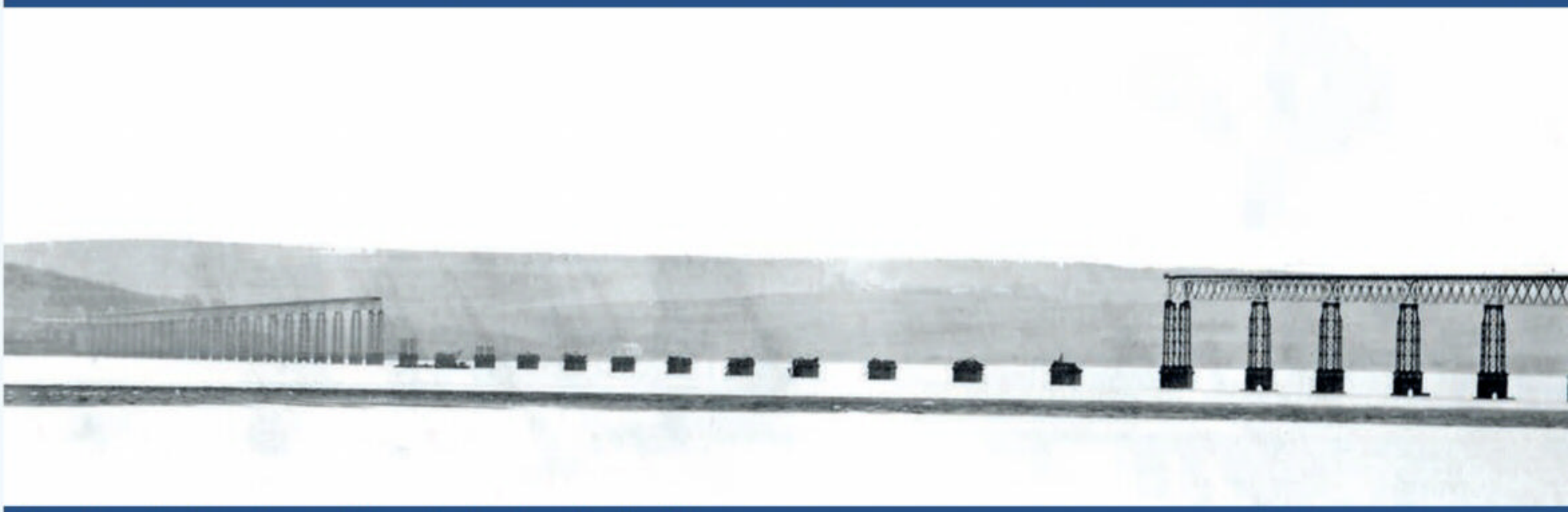
However, one of the worst disasters in British railway history occurred on December 28, 1879, when a Beaufort force 10/11 gale beset the east coast of Scotland.

The Tay Bridge took the full force of strong side winds and the central section, known as the 'High Girders', collapsed, taking a train of six coaches with it.

All 75 passengers on board, some of them having travelled from King's Cross, died. Only 46 of the bodies were ever found, while some were never identified. The actual number of victims was established by painstaking examination of ticket sales.

The disaster sent shock waves both through the country and the Victorian civil engineering sector.

The rebuilt Tay Bridge today. **NETWORK RAIL**



The aftermath of the collapse of the central section of the Tay Bridge.

A Court of Inquiry was set up in a bid to establish the reason for the collapse. It found that "the fall of the bridge was occasioned by the insufficiency of the cross bracing and its fastenings to sustain the force of the gale." The court said that if the piers, and in particular the wind bracing, had been properly constructed and maintained, the bridge could have withstood the storm that night, albeit with reduced safety levels.

Bouch's choice of cast iron as a building material was seriously questioned.

The inquiry concluded that the bridge was "badly designed, badly built and badly maintained."

Bouch's reputation was in shreds. He was mainly blamed for the collapse in not making sufficient allowance for wind loading. There was also evidence that the central structure had been deteriorating for several months before the disaster, with indications that joints had loosened.

As a direct result, the design of the Forth railway bridge was quickly transferred to Sir Benjamin Baker and Sir John Fowler.

Bouch's hopes of being allowed to rebuild the bridge were understandably dashed.

The new steel bridge was built under the direction of William Henry Barlow, who had engineered the Midland Railway's London extension and designed its London terminus at St Pancras. He also helped completed Isambard Kingdom Brunel's Clifton Suspension Bridge four years after the Great Western Railway engineer died.

He sat on the commission which investigated the causes of the Tay Bridge disaster and designed the replacement, with his son Crawford Barlow as engineer. The new design used large monocoque piers to support a double track railway. The brick and masonry piers from the first bridge were kept as breakwaters for the new piers upstream.

Building started in 1882 and the new stronger bridge was opened on July 13, 1887.

Thomas Bouch died a few months after the public inquiry into the disaster ended, his health having severely deteriorated.

The locomotive, North British Railway 4-4-0 No. 224 which had been built at Cowlairs in 1871, was eventually recovered from the estuary, rebuilt and returned to service. It remained in service until 1919, and was nicknamed 'The Diver'. However, several superstitious drivers refused to take it over the replacement bridge.

A MARVEL OF CIVILISATION

The North British had seen only too well the immense value of bridging the 'unbridgeable' and was determined to add a second bridge to its empire, across the Forth.

Bouch had proposed a suspension bridge and the scheme reached the point where the foundation stone was laid. However, the inquiry's findings that his Tay Bridge had been under strength stopped the project.

Instead, Fowler and Baker came up with a cantilever design, the first bridge in Britain to be made entirely from steel.

It was built by the Glasgow firm of Sir William Arrol & Company between 1883-90.

However, during its construction, more than 450 of the estimated 4600 workers were injured and 98 lost their lives, a death toll which exceeded that of the Tay bridge disaster.

Nonetheless, the Forth railway bridge was, and still is, regarded as one of the greatest engineering achievements in the history of civilisation.

Stretching 1.6 miles from North to South Queensferry, main crossing comprises tubular struts and lattice girder ties in double cantilevers each connected by 345ft 'suspended' girder spans resting on the cantilever ends. It has two 1710ft main spans of 521.3 metres, two side spans of 680ft and 15 approach spans each 168ft long. Standing 151ft above high tide and weighing 50,513 tons, it used nearly 65,000 tons of steel, 18,122 cu. metres of granite and 6.5 million rivets. Where possible, natural features were incorporated into the design for added stability, such as the island of Inchgarvie, and the headlands and high banks on either side.

The double track bridge was officially completed on March 4, 1890 when the Prince of Wales, the future Edward VII, tapped an inscribed golden rivet into position.

The bridge cost a total of £3,200,000, nearer to £235 million by today's standards.

Bettering the routes to Aberdeen offered by the Caledonian, it provided a huge boost to the fortunes of the North British, but it was not owned outright by that company. A conference at York in 1881 had set up the Forth Bridge Railway Committee, to which the North British agreed to meet 35% of the cost. The Midland Railway agreed to contribute 30%, while the rest came equally from North Eastern Railway and the Great Northern Railway. As with the East Coast Joint Stock, it was yet another example of the very close co-operation that led to the eventual unification of services on the ECML.

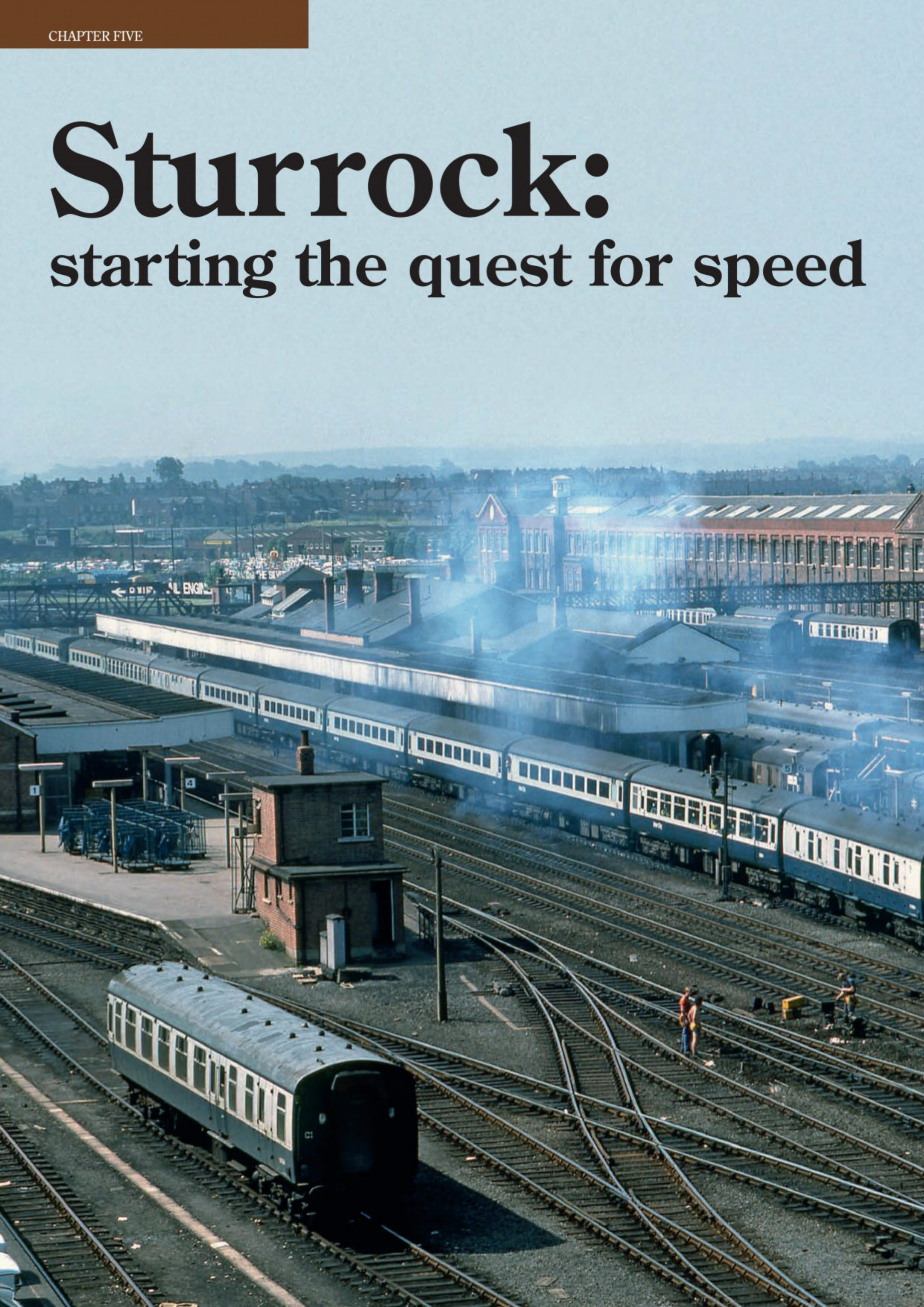
On October 16, 1939, the first Luftwaffe attack on Britain during the Second World War took place over the bridge, when Nazi bombers attacked the Royal Navy base at Rosyth. The incident also saw the first German planes to be shot down over Britain during the conflict, thanks to the RAF 603 City of Edinburgh Spitfire squadron. ■

LNER A4 Pacific No. 4488 *Union of South Africa* crossing the Forth Bridge with an Aberdeen-Edinburgh express in 1940. **THE RAILWAY MAGAZINE**

An aerial view of a National Express High Speed Train crossing the first section of the Forth Bridge in 2007. **EAST COAST**

The Forth Bridge, one of the greatest engineering marvels of the Victorian age, illuminated at night. **NETWORK RAIL**

Sturrock:
starting the quest for speed



A panoramic view of 'The Plant' at Doncaster, which originated in Sturrock's day, and the north end of the station, with Deltic No. 55008 *The Green Howards* leaving on the 8am King's Cross-Edinburgh service on July 7, 1977. **GAVIN MORRISON**

The GNR appointed engineer Benjamin Cubitt as its first locomotive superintendent, but his only contribution was to order 40 2-2-2s from Sharp Brothers, but died before he saw any train run.

He was replaced by Edward Bury, already a seasoned and respected locomotive engineer. He also had other interests, especially in Bury, Curtis & Kennedy locomotive builders. However, the GNR was not satisfied that his locomotives were suitable for its operation and removed him.

The next superintendent, Archibald Sturrock, was a 34-year-old Scot recruited from the Great Western Railway, where he had briefly been works manager at Swindon under Daniel Gooch in broad gauge days, and came with a letter of recommendation from Isambard Kingdom Brunel.

At the time, locomotive boilers were usually pressed to no more than 100lb/sq in, but Sturrock thought differently. He was not content to continue the GNR policy of buying engines from outside contractors, but wanted to design and build his own. His first engine and others that followed had a working pressure of 150lb/sq in. He was a great believer in large fireboxes and grate areas to produce easy-to-fire free-steaming boilers. Ahead of his time in many ways, Sturrock was very much influenced by the Swindon designs of the day, even though he would have to adapt them from 7ft ¼in to 4ft 8½in gauge.

Sturrock was told by the GNR board to produce locomotives that could fill one primary objective. Speed. His achievement was not only the opening of the GNR main line but its reputation for a reliable and quality service from King's Cross north.

Sturrock and most of the board wanted to build his locomotive workshops at Peterborough. The GNR's first locomotive and carriage repair shops were built in 1848 at Boston in Lincolnshire, but it became clear that the premises would be quickly outgrown as traffic increased.

However, chairman Edmund Denison championed Doncaster as the home of any new workshops, and in 1851 won the day. The works was established on July 24, 1852, and 700 staff were transferred from Boston. By December, it had 949 men working there.

The GNR engine repair shops at 'The Plant'.

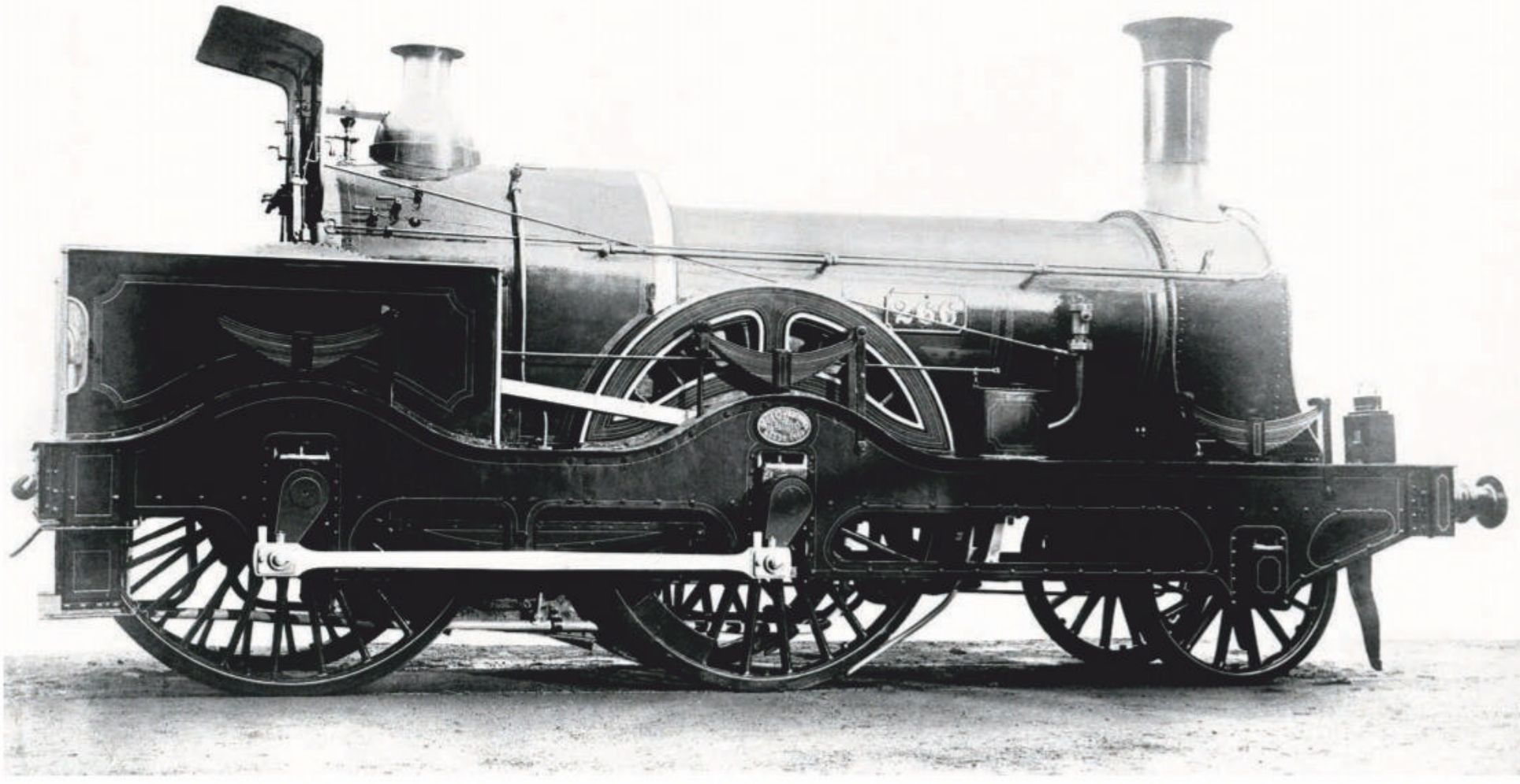
When Sturrock came to the GNR, it had 150 locomotives. By 1866, 282 had been built to his designs – but it was not until the following year that Doncaster turned out its first locomotive.

He also produced some outstanding coaches which were all but exclusively used on Anglo-Scottish expresses, and even produced a 4-2-2, No. 215, which he hoped in vain could run from King's Cross to Edinburgh in eight hours, claiming it could reach 75mph.

Because of the flimsy rails of the GNR, Sturrock experimented with steam tenders. One of his 0-6-0 types had a tender which was powered by two 12in by17in cylinders, in addition to two 16in by 24in locomotive cylinders. It was a means of producing a more powerful engine but not a heavier one.

The type proved unreliable, and unpopular with firemen, and the concept ended up being a cul-de-sac in locomotive design as it was eventually discontinued. Some believe that it may have contributed to Sturrock parting company with the GNR in 1866, when he supposedly retired after marrying into wealth.

While the GNR did not build any of Sturrock's engines itself, and hired contractors to do the job, during his retirement in Doncaster, Sturrock helped found locomotive builder the Yorkshire Engine Company and became its chairman for several years. He died in London in 1909.



One of three Sturrock 264 class 2-40s, No. 266 is seen at the John Fowler & Co works in Leeds when completed in 1866. Three further examples were built by the Yorkshire Engine Company, of which Sturrock became chairman after leaving the GNR.

An exhibition of steam locomotives was held in the bay platforms at the north end of Darlington station during the Stockton & Darlington Railway 150 year celebrations, with A4 No. 4498 *Sir Nigel Gresley* and LNER K1 2-6-0 No. 2005 pictured on August 21, 1975. A Peak class diesel is seen leaving with a train for Newcastle. **GAVIN MORRISON**

THE TWO GREAT WORKS

Two locomotive building workshops will forever by synonymous with the East Coast Main Line: Doncaster and Darlington.

Doncaster Works has always been known as 'The Plant'. Until 1867 it undertook only repairs and maintenance before building its first locomotive.

In the mid-Eighties, under Sturrock's successor Patrick Stirling, it began building new coaches, and the first sleeping cars were outshopped there in 1873.

Doncaster built Britain's first dining cars in 1879, and the first corridor coaches followed three years later.

This volume is devoted to the story of how the ECML became a byword for speed, and to cut a long story short, most of the groundbreaking locomotives classes that ran over it and wowed the world were built at Doncaster. They included, as we will see in the chapters that follow, the Stirling Singles, the Ivatt Atlantics and the Gresley Pacifics, including No. 4472 *Flying Scotsman* and the streamlined A4s.

During the Second World War, Doncaster turned out Horsa gliders for the D-Day airborne assault. In British Railways days, it produced the new BR standard all-steel Mk1 carriages.

Steam building ended in 1957, followed by carriage building in 1962. However, the works were yanked into the modern age with the building of a diesel repair shop.

Under British Rail Engineering Limited, new diesels and electric locomotives have been built. Celebrations were held in July 2003 to mark its 150th birthday.

Sadly, in 2008 the main locomotive repair shop was demolished to make way for housing.

The Stockton & Darlington Railway opened Darlington Works in 1863.

The first new locomotive was built there in 1864, to a S&D design. It was not for another four years that North Eastern Railway designs were turned out.

At the works, known locally as North Road Shops, 120 of Sir Vincent Raven's Q6 0-8-0s had been built by 1921, followed by 15 examples of the more powerful Q7 0-8-0s. After the Grouping, it built Gresley's K3 2-6-0s, V2 2-6-2s, K4 2-6-0s and A1 Pacifics.

Steam building continued until after nationalisation, with BR Standard Class 2 tanks being turned out. Despite being enlarged in 1954, rationalisation of the BR Workshops Division in 1962 saw the works run down and closed four years later. The site is now occupied by a Morrisons supermarket… but as we shall see, express passenger steam locomotive building for the ECML in Darlington did not die forever. ■

The original GNR workshops at Boston are now a health and fitness club. **BRIAN SHARPE**

Single-minded Stirling

When Patrick Stirling was appointed to the Great Northern Railway as locomotive superintendent in 1866, he had speed as his aim.

He wanted new standard engines which combined speed with power in order to tackle the continuous gradients on the King's Cross to York line.

The most famous of his locomotives were the Stirling Singles, 4-2-2s with distinctive 8ft 1in driving wheels and domeless boilers, nicknamed 'eight footers', and they became distinctive images of Victorian railway technology at its finest… and fastest.

Stirling, who was born in Kilmarnock in 1820, came from a family that had already made its mark in steam engineering. His father, the Reverend Robert Stirling, had four years earlier invented the first practical example of a closed cycle air engine in 1816, and they later came to be known as Stirling engines. His brother James Stirling was also a locomotive engineer, while Patrick's son Matthew became chief mechanical engineer of the Hull & Barnsley Railway.

Patrick Stirling was taken on as an apprentice at Urquhart Lindsay & Company's Dundee Foundry and subsequently became foreman at Neilson's Locomotive Works in Glasgow.

In 1851, he became superintendent of a short line between Bowling and Balloch which was later taken over the North British Railway. Two years later, he was made locomotive superintendent of the Glasgow & South Western Railway where he stayed for 13 years.

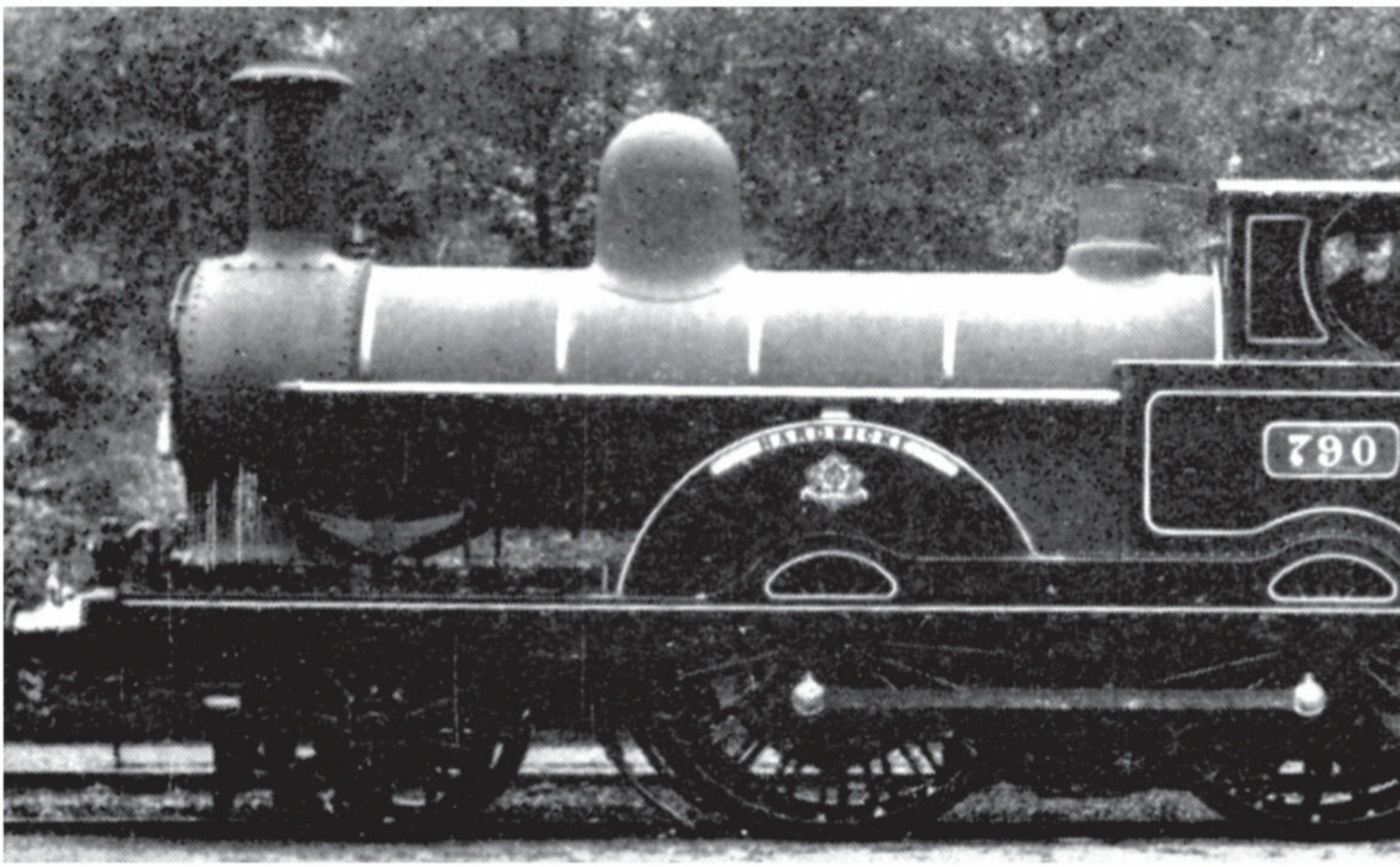
His finest hour, however, came at the GNR, where he stayed in charge until his death in 1895.

He disliked the concept of compound engines, and preferred traditional types with outside cylinders and domeless boilers.

One of his first moves at the GNR was to borrow a Great Eastern Railway single wheeler. In 1868, he designed two types of 2-2-2, both with 7ft 1in driving wheels.

These were key steps in the evolution of the design of the Stirling Single, with the first appearing from Doncaster Works in 1870 followed by another 52.

The first was numbered 1. The GNR did not follow the practice of other lines in having a sequence of numbers for set classes: if a locomotive was scrapped, its number was up for grabs.



Stirling Single No. 1 heads a train of teak coaches at the Doncaster Works open day in 2003. **ROBIN JONES**

Designed especially for high-speed express trains from King's Cross, they cemented the GNR's reputation for speed.

They could haul 275 ton trains at an average speed of 50mph, and lighter trains at 85mph. One of them, No. 775, covered the 82 miles to York in one hour 16 minutes, at an average of 64.7mph.

For many years the Stirling Singles were, as an overall class, the fastest locomotives in England, and indeed the world. Their designer became a living legend among engineers and enthusiasts alike, and the GNR became one of the most popular routes in the country through his effort.

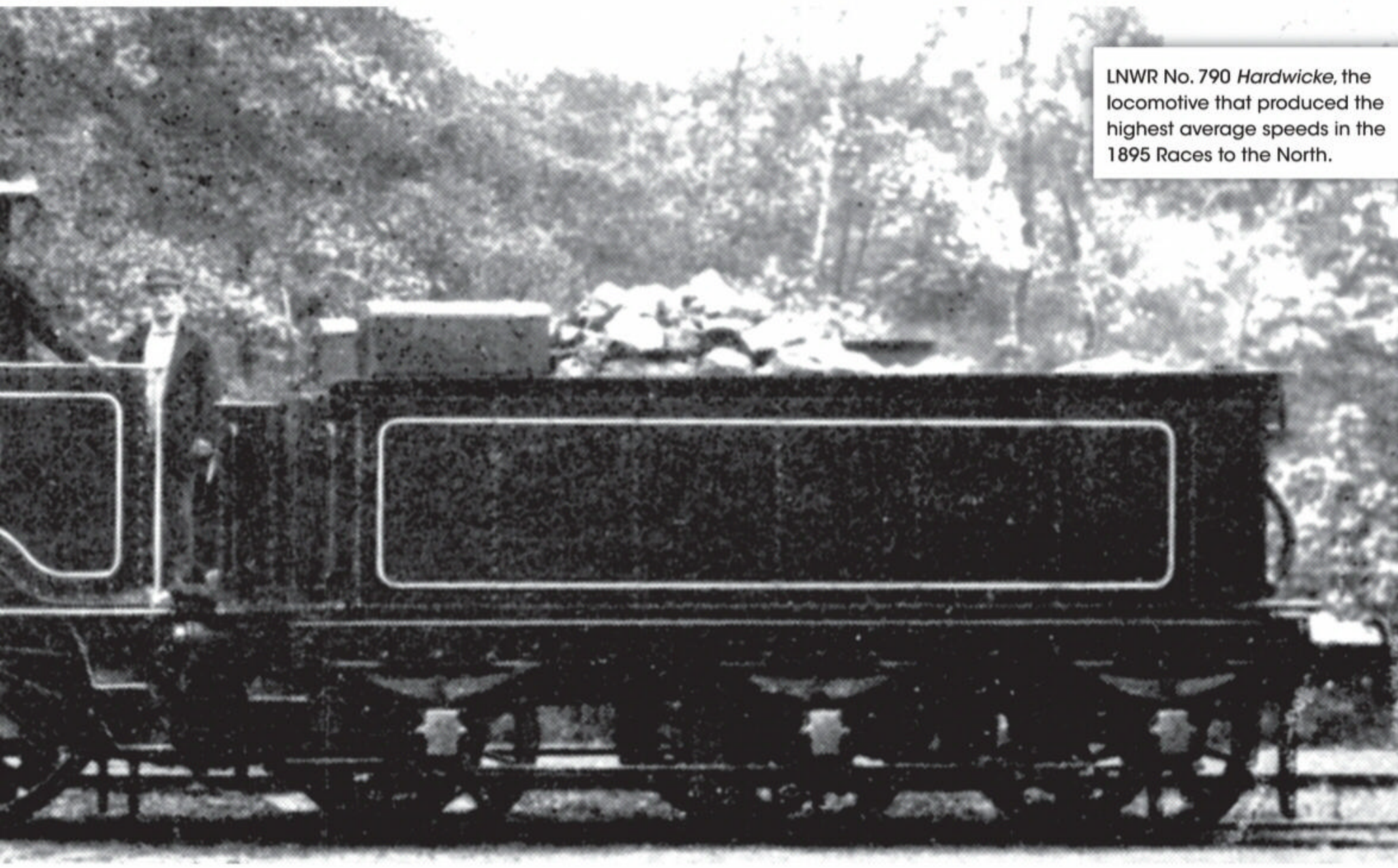
The GNR never tried to hide the fact that it ran fast expresses. This approach was the opposite of most other British companies of the day, which were mindful of the public corner about high speed and the increased likelihood of crashes.

It was not the only locomotive type that he built for the GNR; there were 2-2-2s for express passenger duties, 2-4-0s and 0-4-2s for branch passenger train and mixed traffic, 0-4-4Ts for suburban passenger trains, 0-6-0s for freight and 0-6-0Ts for shunting.

However, it is the Stirling Single for which he is readily remembered. Its prowess and fleet-footedness were never more underlined than in the two escapades in late Victorian times which came to be known as the Races to the North.

THE RACES TO THE NORTH

The great Victorian age of railway building had left Britain with two major trunk routes from London to Scotland. One was the East Coast Main Line. The other was The West Coast Main Line, comprising the London & North Western Railway and the Caledonian Railway.



LNWR No. 790 *Hardwicke,* the locomotive that produced the highest average speeds in the 1895 Races to the North.

As steam technology developed, so did the intense competition between the operators of both routes, to see who could reach Scotland in the shortest time. The imminent completion of the Forth Bridge gave the fierce rivalry an added incentive.

It may seem incredible today, in this age of health and safety first, but for two summers in the late 19th century, companies actually agreed to race public passenger-carrying trains.

The starting point was London, and the finishing post was Kinnaber Junction, 38 miles south of Aberdeen, where the Caledonian Railway was joined by the North British Railway which, as previously mentioned, had running rights into the granite city. Before Kinnaber Junction, the lines ran on either side of the Montrose Basin, and often trains could see each other as they vied to be the first to get there. This phenomenon was widely reported in press reports at the time.

Stirling single 2-2-2 No. 879 – a type that brought cutting-edge speed technology to the ECML in the 19th century. **COLOUR-RAIL**

In late 1887, the East Coast companies decided to allow third-class travel on its 'Flying Scotsman' express. To counter this, the West Coast announced that it would speed up its 10am 'Scotch Express' from June 2, 1888.

A fortnight later, the East Coast responded by announcing that it would be accelerating its services from July 1, 1888.

While the West Coast cut an hour from its 10-hour journey time, the East Coast reduced its nine-hour journey by 30 minutes.

The West Coast responded by also cutting 30 minutes off, and the East Coast again reduced its times by half an hour. Again, it was matched by the West Coast.

The East Coast had thrown off all the shackles, and decided to run its trains as fast as the locomotives could manage.

At first the companies tried to keep their 'races' secret, but as they took place in the summer, and there was little other news around, the press soon got wind of it. The railways were aghast: passengers might just as equally be deterred from travelling by the fear of crashing as encouraged by shorter timings. Indeed, until the press reports appeared, many passengers would have been blissfully unaware that they were taking part in a cutting-edge technology race.

The railways had learned from experience that substantial sections of the travelling public wanted faster trains rather than cheaper fares, and this was especially true on routes such as London to Edinburgh.

On Bank Holiday Monday, August 8, 1888, the West Coast decided to match the East Coast's eight-hour schedule. The rivals maintained this for a week, before

Stirling Single No. 1: a key stage in the evolution of fast trains along the ECML. **ROBIN JONES**

the East Coast announced that as from August 14, the journey would be cut to seven hours 45 minutes.

The West Coast retaliated by running from London to Edinburgh in seven hours 38 minutes on August 13, with an average speed of 52.3mph.

The next day the rivals met face-to-face and agreed to stop any future accelerations, with the East Coast taking seven hours 45 minutes and the West Coast eight hours.

The accord lasted until August 31 when the East Coast ran as fast as possible to Edinburgh, recording an average speed of 52.7mph.

Overall, the 27 trips involved in the 88 races saw the 105½ miles from King's cross to Grantham covered at an average speed of 55.7mph, taking 113½ minutes. Beyond Grantham, the runs to York were completed at an average speed of 55.5mph.

However, the fastest GNR run was not behind a Stirling Single 4-2-2 but a 2-2-2, which covered the 105 miles from King's Cross to Grantham in 105 minutes.

In September, the races were deemed to be over, and both sides reverted to the July timetables, the East Coast taking eight hours 15 minutes and the West Coast eight hours and 30 minutes.

At a time when railway companies were extolling the virtues of train travel for business and leisure, the publicity generated by the races probably did them nothing but good.

The second Race to the North took place in 1895, and again the Stirling Singles played a starring role. It may be deemed to have begun when the East Coast decided to speed up the 8pm service from King's Cross on July 1, cutting 15 minutes off the schedule. At the same time coincidentally or otherwise, the West Coast announced it was cutting 10 minutes off its 8pm service. Small beer.

However, on July 14, the West Coast announced that it would cut the London to Aberdeen journey time to 11 hours, by losing 40 minutes, and launched a mass publicity campaign. Eight days later, the East Coast announced it was speeding up its 8pm Aberdeen express, by cutting off 15 minutes to reduce the journey time to 10 hours 45 minutes, so it would arrive at 6.35pm, 10 minutes sooner than the rival train.

Hardwicke hauls a rake of three coaches from the during the Rainhill 150 event in 1980.
BRIAN SHARPE

However, the first few days of racing saw the West Coast trains arrive even earlier, beating their rivals on most occasions.

On August 20, the Great Northern Railway's Stirling Single 4-2-2 No. 668 took the East Coast express 105½miles from King's Cross to Grantham in just one hour 41 minutes with an average speed of 62.7mph. An engine change saw No. 775 take over, and complete the 82 miles to York in one hour 16 minutes, an average speed of 64.7mph.

The overall 393 mile trip was covered in six hours 19 minutes, at a speed of 63.5 mph, while the extended run to Aberdeen, making a total of 523 miles, took eight hours 40 minutes, with an average speed 60.4 mph.

On the night of August 21-22, the East Coast's 8pm express arrived at Aberdeen at 4.40am, setting a new record. After that, the East Coast stopped its racing.

The LNWR responded the next day, and a storming run by Improved Precedent or 'Jumbo' express passenger 2-4-0 No. 790 *Hardwicke* took two hours and six minutes to cover the 141 miles from Crewe to Carlisle with an average speed of 67.1 mph, setting a new speed record in the Races to the North.

Records showed that the North Eastern Railway produced the highest average speeds on the East Coast route, when Gateshead-based driver Bob Nicholson and his fireman Tom Blades took Wordsdell M1 4-4-0 No. 1620 to an average speed of 81mph over the 2.7 miles between Cocksburnpath and Innerwick. The pair covered the 75 miles from Longhirst to Dunbar driving No. 1620 at an average speed of 67.3mph.

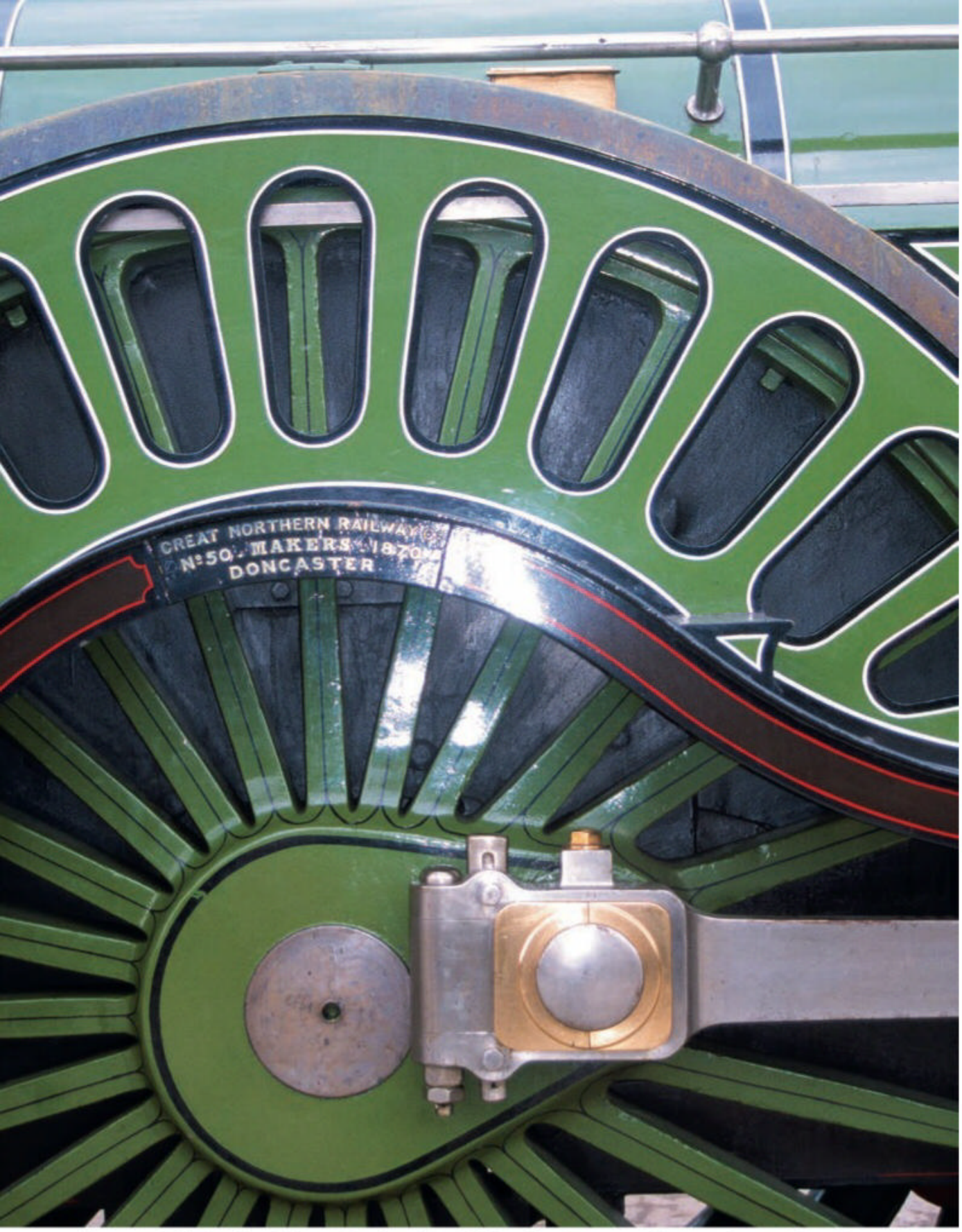
Only *Hardwicke*, now preserved in the National Railway Museum at York, achieved higher long-distance average speeds than this. On August 22-23, No. 790 ran the 8.2 miles between Plumpton and Wreay at an average of 82mph, and covered the 73.4 miles from Minshull Vernon to Carnforth at an average of 68.3mph.

The best East Coast average was the Great Northern's 74.2mph over the 12.2 miles Between Hitchin and Sandy.

Observers felt that the West Coast had the edge in the six weeks of racing, although there was never deemed an overall winner.

However, the railway companies were brought sharply down to earth on July 13, 1896 with a serious derailment on a tight curve at Preston, when a Euston to Glasgow train passed through the station at around 45mph, ignoring the 10mph (16 km/h) speed limit and leaving one person dead.

GNR No. 1 in passenger service again during its visit to the Great Central Railway in 1981/82.
BRIAN SHARPE



The great 8ft single driving wheels of the Stirling Singles gave them a huge advantage over contemporary locomotives. **ROBIN JONES**

This incident led to public demands for an end to staged train racing and more emphasis placed on safety.

Also, passengers on the racing trains found that they were arriving at Aberdeen much earlier than the scheduled breakfast time of 7am and had to wait on the empty station before connecting trains could arrive. So the rivals reached a fresh agreement on speed limits.

Furthermore, Stirling Singles were involved in two serious accidents on the ECML itself around this time. In the first, at St Neots on November 10, 1896, No. 1006 was hauling the night 'Scotch Express' when a rail broke as the engine passed over at 60mph. The last four out of nine coaches became separated from the train and crashed into loaded coal wagons in a siding.

Four months later, a second accident involving trackwork, this time at Little Bytham on Stoke Bank, saw an Up 'Leeds Diner' hauled by No. 1003 at 70mph at a section where not only had ballasting not been completed, but the flagman whose job it was to provide warning had been removed.

The unballasted track became distorted by the engine movement and several carriages at the rear became detached, one hitting a bridge parapet and dividing from its underframe, killing three passengers, with another carriage running down the embankment into a field.

Such was the public fear of trains running at too high a speed that when the Great Western Railway's No. 3440 *City of Truro* allegedly became the first in the world to break the 100mph barrier, touching 102.3mph with the 'Ocean Mails' on Wellington Bank in Somerset in May 1904, the company kept quiet about it for many years.

And it was only in the December 1907 edition of *The Railway Magazine* nearly four years later that the alleged speed appeared

GNR No. 1 is towed along the main line by LNER A4 Pacific No. 4498 *Sir Nigel Gresley*. **BRIAN SHARPE**

publicly for the first time, and even then was not attributed to a particular engine. Readers had to wait until the following April's edition for its identity to be revealed.

Truro's feat came nearly five years after a series of high-speed test runs took place on the Lancashire & Yorkshire Railway's Liverpool Exchange-Southport line using locomotives from Aspinall's newly-introduced 'High Flyer' 4-4-2 class. On July 15, 1899 one such train was formed of Southport-based No. 1392 and five coaches. Timed to leave Liverpool Exchange at 2.51pm, it was allegedly recorded as passing milepost 17 in 12.75mins.

This gives a start-to-pass speed of 80mph but, given the permanent 20mph restriction at Bank Hall and the 65mph restriction at Waterloo, the suggestion has been made that this train attained 100mph.

The L&Y never published details or timings of this test run. It is only because the passing times were 'unofficially' noted by local enthusiasts that this obscure 100mph claim is known at all.

After the Preston calamity, the old East and West Coast rivalries were suppressed, for several decades as it happened. But they never went away.

A LNWR apprentice under Francis Webb at the time of the Races to the North was none other than young Herbert Nigel Gresley.

THE ABBOTS RIPTON CRASH

A train crash on the ECML in 1876 had far reaching consequences for the whole network, for it changed British railway signalling practice.

The Abbots Ripton rail disaster occurred on January 21, 1876 at Abbots Ripton, then a station 4½ miles to the north of Huntingdon.

Up till then, the GNR main line had a safety record second to none.

However, during a blizzard, the 'Special Scotch Express' running from Edinburgh to London collided with a coal train at speed.

The coal train was running in front of the 'Express' and was scheduled to be shunted into a siding at Abbots Ripton to allow the faster train to pass.

The snowstorm had delayed both trains and so the signalman at Holme, the station north of Abbots Ripton, decided to allow the coal train into sidings there to allow the 'Express' to pass, and set his signals accordingly.

AT A TIME WHEN RAILWAY COMPANIES WERE EXTOLLING THE VIRTUES OF TRAIN TRAVEL FOR BUSINESS AND LEISURE, THE PUBLICITY GENERATED BY THE RACES PROBABLY DID THEM NOTHING BUT GOOD.

The coal train ignored the signals, or could not see them, and carried on towards Abbots Ripton where the scheduled shunting movement took place. That had all but been achieved when the 'Express' ran into it at speed. Several wagons were smashed, but the coal train locomotive escaped serious damage. The express engine derailed and ended up lying on its side, leaving its tender and two carriages blocking the down line.

The 'Express' crew walked back up the up line towards Wood Walton, laying detonators on the rails to warn any further trains to stop.

The coal train engine ran light to Huntingdon to seek assistance, while the shocked signalman repeatedly tried to use the speaking telegraph to contact Huntingdon station, but the signalmen there did not answer at first. When he finally did, he took a jobsworth approach by refusing to accept any message which did not start with a code indicating the time it was sent, and then responded by indicating he was busy.

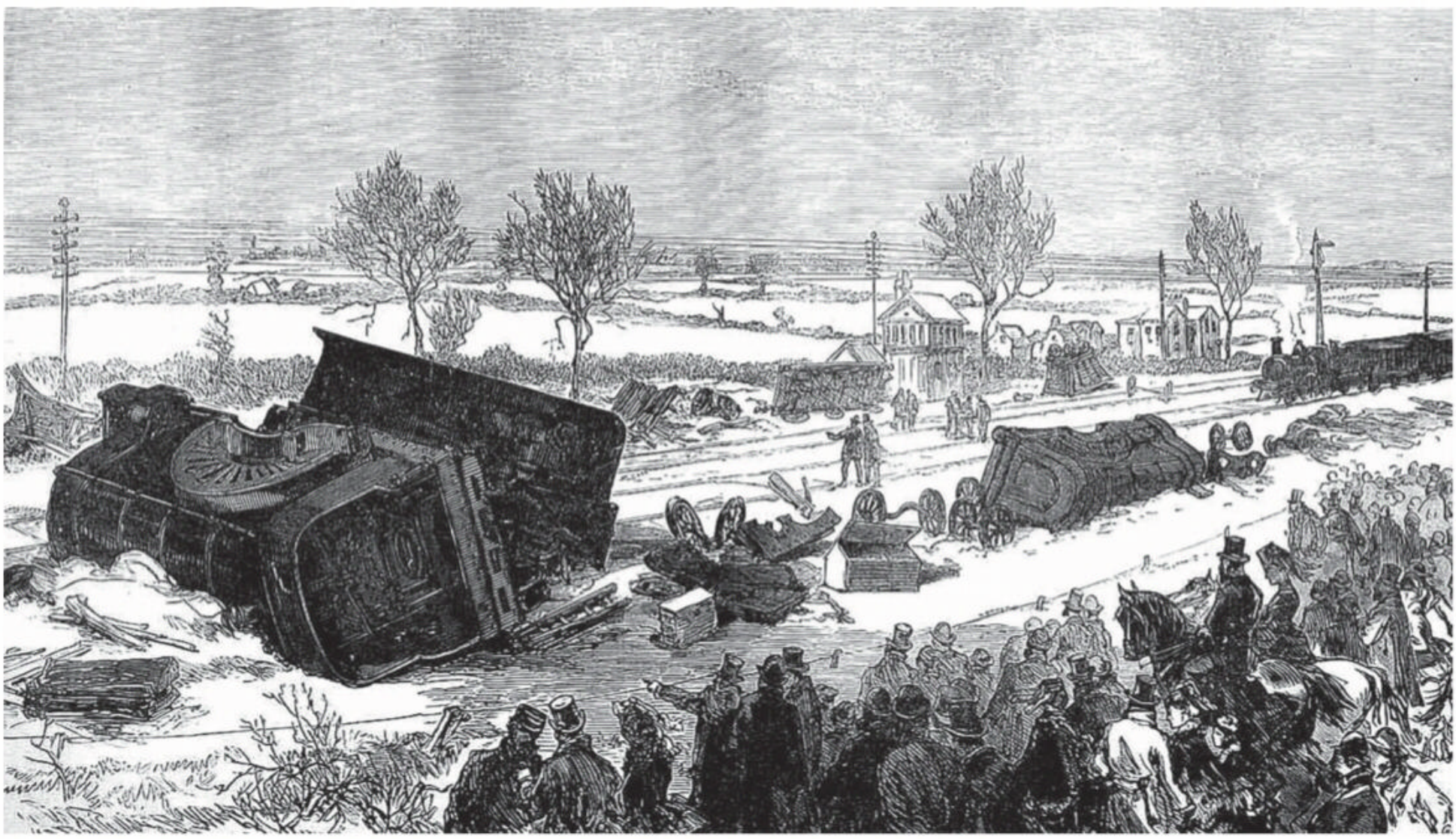
He was handling the passage of a 13-coach express train running in the opposite direction to Leeds – which hit the wreckage minutes later.

It was found that the original cause of the crash was placing too much reliance on signals and block working that allowed high-speed running even when the conditions were not up to it.

The follow-on crash was deemed to have been caused by the inadequate braking performance of the second express and its crew's failure to implement emergency procedures promptly and correctly.

The GNR was using the block system which everyone believed would prevent such accidents. Accordingly, the details of the accident greatly alarmed other railway companies that relied on it.

The railway also used lower quadrant semaphore signals. It was found that the weight of snow on the semaphore arm and snow and ice on the wires by which the arm was moved prevented the signals from showing danger, after signalmen had pulled the levers. While this would not have been so great a problem on a clear day, in snowstorms, signalmen could not see their signals.



A contemporary sketch of the scene of the Abbots Ripton train crash. **ILLUSTRATED LONDON NEWS**

An East Coast Class 125 unit passes the site of Kinnaber Junction today. The Brechin to Kinnaber Junction line closed to all traffic in 1981 and the junction is now lifted and overgrown. **KH TULYAR/CREATIVE COMMONS**

Accordingly, the 'Express' had passed a series of signals which had been set to danger but were showing clear.

Therefore, it may be deemed as an accident waiting to happen.

A total of 13 passengers died and 53 others and six train crew members were injured.

A Court of Inquiry reported on February 23 and rejected the conclusion of the coroner's jury that the block system was at fault and had proved ineffective in a case of emergency. The problem lay with signals.

The court criticised the Holme stationmaster for not stopping the 'Express', the Wood Walton signalman for not using detonators or a handlamp to stop the same train and the delay of the signalman at Huntingdon in answering Abbots Ripton.

The inquiry report recommended that signals were improved so that they worked correctly in frost and snow, and that they gave an indication to the signalman if they are not operating properly

Also, it recommended that signals should not normally be set as clear, but at danger, so

Heroic *Hardwicke* may have won the day for the West Coast route to Scotland in the eyes of many observers, but it now has a permanent home next to the East Coast Main Line, in the form of the National Railway Museum in York. **ROBIN JONES**

that if they stick in bad weather, they would not wrongly show clear.

Noting that the Leeds express did not have continuous braking, it called for improvement of braking systems on trains.

The GNR responded by changing to a new type of semaphore in the form of the 'somersault' signal.

The main feature of the type was the pivot about which the arm moved was at the middle of the arm, so that accumulation of snow should not significantly affect its balance.

The modern practice of the 'normal' position for signals being 'danger' was adopted everywhere.

Furthermore, railway companies were required by law to inform the Board of Trade each year about how much of the carriage stock had continuous brakes. Further accidents elsewhere led to continuous braking on passenger trains becoming mandatory.

Abbots Ripton lost its passenger services on September 15, 1968 as part of a rationalisation of village stations on the ECML. Goods facilities were withdrawn in 1964, and now there is no station between Huntingdon and Peterborough.

No. 1

Stirling Single No. 1 is now part of the National Collection and displayed at Locomotion: The National Railway Museum in Shildon.

When it was withdrawn from traffic in 1907, it was preserved, first at King's Cross shed after being displayed at an exhibition in Wembley in 1909, and then at Doncaster Works. In 1925, the LNER gave it a new boiler so it could star in the 1925 Stockton & Darlington Railway centenary cavalcade, and the following year, entered a new railway museum set up at York by the LNER.

In 1938, the LNER resteamed it to haul a 'Scotsman' train of the 1870s comprising seven East Coast Joint Stock six-wheelers as part of publicity surrounding the introduction of new streamlined trains. The Railway Correspondence & Travel Society also hired it for a main line railtour. It became the first preserved engine to do so. In the early Eighties, it returned to steam, and briefly ran on the Great Central Railway and the North Yorkshire Moors Railway.

In 2010, it starred in a critically-acclaimed stage production of Edith A Nesbit's classic *The Railway Children* at the redundant Waterloo International platform. Shunted into position during the performances by a Class 08 diesel, a fog machine was used to generate the smoke effects.

In 1898, an 18in gauge model of No. 1 was built by students at London's Regent Street Polytechnic. They included Henry Greenly who found fame as a builder of similar miniature locomotives for lines like the Romney, Hythe & Dymchurch Railway.

The scaled-down Stirling single was sold to E F S Notter, who was the GNR's district locomotive superintendent based at King's Cross, and who later kept it in King's Cross Shed, home of the full-size originals. After changing hands several times, the locomotive is now at the World of Country Life Museum at Sandy Bay, Exmouth. ■

The Atlantic era

With the development of dining facilities on board, both for first and third-class passengers, and with the Races to the North finished, the emphasis on the Great Northern Railway switched from speed to amenities.

The GNR soon found it would not have it all its own way linking Manchester to London via Nottingham and the ECML. The Manchester, Sheffield & Lincolnshire Railway completed its London Extension to Marylebone in 1899, turning itself into the Great Central Railway.

The GNR managed to keep its King's Cross to Manchester expresses, while at the same time the demand for freight expanded. The company found itself needing another 70 engines at the end of the Victorian era.

Stirling's successor was Henry Alfred Ivatt, whose railway career had begun at the age of 17 when he was apprenticed to John Ramsbottom at the LNWR's Crewe Works. He eventually rose to become head of the Chester District before taking up a post with Ireland's Great Southern & Western Railway in 1877. He became its locomotive superintendent for the Southern District.

In 1895, he became locomotive superintendent of the GNR.

Recalling the accidents which befell the Stirling Singles because of poor track, Ivatt walked the whole 156 mile length of the GNR and was appalled at the condition of the permanent way.

He rebuilt the Stirling Singles with larger boilers and cylinders. He eventually went on to produce a new class of singles – the last to be made. They had similar front ends to the Stirling singles, and shared their driving wheel size. They were classified as A4s and all were withdrawn in 1917.

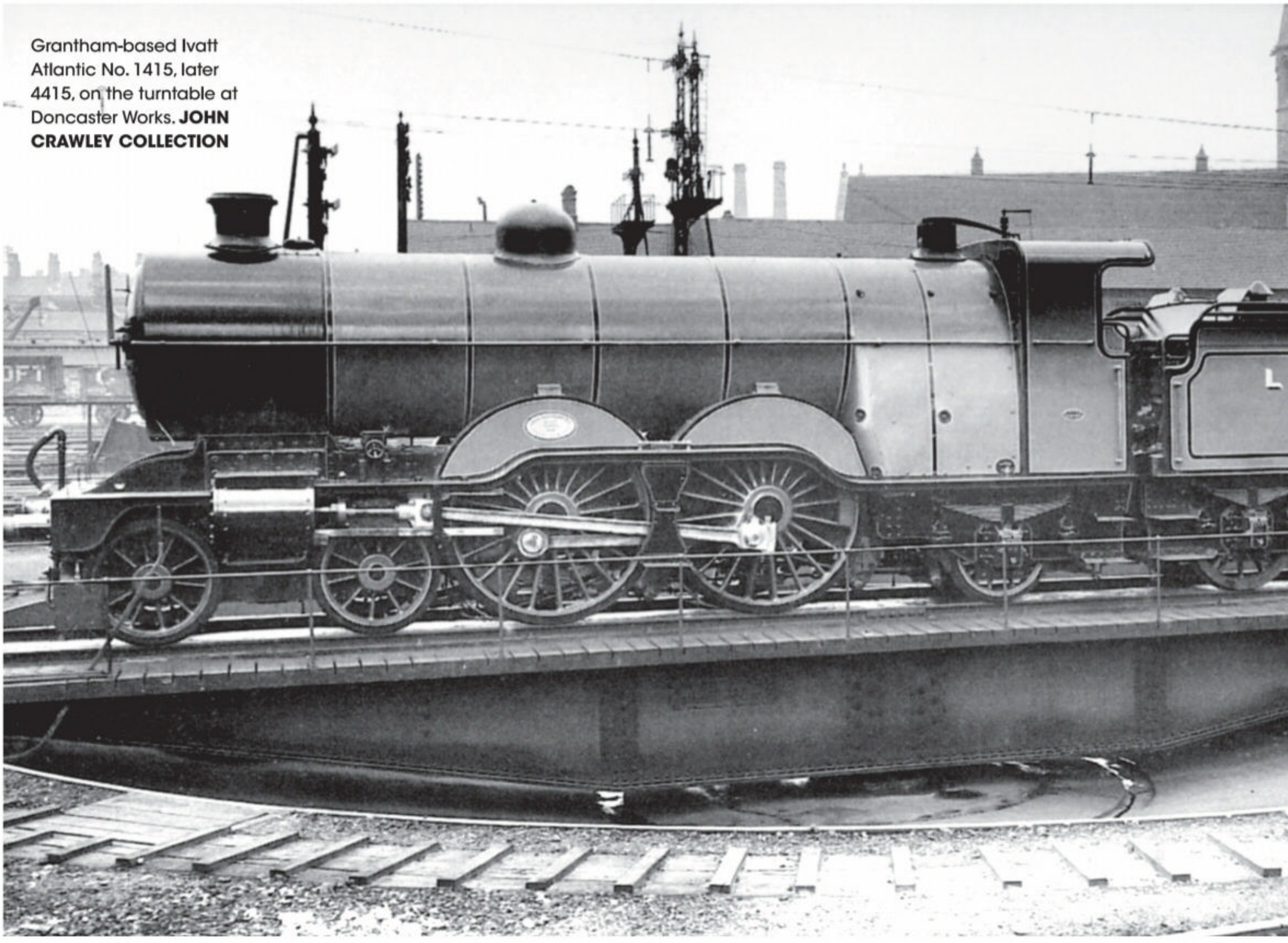
Ivatt introduced the first Atlantic locomotives to Britain. The name Atlantic, used to refer to a 4-4-2 wheel arrangement, may have originated from the use of such locomotives on the 70mph express trains of the US's Atlantic Coast Line in 1895.

He was also the first to introduce Walschaerts valve gear to this country. Invented by Belgian railway mechanical engineer Egide Walschaerts in 1844, it offered the advantage that it could be mounted entirely on the outside of a locomotive, leaving the space between the frames clear. Whereas Stephenson valve gear remained the most commonly-used valve gear on 19th-century locomotives, the Walschaerts valve gear took precedence in the 20th century.

Under Ivatt, big boilers, not massive single driving wheels and faster running, were the trend. His first engines were 4-4-0s carrying some of the biggest boilers in Britain, but for him, they were not big enough. He extended the locomotive frames and added a pair of carrying wheels so he could make the boilers even bigger, increasing their length from 10ft 1in to 13ft.

In doing so, he produced his first Atlantic, No. 990, in 1898. It was the first of a class known as Klondikes in 1898.

In December 1902, he built No. 251, the first of his Large Atlantics, by adapting the design and increasing the boiler diameter from 4ft 8in to 5ft 6in.



Grantham-based Ivatt Atlantic No. 1415, later 4415, on the turntable at Doncaster Works. **JOHN CRAWLEY COLLECTION**

The GNR classified both types as C1, but the LNER classified the large boiler variation as C1 and the small boiler variation as C2.

The Atlantics all had tiny cylinders, and therefore their tractive effort was less than that of the Stirling Singles. However, they had better adhesion because of the extra driving wheels, and the larger boiler could hold steaming rates for longer. The need has switched from fast trains to pulling bigger and heavier ones.

So the Atlantics superseded the Stirling Singles, which were relegated to very much secondary routes for a few years before all but No. 1 were withdrawn and scrapped.

Ivatt worked on developing his Atlantics, producing several different types, and modifying existing ones. His last development was the fitting of piston valves and Schmidt 18-row superheaters to the last 10 C1s that were built in 1910, not to increase power, but so he could reduce the boiler pressure and maintenance costs.

Ivatt's successor Nigel Gresley added 24-element superheaters from 1912 and raised the boiler pressure, and later fitted 32-element superheaters. As such, Ivatt's Atlantics continued to be used on top-link duties throughout the Thirties, including the Pullman trains from King's Cross.

The C1s experienced a high degree of development, resulting in five different cylinder arrangements, and four different superheater arrangements, during their time with the LNER, but Gresley chose to build no more Atlantics.

While there may have been a lull in speed a record attempts, the C1s could still show their mettle. In July 1936, after a Gresley A3 failed at Grantham, it was replaced by the station pilot, C1 No. 4404. It reached Selby in 67 minutes and 41 seconds, covering more than 60 miles at an average of 64mph.

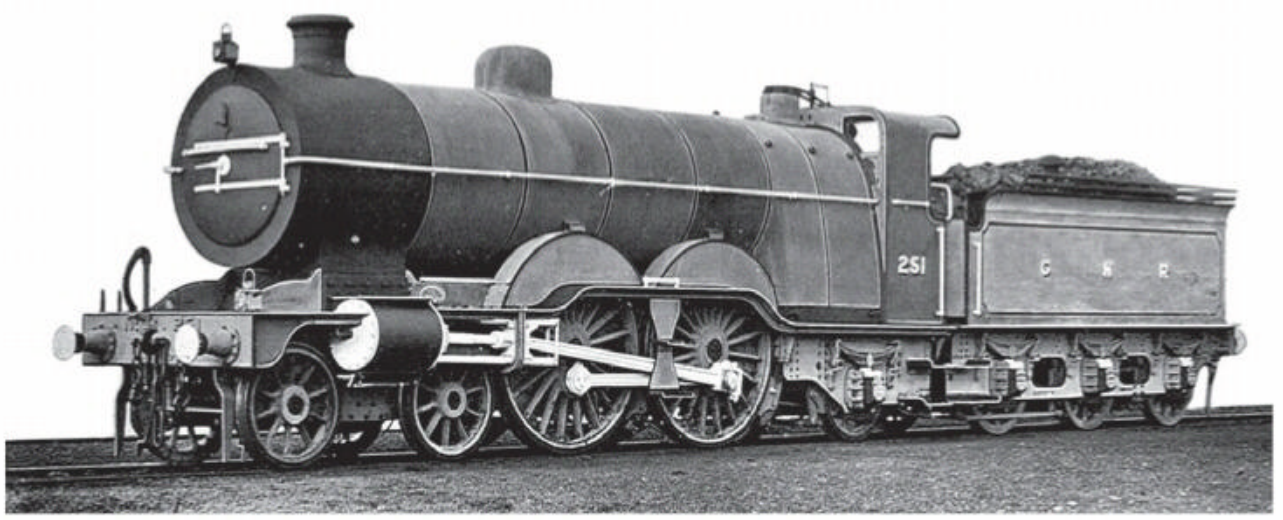
Only two Ivatt Atlantics survived into British Railways' day, the last, No. 62822, withdrawn in November 250. No. 251 was taken out of traffic in 1947 and preserved. In 1953 it was steamed for a series of specials celebrating the centenary of Doncaster Works, and again the following year.

It is now part of the National Collection, on display at Bressingham Steam Museum in Norfolk.

Ivatt's son George Ivatt became the post-war chief mechanical engineer of the LMS, while his daughter Marjorie married Oliver Bulleid, CME of the Southern Railway, famous for his streamlined Pacifics. Henry Ivatt died in 1923 in Sussex.

The two preserved Ivatt Atlantics took part in a special run to mark the centenary of Doncaster works on September 20, 1953. Two of the greatest ECML drivers of the day took part: Bill Hoole was the driver on No. 251, which together with No. 990 Henry Oakley, hauled the 'Plant Centenarian' from King's Cross to Doncaster, while Ted Hailstone drove No. 60014 *Silver Link*, which took it back to London, incidentally hitting 96mph on Stoke Bank and covering the journey in 147 minutes seven seconds non-stop. **BOB JOHNSON**

Pioneer Ivatt Atlantic No. 251 at Bressingham in Norfolk. **BRIAN SHARPE**



No. 251 pictured in 1907 in GNR livery. **ROBIN JONES COLLECTION**

NORTH EASTERN ATLANTICS

Ivatt's Atlantics were not the only ones running on the ECML.

Vincent Raven, chief mechanical engineer of the North Eastern Railway from 1910-22, produced his 4-4-2s in response to the company's demand for increased speed.

Raven, an advocate of three-cylinder locomotives, in August 1910 was given the green light to build the first 12 C7 Atlantics, later Class Z under the LNER.

The first 20 were built the following year by the North British Locomotive Company. There were 10 built with saturated boilers and the others with superheated boilers, allowing a direct comparison. Superheating was quickly found to be superior, and it was adopted for all

At first, the C7s were used on express passenger services. From 1924, C7s ran through to King's Cross hauling specials to the British Empire Exhibition, and specials for football finals, also at Wembley.

Raven developed the design into a Pacific, to counter the Great Northern Railway's announcement that it was building a 4-6-2, as seen in the next chapter. He stretched the C7 design by increasing the boiler diameter and cylinder size. Boiler pressure was increased from 175psi to 200psi.

Greater power and acceleration was urgently needed for the increasing loads on the ECML, and the NER authorised the building of the first two at Darlington Works on March 30, 1922. Numbered 2400 and 2401, they were both delivered in December 1922 just before the Grouping.

The A2 was the biggest locomotive the NER built, but it was not regarded as its best. For their first 10 years, the A2s were used between and Grantham and Edinburgh, with some runs to Leeds, primarily handling heavy secondary express passenger trains on the ECML. Their limited route availability combined with the need for new boilers led to them being superseded by Gresley's V2 2-6-2s, and withdrawn between 1936-37. Indeed, No. 2402 has the dubious distinction of being the first locomotive built by the LNER to be scrapped. The Class Zs were all were scrapped by the early Fifties.

RAVEN'S ELECTRIC PLANS

Raven himself had his own views as to the future direction of the ECML and its express trains. In short, he wanted to see the route electrified, and had been designing a 4-6-4 electric locomotive to pay the way.

He had begun his career with the NER in 1877 under locomotive superintendent Edward Fletcher and by 1893 he had become assistant mechanical engineer to Wilson Worsdell. He was delegated to work on the

NER three-cylinder Atlantic No. 728 departing from Newcastle with the Up Waverley-King's Cross express. **RJ PURVIS**

King's Cross-based Ivatt C1 Atlantic No. 3279 heads a Down stopping train at Potter's Bar in 1934. Built in 1907 as a two-cylinder locomotive, Gresley had it rebuilt in 1915 as a four-cylinder simple engine with outside Walschaerts value gear. The locomotive was withdrawn in 1948. **JOHN CRAWLEY COLLECTION**

NER's pioneering North Tyneside suburban route electrification, involving a 600 volts DC third rail system.

In 1915, a section of the NER between Shildon and Newport on Teesside was electrified with 1500V DC overhead pick-up in a bid to improve coal trains. The 10 centre cab 1100hp electric locomotives were built at Darlington Works.

The scheme was deemed a success, so much so that Raven began drawing up plans to similarly electrify the ECML from York to Newcastle.

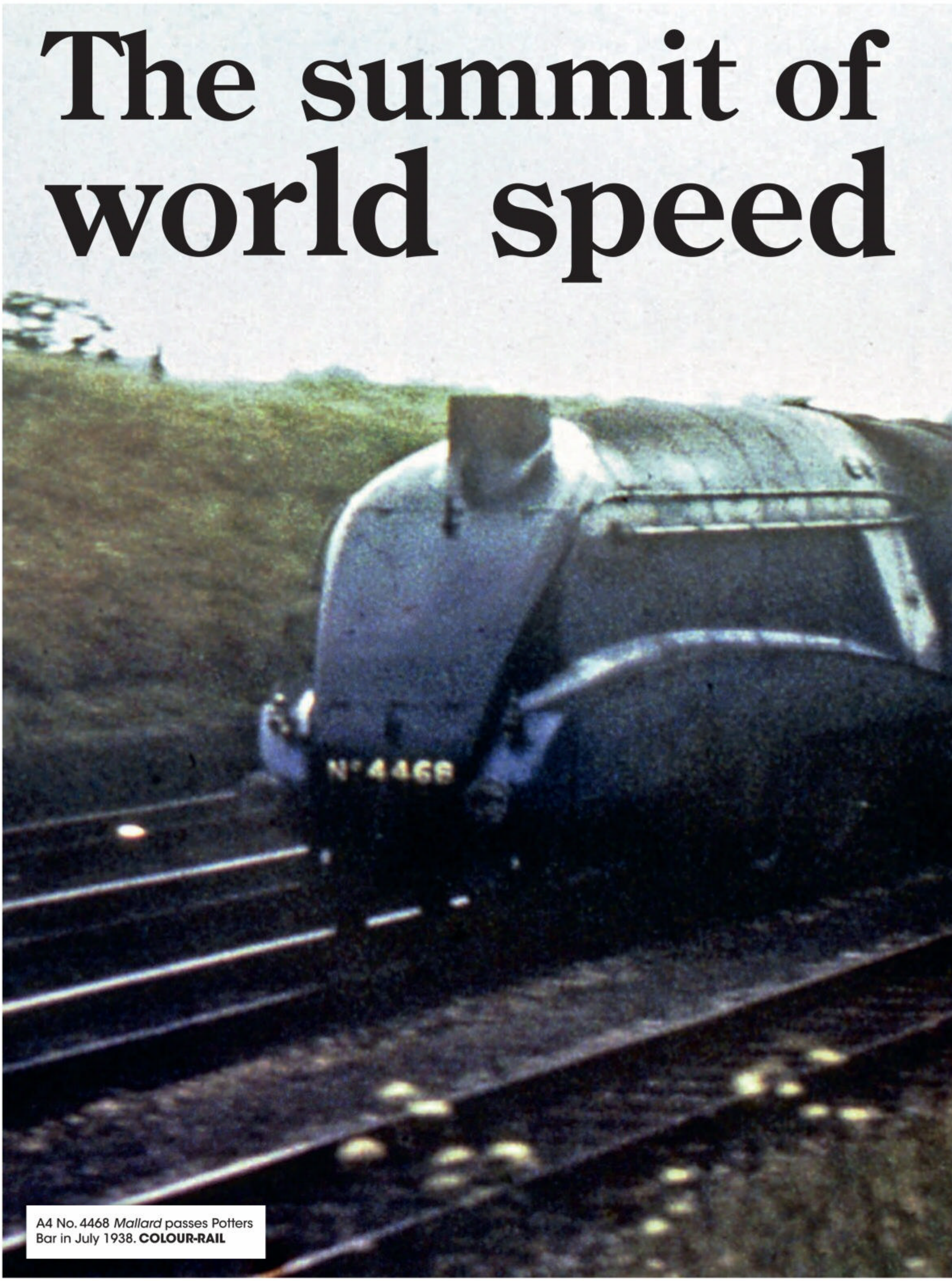
The blueprint went as far as having a prototype passenger locomotive constructed at Darlington in 1922. NER No. 13 had a 4-6-4 wheel arrangement and 1800hpo, and was successfully trialled on the Shildon-Newport route.

However, the Grouping of 1923 saw the electrification plan scrapped, and steam still reigning supreme on the ECML. Indeed, steam returned to the Shildon-Newport route when its electrification was scrapped in 1935.

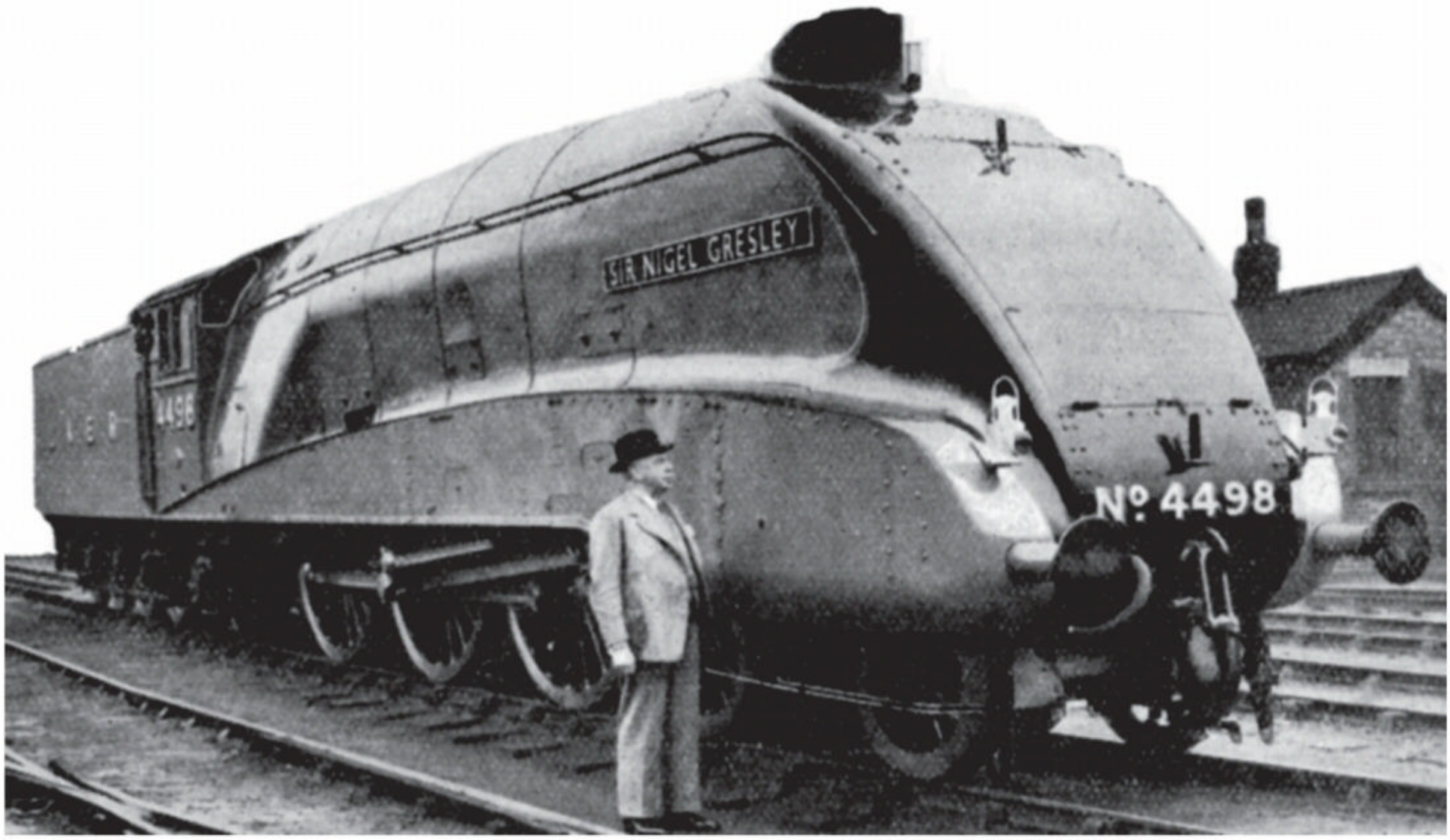
What if history taken a different course, and Raven's electric line, not Nigel Gresley's later Pacifics, had become the order of the day on the ECML in the Twenties, rather than having to wait another six decades? ■

Sir Henry Oakley became general manager of the GNR in 1870, and also served as secretary of the Railway Companies' Association. He was knighted in 1891 and in June 1900, a C1 Atlantic, No. 990, was named after him, two years after he retired. It was preserved following withdrawal in 1937 and can now be seen at Bressingham Steam Museum in Norfolk. After leaving the GNR he became chairman of the Central London Railway, one of the new underground lines and died in February 1912, aged 88. The locomotive is pictured during a heritage era visit to Boston in Lincolnshire. **BRIAN SHARPE**

The summit of world speed



A4 No. 4468 *Mallard* passes Potters Bar in July 1938. **COLOUR-RAIL**



Sir Nigel Gresley meets *Sir Nigel Gresley,* his 100th Pacific locomotive. **THE RAILWAY MAGAZINE**

The Races to the North were, in retrospect, a trial run. The best was yet to come, not only for the East Coast Main Line, but world steam railway technology.

The 1930s were to be the zenith of the steam age. It was the great decade when, before the clouds of war appeared on the horizon, the steam locomotive concept was taken to dizzy new heights that back in Victorian times few would have imagined possible.

Speed record after record was broken as the East and West Coast lines tore up their 1896 agreement to stop racing, and once again, it was the sky's the limit on the great run from London to Scotland.

On the West Coast, the LMS had Swindon-trained chief mechanical engineer Sir William Stanier. Facing him, almost as if in a boxing ring, was the East Coast's Nigel Gresley.

The competition between the pair to produce the best and most powerful locomotives pushed the transport technology of the day to its utmost limits and a few miles beyond.

Most importantly, Britain – the country that had invented the steam locomotive – was left standing head and shoulders above the rest of the world in the transport sector. In the aftermath of the Second World War, would we ever feel the same way about our railways?

Sir Nigel Gresley: was he the greatest steam locomotive designer of them all?

BORN IN EDINBURGH

Herbert Nigel Gresley was born on June 19, 1876 in Edinburgh. His parents were English: his father was the Reverend Nigel Gresley, rector of St Peter's church in Netherseal, Derbyshire, and his mother had visited the Scottish capital to see a gynaecologist.

The Gresley family had roots in Derbyshire dating back many centuries.

Young Nigel attended a preparatory school in St Leonards, Sussex, and then Marlborough College in Wiltshire, where he developed his abilities for mechanical drawing and was top of the form in science.

After school he joined the London & North Western Railway under locomotive superintendent Francis Webb, the 'King of Crewe', as an apprentice. He then moved to the Lancashire & Yorkshire Railway works at Horwich, at the time overseen by senior engineer Sir John Aspinall. His engineering skills earned him swift promotion.

SPEED RECORD AFTER RECORD WAS BROKEN AS THE EAST AND WEST COAST LINES TORE UP THEIR 1896 AGREEMENT TO STOP RACING

He married his wife, Ethel Frances Fullagar, in 1901, and three years later became assistant superintendent of the carriage and wagon department of the L&YR.

In 1905, the couple moved from Newton Heath in Manchester with their first two children to Doncaster where, at the age of 29, he took up the post of carriage and wagon superintendent with the Great Northern Railway. When in 1911 Henry A Ivatt retired as locomotive superintendent, Gresley he was given the job.

Neither the ECML nor steam would ever be the same again.

During the First World War he oversaw the production of munitions at Doncaster Works, became a Lieutenant-Colonel in the Engineer and Railway Staff Corps, RE(TF), and was awarded a CBE in January 1920.

At the Grouping of 1923, Gresley took over the role of LNER chief mechanical engineer and moved to King's Cross. The Gresleys had two more children.

His wife died in August 1929, and afterwards he spent time in Canada with his eldest daughter. While he was there, he drove one of the Canadian Pacific locomotives in British Columbia.

After returning home, he eventually bought Salisbury Hall, an Elizabethan house near St Albans which had a moat in which he built up a collection of several species of wild duck as pets… including mallards.

He was knighted in 1936 during the brief reign of Edward VIII, and that same year he was awarded an honorary doctorate of science by Manchester University.

THE FIRST BRITISH PACIFIC

The first 4-6-2 or 'Pacific' steam locomotive built in Britain was also the only one that the Great Western Railway ever constructed.

No. 111 *The Great Bear* was produced by George Jackson Churchward at Swindon Works in February 1908.

Nobody knows for certain why it was built; it may be that the GWR board wanted the company to gain the prestige of building the first British Pacific, as well as the biggest and heaviest engine of the day.

The 4-6-2s were named Pacifics after, it was believed, locomotives supplied in 1902 by the United States manufacturer Baldwin for the Missouri Pacific Railroad.

Another explanation is that following his development of the GWR 4-6-0s, Churchward wanted to prove that his designs were also sound when it came to larger locomotive boilers.

The Great Bear proved that it was possible to build a four-cylinder locomotive with 15in diameter cylinders which could be sufficiently fed by a standard GWR boiler.

However, its sheer size led to *The Great Bear* being restricted to the Paddington to Bristol line because of its high axle loading which gave it a route availability of 'Special Red', although on one occasion it was recorded as having run to Wolverhampton.

The Great Bear experienced early problems with clearance on curves and springing of the trailing wheels. Modifications were also made to the superheating of the boiler.

In January 1924 *The Great Bear*, needing heavy repairs to its boiler after just 527,272 miles, was dismantled and the parts used to build one of Charles Collett's Castle class 4-6-0s. Churchward, who had by then retired, was disappointed.

He had earlier heard that Gresley was planning to build a Pacific for the GNR and said: "What did that young man want to build it for? We could have sold him ours!"

The locomotive that had been *The Great Bear* kept its number, but was renamed *Viscount Churchill*, and with an expanded route availability, remained in traffic until withdrawal in 1953 and scrapped.

The pioneer Gresley A1 Pacific No. 4470 *Great Northern* emerges from Wood Green tunnel on a down express, c1930. The first 11 A1s were built to the more generous Great Northern loading gauge with a taller chimney, dome and cab. No. 4470 was cut down to the composite LNER loading gauge in May 1933. Also shown is a somersault distant signal on 'gallows' type brackets. **NRM**

GRESLEY'S FIRST PACIFICS

Gresley was indeed planning to build two Pacifics for services on the ECML. Two were built at Doncaster by the GNR before the Grouping, the first, No. 1470 *Great Northern*, being named after the company. It was the first of a class intended to handle express trains that were becoming too big for Ivatt's large-boilered Atlantics.

It was Ivatt's Atlantics that began the GNR's big engine policy. His C1 class was designed as a powerful free-steaming locomotive capable of heading the GNR's fastest and heaviest express trains, sometimes weighing more than 500 tons. The first of them, No. 251, appeared in 1902, with 80 more built at Doncaster between 1904-8.

In 1915, Gresley drew up plans for a longer version of the Ivatt Atlantic but with four cylinders, but he found his design to be unsatisfactory. He then looked at the Pennsylvania Railroad's new K4 Pacific, the final evolution of a series of prototypes produced in 1910/11, and which were so successful that they remained as that line's main passenger locomotive until the end of steam in 1957. The K4 is recognised as the State Steam Locomotive of Pennsylvania.

LNER driver J Burfoot, who joined the GNR as a cleaner in 1895 and in 1913 qualified as a driver, later workedT on several express trains including the 'Coronation' and 'Silver Jubilee.' He retired in 1943. **THE RAILWAY MAGAZINE**

Gresley eagerly devoured the technical reports of the K4 and its immediate predecessors, and they gave him the insight to design a modern steam locomotive for Britain.

His Pacifics exploited the maximum limits of the ECML loading gauge with large boilers and wide fireboxes providing a large grate area. The firebox followed GNR tradition in being a round-topped version, not the flat-topped Belpaire type on the K4s. Heat transfer and the flow of gases were aided by a combustion chamber which extended forward from the firebox space into the boiler barrel,

Gresley's universal three-cylinder layout was again a feature of his A1s, after being incorporated into two of his earlier designs.

After the first two Pacifics appeared in 1922, the other being No. 1471 *Sir Frederick Banbury*, the GNR ordered 10 more. They were being built when the LNER took over.

Gresley's GNR Pacific type became the standard LNER express passenger locomotive and was designated Class A1. A total of 31 were built at Doncaster and another 20 contracted out to the North British Locomotive Company.

One flaw was that Gresley's first Pacifics had been designed to work on the GNR, which involved distances of no more than 200 miles. With the formation of the LNER, and the three East Coast companies coming under one umbrella, they had to work greater distances.

A1 No. 1472, which had been outshopped in the early days of the LNER yet first given a GNR number, was renumbered 4472 and named *Flying Scotsman* for display at the British Empire Exhibition at Wembley along with the GWR's first Castle 4-6-0, No. 4073 *Caerphilly Castle*, which the Swindon empire boasted was the most powerful locomotive in Britain with a tractive effort of 31,825lb.

In the two months following the exhibition, the LNER and GWR ran exchange trials to establish just which had produced a superior locomotive. *Pendennis Castle* won the day for the GWR, climbing the ECML from King's Cross to Finsbury Park in less than six minutes, which the Pacifics could not match, and with greater coal and water economy. The following year it was *Pendennis Castle* that was exhibited at the second British Empire Exhibition, alongside *Flying Scotsman*, and with a notice boasting that it was Britain's most powerful locomotive.

Undaunted, Gresley learned much from the trials. In 1926, a series of experimental modifications were made to A1 No. 4477 *Gay Crusader*, based on Swindon practice.

The valve gear was adjusted to both boost the performance of the Pacifics with their 180psi boilers while using less coal and water, making long-distance non-stop runs a possibility.

The valve gear was subsequently fitted to No. 2555 *Centenary* in 1927, and the rest of the class followed suit over a period of several years.

Meanwhile, a new A3 class of Pacific appeared, taking on board the tests and improvements made to the A1s. The first was No. 2743 *Felstead* which was outshopped in August 1928 with a 220psi boiler, increased superheat and improved weight distribution.

Another new feature was the change from right to left-hand drive, making it easier to sight signals.

A total of 27 A3s were built from new, and eventually all of the original A1s, including *Flying Scotsman*, were converted to A3s. The last A1 to be converted was No. 60068 *Sir Visto* in 1949.

Under wraps: *Flying Scotsman* concealed from public view as it is delivered to the British Empire Exhibition at Wembley in 1924. **NRM**

Flying Scotsman seen leaving Leeds station with the 'White Rose' express for King's Cross in 1956. The photographer, Bishop Eric Treacy, was often allowed special access to many areas denied to other railway photographers. He also befriended many of the footplate crews, occasionally persuading them to create special smoke effects for the camera. **NRM**

No. 4472 *Flying Scotsman* at King's Cross on July 24, 1933.
CCB HERBERT/NRM

THE NEW KINGS OF SPEED

Gresley's A1 Pacifics immediately showed that they could handle bigger loads at faster speeds than the Ivatt Atlantics. During a test run, No. 1470 *Great Northern* hauled a 20-coach 600 ton train over the 105 miles from London to Grantham while recording average speed of 51.8mph, but burned a huge amount of coal in the process.

However, the huge benefits of the subsequent modifications to the design became apparent with the launch of the daily 'Flying Scotsman' named train (see separate chapter) from King's Cross to Edinburgh in 1928, first hauled by a pool of three A1s and two A3s, including *Flying Scotsman* with its modified valve gear, and which hauled the first train on May 1, 1928. The following year, No. 4472 starred in the film The *Flying Scotsman*, which was set aboard the train of the same name and featured several daring stunts performed while it was in motion.

However, No. 4472's greatest claim to fame came on November 30, 1934.

While hauling a light test train between London and Leeds, the return trip with six coaches weighing 208 tons saw No. 4472 reach 100mph just outside Little Bytham on Stoke Bank. It held the speed for another 600 yards.

The driver, William Sparshatt, then 61, had remarked to onlookers before he left King's Cross that day: "If we hit anything today, we'll hit it hard."

The Down trip to Leeds had been completed in 152 minutes for the 185½ miles. It would be another three decades before a similar timing was achieved on King's Cross-Leeds.

There was no secrecy of the type that surrounded *City of Truro's* alleged 102.3mph feat in 1904. The rivalry with the West Coast route was now back on big time, and the LNER publicity machine could not wait to make the most of *Flying Scotsman's* achievement in Lincolnshire.

City of Truro probably did 100mph before, but *Flying Scotsman's* achievement was the first time that it was officially recorded.

THE 'FLYING HAMBURGER'

The resumption of the race to cut timings on the ECML came about because of developments in the German Reich, namely, the appearance of the 'Flying Hamburger', a streamlined two-car diesel electric railcar set which quickly became the fastest train in the world, and if not sounding a death knell for steam, then giving a loud warning of one.

State railway Deutsche Reichsbahn-Gesellschaft ordered the 98-seater Class SVT 877 set in 1932 from manufacturer Waggon und Maschinenbau AG Gorlitz and it entered service on the Berlin-Hamburg line the following year.

Wind tunnel experiments were used to design the streamlining, following on from the development of the high-speed inter-urban railcar Bullet two years previously. Each of the two vehicles had a 12-cylinder Maybach diesel engine with a direct current generator directly coupled to it, which drove a Tatzlager-traction motor.

The 'Flying Hamburger' reached the then-astounding average speed of 77.4mph over the 178 mile journey, decades ahead of its time. It became the prototype for the DRG Class SVT 137 units.

The 'Flying Hamburger' showed that diesel propulsion would sooner or later become a new stage in railway development. However, steam at that time was still more cost effective, and locomotive designers looked in depth at ways in which the aerodynamic advantages of streamlining could also be applied to steam trains.

German locomotive builder Henschel-Werke subsequently produced an express steam train that could compete with the likes of the Flying Hamburger. The Henschel-Wegmann Train ran non-stop express services between Berlin and Dresden from June 1936 to August 1939. Two Class 61 steam locomotives were built to haul it, one a 4-6-4T and the other a 4-6-2T. Both the locomotives and the coaches were streamlined.

In the US, high-speed diesel railcars were introduced on the Union Pacific Railroad and Burlington Railroad with resounding success. The LNER watched with great interest and decided that it too wanted a train that could match the Flying Hamburger in terms of speed.

Gresley rode on the German train and was so impressed that the LNER seriously considered buying one.

The manufacturer was asked to design a Flying Hamburger for the LNER. However, it could not promise a higher average speed than 63mph between London and Newcastle, 14mph less than the German railcar. The problem was due to the heavier gradients and speed restrictions of the ECML.

Furthermore, the passenger accommodation was cramped, and hardly likely to attract passengers used to the spacious comfort of standard East Coast rolling stock.

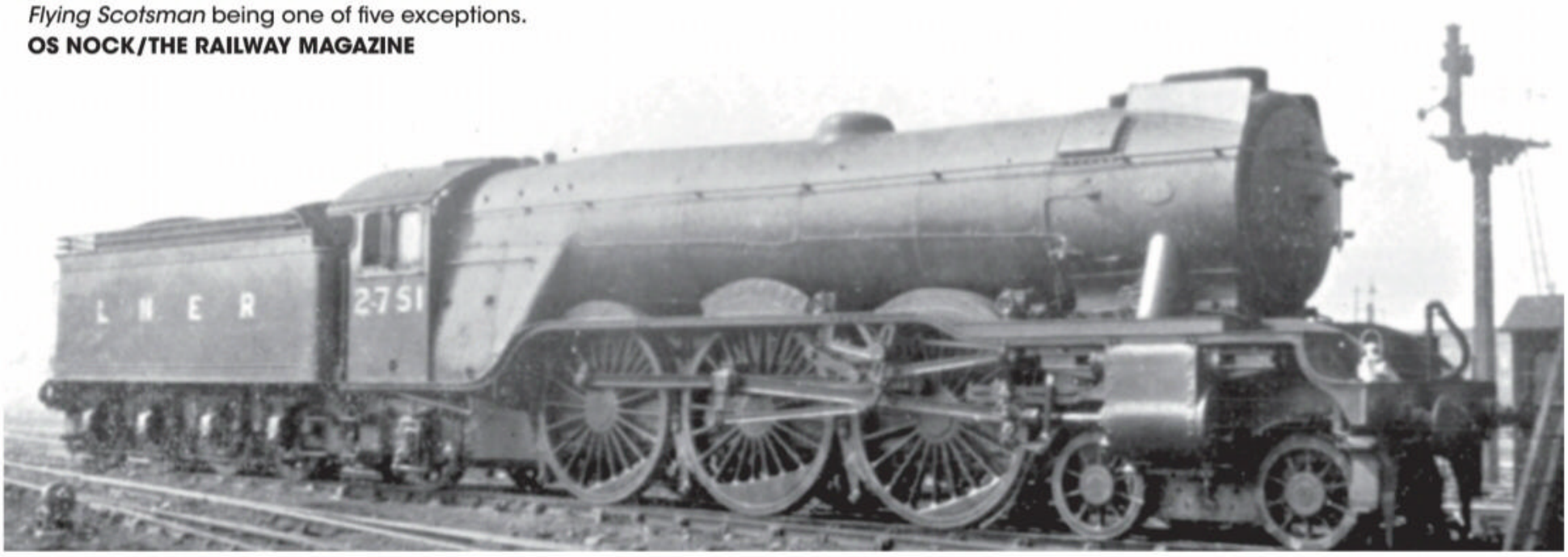
The chief general manager of the LNER, Sir Ralph Wedgwood, suggested that with an ordinary Pacific engine, faster overall speeds could be maintained with a train of much greater weight, capacity, and comfort.

This was the way the company chose to go. In March 1935, A3 No. 2750 turned in a series of outstanding performances on the ECML. Running from King's Cross to Newcastle and back, *Papyrus* reached 108mph going down Stoke Bank while hauling 217 tons. It maintained a speed above 100mph for 12½ consecutive miles, the world record for a non-streamlined locomotive, shared with a French Chapelon Pacific.

Papyrus showed that it might even have been possible to work a four-hour service between King's Cross and Newcastle using A3 Pacifics, with a load of 200-220 tons.

CITY OF TRURO PROBABLY DID 100MPH BEFORE, BUT FLYING SCOTSMAN'S ACHIEVEMENT WAS THE FIRST TIME THAT IT WAS OFFICIALLY RECORDED.

A3 Pacific No. 2751 *Humorist* fitted with a Kylchap blastpipe and smoke-deflecting plates. The LNER had a policy of naming most of its A1s and A3s after racehorses, *Flying Scotsman* being one of five exceptions.
OS NOCK/THE RAILWAY MAGAZINE



STREAMLINING WINS THE DAY

Streamlining, however, was by this stage being seen as the way forward.

The aim was not only to reduce air resistance at high speed, but also for publicity purposes, to boost the glamour appeal of big express steam locomotives.

At first, modifications to the front ends of existing LNER Pacifics were considered. Experiments were conducted using scale models at the National Physical Laboratory to determine a shape that would both reduce air resistance and lift the exhaust steam effectively at high speed. It was shown that streamlining an A3 could save more than 40hp at 60mph rising to 97 at 80mph and 138hp at 90mph. Overall, a saving in power output of about 10% could be made, it was shown, and these findings were later confirmed by full-size engines in service.

Following the success of the *Papyrus* trials, Gresley was given the go-ahead to build the 'Silver Jubilee' streamlined trains.

Not only were the locomotives streamlined but the coaches were too, painted silver with valences between the bogies and flexible covers over the coach ends.

The seven-coach train could carry 198 passengers and comprised a twin-articulated brake third carriage, triple-articulated restaurant set and a twin-articulated first class carriage.

The locomotive, designated an A4, had art-deco wedge-shaped streamlining that had been inspired by a Bugatti railcar which Gresley saw in France.

The design was refined with the assistance of Professor W E Dalby and the wind tunnel facilities at the National Physical Laboratory at Teddington.

One key area as far as these tests were concerned was the lifting of smoke away from the cab. The design achieved this without deflectors. An important feature here is the slight depression immediately behind the chimney, without which it was found that, in a side wind, the eddy currents on the leeward side of the engine caused quite serious obscuring of the driver's outlook.

The first of the new Pacifics was No. 2509 *Silver Link*. Immediately it raised eyebrows,

A4 No. 2509 *Silver Link* passes Potters Bar on its inaugural run with the 'Silver Jubilee' on September 27, 1935. **ER WETHERSETT/THE RAILWAY MAGAZINE**

and destroyed anyone's notion of what a steam locomotive should look like. Observers either loved it or hated it; those who preferred traditional locomotive lines were horrified.

The timing of the 'Silver Jubilee' required speeds of 70 to 75mph to be sustained up the 1-in-200 banks such as Stoke, with a 235 ton load behind the tender, while on the level, the schedule demanded sustained speeds of 85 to 90mph.

The A4s would be working their hardest at 75mph and above, in striking contrast to normal conditions on the heavy trains; and several key changes from the 66 A3s were made to the design. The exhaust was made freer by the use of 9in diameter piston valves, against the previous 8in, and the pressure drop between the boiler and the steam chest was virtually eliminated by streamlined passages, as well as by the increased fluidity of the steam itself, due to the higher boiler pressure of 250lb per sq in and a higher degree of superheat.

The softer blast resulting from the freer exhaust would have created less draught in the firebox had the A3 boiler been retained, with, possibly, an adverse effect upon the steaming; so with the A4s, the boiler barrel was shortened from 19ft to 18ft, and the consequent reduction in tube heating surface was compensated for by the use of a combustion chamber. The cylinders of the A4s were slightly smaller, with an 18½in diameter against 19in.

The 'Silver Jubilee' made the A4s an overnight success.

A trial run on September 27, 1935, saw *Silver Link*, then just three weeks old, twice reach 112mph and sustain an average speed of 100mph for 43 consecutive miles on the ECML.

This run included an average of 108.7mph over the 10.6 miles from Biggleswade to St Neots, including several adverse gradients.

Three days later, No. 2509 made its debut on the 'Silver Jubilee' and undertook the 536½ mile daily return journey for the train's first two weeks without any mechanical troubles, which was indeed a great

ECML pioneer Gresley A3 Pacific No. 60096 *Papyrus* on the turntable at Dundee West sub shed on June 26, 1957. **BRIAN MORRISON**

A Newcastle to King's Cross express passes non-stop through Selby on May 22, 1959, powered by A4 class Pacific No. 60017 *Silver Fox*. This section of the ECML would later be diverted, avoiding the town. **BRIAN MORRISON**

tribute to design and workmanship.

The Jubilee year of George V saw Gresley bathe in a series of locomotive engineering triumphs, leading up to the aforementioned knighthood.

Four streamlined Pacifics were built for the Silver Jubilee service, three of which were stationed at King's Cross. The fourth, No. 2511 *Silver King*, was the spare engine and allocated to Gateshead shed, where it acted as pilot for the Up 'Jubilee', afterwards usually operating the Newcastle-Edinburgh-York-Newcastle turn beginning with the 11.10am non-stop express to Edinburgh.

In 1936, the LNER added a dynamometer car to the 'Silver Jubilee' increasing the load to 254 tons during trial runs between Newcastle and King's Cross and Newcastle and Edinburgh. The first run, on August 27, 1936, saw the newest A4 No. 2512 *Silver Fox* slightly improve on the maximum speed record of the previous September by hitting 113mph while going down Stoke Bank.

On the northbound trip on the same day, Silver Link made some outstanding running up the same incline. The 15.3 miles from Tallington to Stoke Summit were covered at an average speed of 82.7mph, with the locomotive working on 18% cut-off and a wide-open regulator. Both runs were made in ordinary service, but doubled up as trials to measure water and coal consumption, and to beat *Silver Link's* 112mph.

The LNER did not tell driver George Haygreen that a record attempt was to be attempted on Stoke Bank. Left in blissful oblivion, he neither had enough speed on the run up Stoke Bank, nor a sufficient reserve of boiler pressure.

Yet pushing hard, 113mph was reached, setting a British record for a steam train carrying fare-paying passengers.

The results of the trial were that the A4s were deemed to have a sufficient reserve of power, meaning that a 10-coach train would be totally practical for a proposed Glasgow-London service.

A4 No. 4499 *Pochard* at York in April 1938. The locomotive was renamed *Sir Murrough Wilson* a year later and was renumbered 60002 by British Railways. **COLOUR-RAIL**

Between Newcastle and Edinburgh, No. 2511 *Silver King* made an exceptional climb of Cockburnspath Bank, keeping at 68mph up the 1-in-96 gradient.

In January 1937, a fifth A4 appeared in the form of No. 4482 *Golden Eagle*.

It was the first in a new series built both for the new 'Coronation' express and also on the fastest ordinary expresses.

However, the Great Western Railway had also upped the ante with its new 'Bristolian' service in September 1935. Ostensibly arranged to mark the 100th anniversary of the building of the GWR by Isambard Kingdom Brunel, it was also planned to start before the LNER's 'Silver Jubilee' at the end of the month.

The 'Bristolian' saw an express train scheduled to cover 118 miles in 105 minutes, with 69 miles to be run at nearly 80mph – and without a streamlined locomotive in sight. The trial train was made up of GWR 4-6-0 No. 6000 *King George V* hauling seven coaches, a total weight of 265 tons.

When the service began on September 9, the King maintained an overall average speed slightly higher than that of the 'Silver Jubilee'.

That is not to say that the GWR had dismissed streamlining. Experimental streamlined casings were applied in early 1935 to No. 6014 *King Henry VII* and No. 5005 *Manorbier Castle*; the bulbous domed addition to the smokebox door, fins extending behind the chimney and safety valve cover, coverings on the outside edge of the cylinders and a long straight splasher for each side.

However, the streamlining on both engines was abandoned in stages between then and 1943. A Down 'Bristolian' headed by non-streamlined No. 6027 *King Richard I* covered 90 miles at not less than 70mph, and faced with such performances, the GWR asked if air-smoothed casings would improve speed.

Streamlining was therefore left to the other three members of the 'Big Four'.

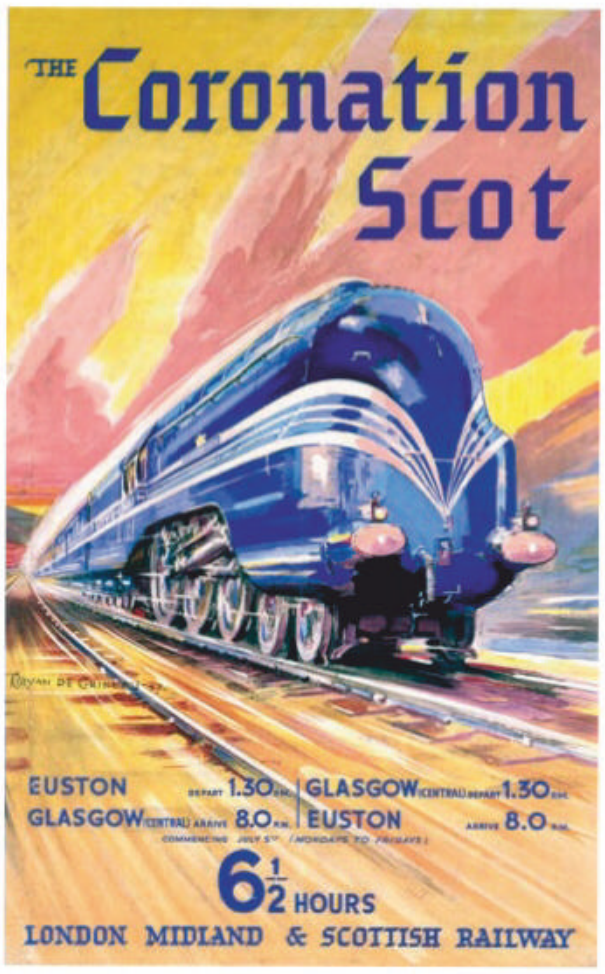
The LNER named its A3 Pacifics after winning racehorses. No. 60093 *Coronach* won the Derby and St Leger in 1926. **THE RAILWAY MAGAZINE**

THE 'CORONATION' AND 'WEST RIDING LIMITED'

Named to mark the Coronation of King George VI, the 'Coronation' began running from King's Cross and Waverley from July 4, 1937. It left London at 4pm and arrived at 10pm.

The design of the train was based on the 'Silver Jubilee' but had a two-tone blue livery.

It comprised four sets of two-car articulated units, with a 'Beavertail' observation car with sloping back attached in the summer months.



Like the 'Silver Jubilee', it was decorated in art deco style. It was made up of Brake Third/ Kitchen Third, Open First/Open First, Open Third/Kitchen Third and Open Third/Brake Third two-car articulated sets.

The train was for the most part hauled by A4s, the locomotive painted in a special garter blue livery with red wheels, a livery which later became standard for the class.

Encouraged by the success of the 'Silver Jubilee', the LNER provided even more lavish passenger accommodation on the 'Coronation', bringing the weight up to 312 tons against the previous 220 tons. The locomotives were asked to work harder and worked the six-hour trip King's Cross to London without being changed.

Facing cross winds, coal consumption could soar to the point where nearly all nine tons in the tender would be needed. On one occasion, the Up 'Coronation' ran out of coal at Hitchin.

The train ran until four days before the Second World War, during which the coaches were stored. Streamlined services ended on August 31, 1939, due to the enactment of the Emergency Powers (Defence) Act 1939. After this, passenger services were hurriedly pruned back, as evacuation trains had begun. In the months that followed, many services returned but by and large much slower than before the war, as freight was given precedence.

In 1948, several of the 'Coronation' vehicles returned to service used as general passenger stock, but never ran as a full set again. The two Beavertail observation cars appeared on the West Highland lines in 1956, and are now preserved at Rothley on the Great Central Railway in Leicestershire.

Following on from the success of the 'Silver Jubilee' and the 'Coronation', the LNER introduced a streamlined service for Leeds and Bradford. Named the 'West Riding Limited', it began operating on September 27, 1937, with a train set in the same blue livery as the 'Coronation'.

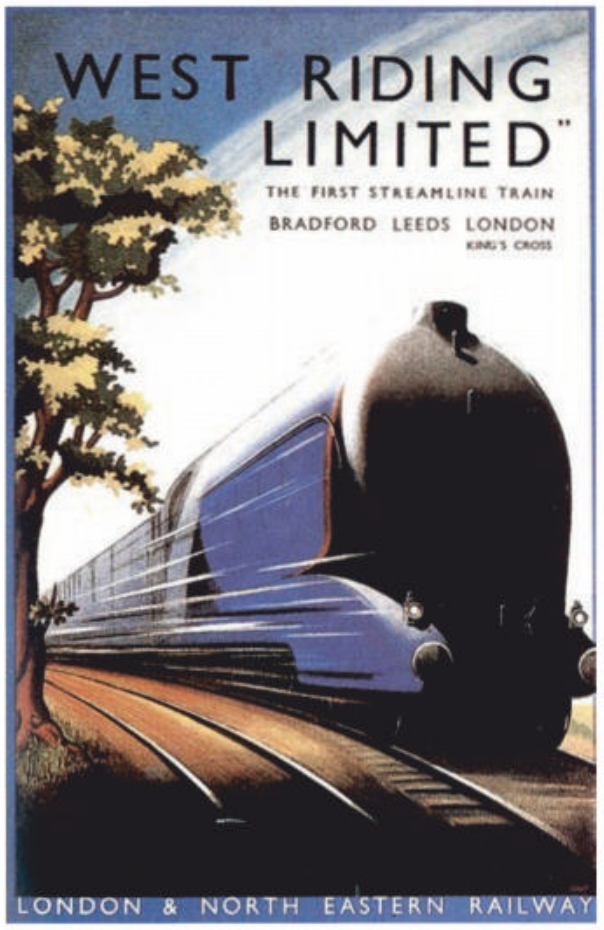
Two new A4s were named after the woollen trade, from which the LNER aimed to attract business with the 'West Riding Limited'. No. 4495 *Great Snipe* was renamed *Golden Fleece*, while No. 4496 was named *Golden Shuttle* (later *Dwight D Eisenhower*).

OLD RIVALRIES REIGNITED

The exploits of *Flying Scotsman* and *Silver Link* also had the effect of beginning afresh the old competition between the operations of the ECML and WCML. The LMS watched record after record being broken, and acted to prevent them becoming a poor second in the London to Scotland stakes.

By 1936, LMS chief mechanical engineer William Stanier had already built a class of 13 new express passenger Pacific locomotives at Crewe Works to haul the 'Royal Scot' from Euston to Glasgow Central. They were known as the Princess Royal class because each of them was named after a princess.

As a response to the LNER streamlined expresses, the LMS planned a six-hour non-stop service from London to Glasgow, but needed to carry out tests to see if it was feasible.



One of the two LNER Beavertail observation saloons at the Great Central Railway. **ROBIN JONES**

Tom Clark, the senior driver from Crewe North shed, was chosen to drive Princess Royal 4-6-2 No. 6201 *Princess Elizabeth* from Euston to Glasgow Central, with fireman Charles Fleet and passed fireman Albert Shaw making up the rest of his footplate crew.

On November 16, 1936, the trip was accomplished in a breathtaking five hours 53 minutes 38 seconds.

The following day, the return journey took five hours 44 minutes 14 seconds, achieving a Glasgow to London non-stop run with a 240 ton load at an average speed of 69mph. Clark's crew was instantly feted as national heroes, and national newspapers ran front page headlines proclaiming 'London-Glasgow Under 6 Hours', '401 Miles Non Stop', 'Railway Ambition Achieved'.

Stanier knew he had to up the ante still further if he was to compete with Gresley's A4s. He produced the first of the new streamlined Princess Coronation class Pacifics, No. 6220 *Coronation*. In 1937, Tom Clark was chosen to drive it and reclaim the world steam locomotive speed record.

The Coronations were an enlarged version of the Princess Royals and at 3300hp were the most powerful passenger steam locomotives ever built for the British main line. They matched the A4s in every respect.

The first five locomotives, Nos. 6220-4, were streamlined in a distinctive bulbous air-smoothed casing and painted Caledonian Railway blue with silver horizontal lines to match the 'Coronation Scot' train that they were intended to haul, although Stanier believed that the added weight and difficulty in maintenance because of the streamlined casing was not offset by any benefits gained at high speed.

Tuesday, June 29, 1937, saw Tom Clark reach Euston from Crewe, a distance of 158 miles, in two hours 9 minutes 45 seconds, with the press trip preceding the launch of the 'Coronation Scot' on July 5. He made it back to Crewe in one hour 59 minutes and reclaimed the record with a top speed of 114mph, just south of the town. History relates that Clark did not allow sufficient braking distance before entering a series of crossover points on the approach to Crewe, or even attempt to observe the speed limit as the train approached the station, and the crockery in the dining car came crashing down before Clark slowed to 52mph.

The return trip from Crewe back to London was covered in 119 minutes, an average of 79.7mph, making it one of the fastest ever recorded in Britain. The highlight was the 69.9 miles from Walton to Willesden Junction, which took 47 minutes and 1 second at an average of 89.3mph, with a maximum speed of 100mph at Castlethorpe water troughs. Accordingly, the LMS could claim the fastest start-to-stop runs of over 100 and 150 miles. Two days later, a press trip for the LNER's 'Coronation' hauled by No. 4489 *Dominion of Canada* tried to reclaim the record, but could manage only 109.5mph on Stoke Bank.

The crockery incident led to the LMS and LNER reaching an agreement to end further potentially dangerous record-breaking runs for the sake of publicity.

That did not stop the LNER regaining the world speed record little over a year later, and holding it for all time.

MALLARD: THE CROWNING GLORY

Germany's production of the Flying Hamburger diesel railcar set had led the country to see if similar speeds could be achieved with streamlined steam locomotives. The Borsig locomotive works accordingly turned out three streamliners which became Class 05.

The second of these, No. 05002, seized the world steam locomotive speed record on May 11, 1936, when it reached 124.5mph while hauling a 197 ton train on the Berlin–Hamburg line.

On May 30, 1936, No. 05002 established an unbroken start stop speed record for steam locomotives when, during the return leg of a Berlin-Hamburg test run, it covered the 70.1 miles from Wittenberge to a signal stop before Berlin-Spandau in 48 minutes 32 seconds at an average start-stop speed of 86.66mph.

The downside of increasing locomotive speeds was that braking distances were getting longer and so braking systems had to be improved.

Gresley looked at the Westinghouse system used by his rival the LMS and arranged a series of trials, which involved rapid acceleration followed by the brake test.

On July 3, 1938, the Westinghouse team arrived at Wood Green sidings in London to find A4 No. 4468 *Mallard*, which had been outshopped only four months earlier and was the first of the class to be fitted with the Kylchap double-blast pipe, hence its selection for the record run.

It was coupled to teak dynamometer car No. 902502, behind which were three twin sets of carriages from the 'Coronation' set.

Gresley missed the big day, because he was ill at home.

Again, the true purpose of the trip was not revealed to the footplate crew – led by Doncaster driver Joe Duddington, who had a reputation for running trains hard when needed, and including fireman Tommy Bray and inspector Sam Jenkins – or the Westinghouse team until the train had left Wood Green at 11.46am.

Why not? It may be the LNER did not want the LMS to hear about the planned attempt beforehand, or because the LNER's civil engineering department may complain, as the track had an official speed limit of only 90mph!

The outward journey involved a series of ordinary brake tests. The run ended at Barkston, where the locomotive and dynamometer car were turned on the triangle. The Westinghouse team members were offered a taxi to Peterborough if they did not want to ride on the train as it attempted to retake the speed record on the way back, but every one of them refused.

The train departed from Barkston South Junction at 4.15pm, when tea was served in the first class section.

The crew was dismayed to find speed limits in force at Grantham due to permanent way work and the station was passed at just 18mph. But fireman Bray used the time to build a big fire. By Duddington, *Mallard* had reached 65mph, with its boiler at full pressure. The engine accelerated up to Stoke summit and passed Stoke signalbox at 85mph.

The train then entered Stoke Tunnel, and before the guard switched on the lights, passengers were delighted by a firework display of red-hot cinders passing the windows after flying from *Mallard's* twin chimneys.

The record keepers inside the dynamometer car saw that the A4 had passed Stoke summit at 6mph faster than *Silver Fox* when it set its record.

Mallard then accelerated down Stoke Bank, faster than *Silver Fox* had done.

Within minutes, the speedometer reached 120mph, beating the LMS record. But Duddington and Bray knew that they had to do more.

For one quarter of a mile, the needle in the dynamometer car recorded 126mph, at milepost 90¼, between Little Bytham and Essendine. The German record had now been broken as well.

Gresley's assistant Douglas Edge was asked if the crew should try to go one better and hit 130mph, but with Essendine Tunnel approaching, he made the painful safety first decision and the message was conveyed to Duddington to shut off.

Essendine, the only station on the ECML serving the tiny county of Rutland, was still passed at 108mph.

Minutes later, a distinctive smell conveyed the bad news of the day. The A4's big end had run hot and it had to slow down as much as possible to reach Peterborough

This sign has been erected at the spot on Stoke Bank near Carlby south of Little Bytham near milepost 90¼, where *Mallard* reached 126mph. **NETWORK RAIL**

The village of Offord Cluny, midway between Huntingdon and St Neots, may have lost its local station, Offord & Buckden, on the ECML on February 2, 1959, when it was among several little-used stops that were closed in order to help speed up times, but it is undoubtedly proud nonetheless of its LNER heritage, as this *Mallard*-themed village sign shows. **ROBIN JONES**

A4 No. 60022 *Mallard* departs from Edinburgh Waverley in September 1961. **COLOUR-RAIL**

to avoid being wrecked. There, it was found that the white metal had melted and an ageing Ivatt Atlantic, No. 3290, was called upon to take the train back to King's Cross.

Edge telephoned Gresley to convey the news. Meanwhile, the records from the dynamometer were read and it was found that 126mph had been reached, but for just one second over 60 yards. The LNER claimed only a peak average of 125mph.

In those days there was no internet or satellite TV, but within hours of the train arriving back in London, *Mallard's* feat was making headline news around the world. The press named *Mallard* the 'Blue Streak', a nickname which has stuck for the A4s. The silence from the German media and Nazi propaganda top brass was defeaning.

Britain had invented the steam railway engine through Richard Trevithick in 1802, at Coalbrookdale in Shropshire, and 136 years later, the country's finest steam locomotive was proudly sitting on the top of the world.

The overheated bearing was quickly remetalled and *Mallard* returned to service within nine days.

Gresley planned to try to set another new record in September 1939, but these plans were thwarted by the outbreak of the Second World War. Before *Mallard's* record run, it was calculated that 130mph was possible with an A4.

Looking northwards up Stoke Bank, the world's greatest steam railway racetrack, from a bridge next to the Lincolnshire village of Swayfield in September 2011. Running south is the Network Rail New Measurement Train which assesses the condition of track so that engineers can determine where to work, and is a specially converted High Speed Train comprising two Class 43 power cars and Mk3 coaches. The train measures the contact between rails, wheels and the overhead electric supply line, along with track geometry and overhead line height and stagger. **ROBIN JONES**

COCK O'THE NORTH

Double-headed Pacifics had been barred from the ECML 'extension' to Aberdeen because of their combined axle loading, so Gresley came up with a new kind of locomotive that had never been seen in Britain before.

The steep gradients and tight curves on the Edinburgh to Aberdeen main line were tackled by double heading two smaller engines on express passenger trains. Gresley recognised this was a waste of resources and came up with one engine that could do the job – the P2 2-8-2 or Mikado.

The LNER became the only company in Britain to run Mikados, an American design. The first 2-8-2 locomotive was built in 1884 and the name Mikado originates from a group of Baldwin locomotives supplied in 1897 to the 3ft 6in gauge Nippon Railway of Japan. The Gilbert and Sullivan opera *The Mikado* had been a huge hit in the US, and the name stuck to these exports.

Gresley's Mikado design, drawn up in 1932, had four driving axles for greater adhesion but used an A3-type boiler and double chimney.

The first to appear was No. 2001 *Cock o' the North* in May 1934. After early problems were ironed out, following a visit to the locomotive testing station at Vitry-sur-Seine near Paris for two months of trials, it entered service in Scotland. A second and slightly modified P2, No. 2002 *Earl Marischal*, and another four followed in 1936, each with small differences between them, and resembling the A4 Pacifics.

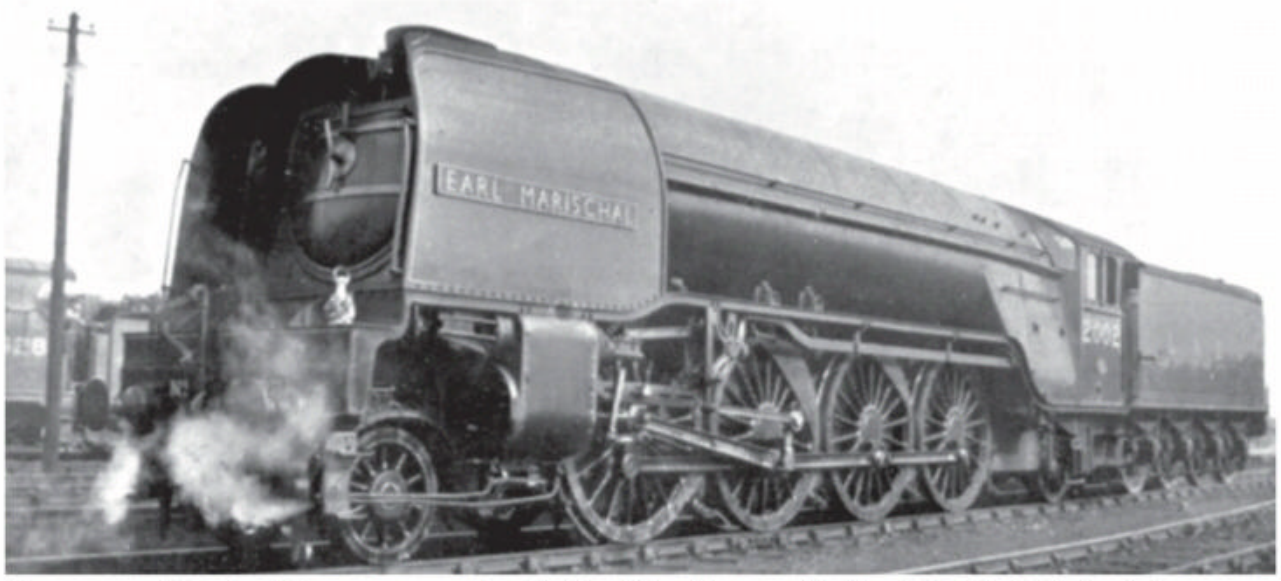
Like the A4s, the P2s were a significant forward for British locomotive design, and spent their entire working lives on the Aberdeen route.

STOKE BANK'S LAST STEAM RECORD

A total of 35 A4 Pacifics were built, although one of them, No. 4469 *Sir Ralph Wedgwood,* originally named *Gadwall*, was scrapped after bomb damage in June 1942, with the name switched to No. 4466 *Herring Gull.*

Among them was No. 4498, the 100th Gresley Pacific built, which honoured its designer in being named after him. It was originally due to be named *Bittern*, in line with the bird theme, until an LNER enthusiast member of the Railway Correspondence and Travel Society suggested that it should be named *Sir Nigel Gresley*. The name *Bittern* was later given to No. 4464, later No. 60019.

Mallard's record was never broken; indeed, the will to set new steam records vanished in the aftermath of the Second World War. Sir Nigel Gresley the man died after a short illness on April 5, 1941, and was buried in Netherseal.



The second Gresley P2 express engine for the Aberdeen route, No. 2002 *Earl Marischal*. **OS NOCK/THE RAILWAY MAGAZINE**

King's Cross-based A4 4-6-2 No. 60032 *Gannet* bursts out of Stoke Tunnel at the head of a 13-coach express bound for London on July 21, 1962. **GAVIN MORRISON**

Having climbed Stoke Bank, King's Cross-based A3 Pacific No. 60061 *Pretty Polly* approaches Stoke Tunnel on July 21, 1962. **GAVIN MORRISON**

No. 4498 *Sir Nigel Gresley* was allocated to King's Cross shed from new, and had a spell at Grantham between April 1944 and June 1950.

In November 1955, it was said that driver Bill Hoole took No. 60007 down Stoke Bank at a speed of 117mph with the 'Tees-Tyne Pullman', well above the 90mph limit. A civil engineer with a Hallade track recording instrument was on board the train; however, the device was not designed for recording such speeds and disciplinary action against the footplate crew was avoided because its accuracy was questioned.

As express diesels arrived on the ECML in the autumn of 1958, a farewell high-speed steam trip to coincide with the Golden Jubilee of the Stephenson Locomotive Society was arranged. *Sir Nigel Gresley* and Bill Hoole were chosen, and No. 60007 was given an overhaul at Doncaster Works.

The civil engineer gave his consent for the speed limits to be relaxed over certain sections and a maximum of 110mph was permitted down Stoke Bank.

The eight-coach train departed King's Cross on Saturday, May 23, 1959, with Hoole on the regulator, assisted by fireman Alf Hancox.

It was claimed that it reached 100mph after Stevenage on the outward journey to Doncaster. The train made a spectacular climb on Stoke Bank, reaching 83mph between Essendine and Little Bytham.

On the way back, Stoke summit was passed at 75mph, rising to 99mph before Corby Glen, and 109mph by Little Bytham.

Bill Hoole appeared as if he was going for the record, but those in control were concerned about the safety of the 400 passengers on board and would not allow him to go beyond the officially sanctioned limit of the day.

When the train reached 112mph, Alan Pegler, a member of the Eastern Region board, who was also on the footplate, signalled to Inspector Bert Dixon that the driver must ease off at this point.

The 12.3 miles from Corby Glen to Tallington were covered in just seven minutes six seconds at an average of 104mph, possibly the fastest ever time between those points by a steam locomotive, beating even *Mallard* in this respect.

Southwards, beyond Tempsford, 100mph was reached for the third time in the trip. The train arrived back at King's Cross four minutes early, having taken in 137 minutes 38 seconds from Doncaster, an average of 68mph over the 156 miles.

In the case of *Sir Nigel Gresley*, there was no hot big end. And so a new official post-war steam record of 112mph was set.

Lined up outside King's Cross shed (34A) on May 9, 1954, are A1 Pacific No. 60155 *Borderer*, V2 2-6-2 No. 60903 and A4 Pacific No. 60034 *Lord Faringdon*. **BRIAN MORRISON**

THE LAST EAST COAST PACIFICS

Following the death of Gresley, Edward Thompson became chief mechanical engineer and began his standardisation plans.

The standardisation policy began with a new mixed traffic Pacific, the A2/2.

There was no room for Gresley's P2 2-8-2-s; despite their innovative design, Thompson had them all rebuilt as Pacifics between 1943-45, as A2/2s. They were non-streamlined with Walschaerts valve gear on the centre cylinder. Although they returned to work the Edinburgh-Aberdeen line, in late 1949 they were transferred to England and divided between York and New England (Peterborough) sheds. The engines were withdrawn between 1959-61.

The A2/2 class also included Thompson's version of Gresley's V2 2-6-2, the last four of which on the order books Thompson ordered to be built at Darlington to an A2/1 design, between 1944/45.

The four A2/1s worked express passenger and express goods trains. All of them were withdrawn between August 1960 and February 1961.

In 1944, Thompson went ahead with the building of 15 standard Pacifics based on his A2/2 design. These, the A2/3s, were the first new Pacifics built at Doncaster for eight years and included several innovations, including steam brakes, a hopper ashpan, electric lighting, and a self-cleaning smokebox. The first A2/3s were withdrawn from service in 1962, and the last were withdrawn in 1965.

After Thompson retired and was replaced by Arthur H Peppercorn, the last LNER CME, a second batch of 15 Thompson A2/3s and a further 13 ordered in 1945 were built to a modified design. The first Peppercorn A2, as they were known, appeared in 1948.

The A2s allocated to England worked services, including express passenger, slow passenger, and parcel services.

Allocated to York, No. 60526 *Sugar Palm* was often used to replace locomotives that failed on the ECML.

In 1961, it set a speed record for the class of 101mph while descending Stoke Bank.

The last three remaining A2s were withdrawn from Scotland in 1966. One of them, No. 60532 *Blue Peter*, has been preserved, but at the time of writing has been awaiting a £500,000 overhaul for many years.

The long-running BBC TV children's programme *Blue Peter* helped raise money towards its first heritage era overhaul in the early Seventies.

Peppercorn's biggest class was his A1 express passenger Pacifics, not to be confused with Gresley's original A1s, most of which had by the time of Peppercorn's appointment been rebuilt as A3s. The few that had not had been redesignated by Thompson as A10s in preparation for the new A1.

The Peppercorn A1 had its roots in the rebuilding by Thompson of the first Gresley Pacific, *Great Northern*, in 1945. The rebuild was meant to be the start of a new A1 class, but it was not repeated, and the sole class member was designated A1/1. Instead, 49 locomotives were built to a new design by Peppercorn.

They were designed to cope with the heaviest passenger trains on the ECML and

The last of the great ECML Pacifics were the Peppercorn A1s. No. 60116 is seen passing a snowbound Retford on New Year's Eve 1948 with the Up 'Tees-Tyne Pullman.' **THE RAILWAY MAGAZINE**

on to Aberdeen, often up to 15 coaches long and weighing up to 550 tons. They were able to haul trains of this size on the level at speeds of up to 70mph, and very economically too.

Nearly-new No. 60114 was tested between King's Cross, Grantham and Leeds in 1949, and consumed an average of 40.2lb per mile of coal on 490 ton trains and 47.5lb per mile on trains of more, comparing very favourably with the A4s.

Like the LNER Pacifics that had gone before, they had a three-cylinder arrangement and they were fitted with double Kylchap chimneys.

Ordered by the LNER, the Peppercorn A1s were delivered from Doncaster and Darlington Works after nationalisation on January 1, 1948.

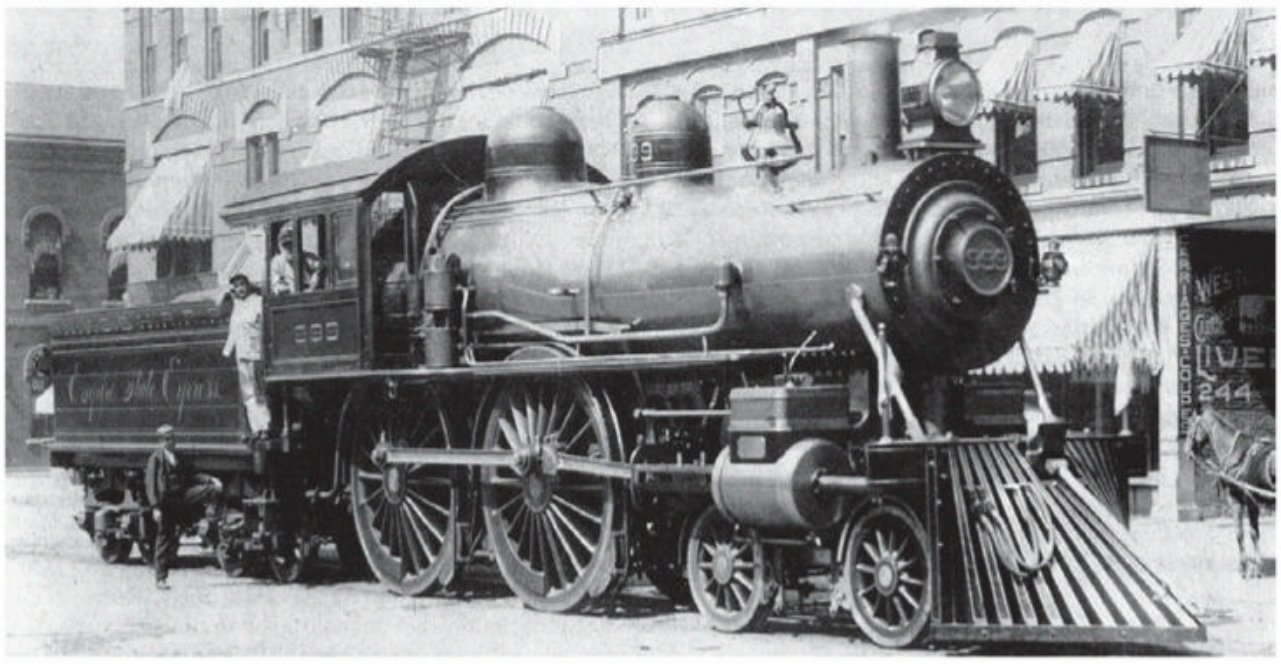
They were renowned above everything else for their reliability, averaging over 200 miles a day, a far better statistic than accrued by any other steam engine on British Railways. No. 60156 *Great Central* of King's Cross shed ran 96,000 miles on one year alone.

They could handle any job that was given them, no matter how hard, but despite their success, they came up against the biggest stumbling block of all – dieselisation. By 1966, all of them had been scrapped.

Above: One of the most successful classes designed by Gresley were the V2 2-6-2s, the first and sole surviving member of which, No. 60800 (4771) *Green Arrow*, which is now part of the National Collection, is seen at King's Cross. The V2s were the LNER's most famous mixed traffic design, which dated back to 1932 and included the classic Gresley wide firebox. At one stage it was planned to streamline them like the A4s, but in the end only the partially streamlined A4 cab was kept, along with the partly hidden steam pipe covers to the cylinders. A total of 184 V2s in 11 batches were built between 1936 and 1944. Most were allocated to sheds along the ECML and between Edinburgh and Aberdeen. *Green Arrow* acquired fame by hauling the first leg of the King's Cross to Glasgow express goods. However, they could also do passenger work and occasionally replaced not only the A1/A3 Pacifics but also the streamlined A4s. During the Second World War, the V2s hauled many heavy passenger trains. The last V2 to be withdrawn was No. 60831 on December 6, 1966; it was also the last of Gresley's big engines to be withdrawn. **BRIAN SHARPE**

Above left: The sole A1/1 Pacific No. 60113 *Great Northern* makes the scheduled stop at York on August 29, 1954, heading an express from King's Cross to Newcastle. The locomotive was a Thompson rebuild of a Gresley A10 Pacific that was then developed by Peppercorn as the eventual new A1 class. **BRIAN MORRISON**

German Class 05 steam engine No. 05001 at the Deutsche Bundesbahn Museum in Nuremberg. It is the surviving sister locomotive of No. 05002, which lost the world record to Mallard and was scrapped in 1960. **DOCO/CREATIVE COMMONS**



New York Central & Hudson River Railroad No. 999 in Syracuse three days after making its record run on May 13, 1893.

WAS *MALLARD* THE FASTEST?

It goes without saying that there can be a huge gulf in credibility between official speed records and unofficial ones. Concrete evidence can be produced to back up the former, while the latter can rely on anything from amateur but well-meaning measurements to mere lineside gossip and speculation.

There were times when the trend among railways was not to boast about speed records, for fear of deterring the public from travelling. How many test run speed achievements were unrecorded and unreported in such circumstances we can only guess.

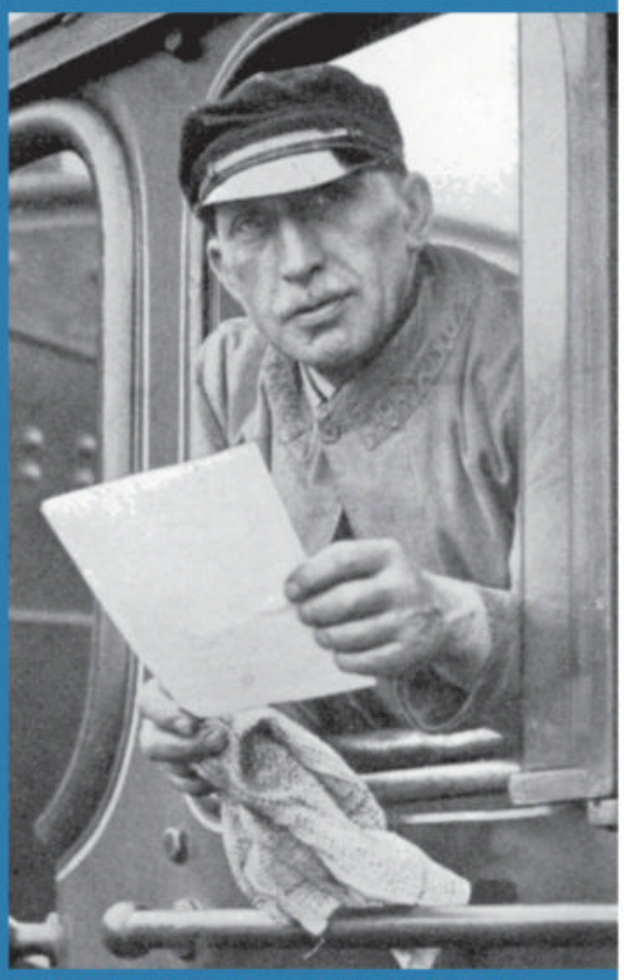
There are many anecdotal stories of locomotive crews reaching high speeds with the incident quickly played down for fear of disciplinary action.

One of the earliest unofficial record breakers was New York Central & Hudson River Railroad 4-4-0 No. 999 which was claimed to have reached 112mph during an exhibition run of the 'Empire State Express' between Batavia and Buffalo on May 10, 1893, the year in which the locomotive was built. If the unofficial timers were right, No. 999 would have become the world's first object on wheels to exceed 100mph.

Earlier, on September 14, 1891, the 'Empire State Express' was said to have run the 436 miles from New York City to Buffalo in seven hours six minutes, with an officially recorded top speed of 82mph, thereby setting a new world record in itself. The feat was the product of competition with the Pennsylvania Railroad in the build-up to the Chicago World's Fair in 1893 which marked the 400th anniversary of Christopher Columbus's arrival in the New World in 1492.

No. 999 was preserved in 1962, and is now displayed inside the main hall at the Chicago Museum of Science and Industry.

The special train on July 23, 1959, pictured just before reaching 112mph on Stoke Bank. **PH WELLS**



Driver Arthur Taylor joined the GNR as an engine cleaner at King's Cross on February 2, 1895, and worked his way up to becoming a regular driver on July 24, 1912. Driving A1 Pacific No. 4476 *Royal Lancer*, he handled East Coast expresses like the 'Flying Scotsman', 'Silver Jubilee' and 'Coronation'. He was in charge of No. 2509 *Silver Link* on September 27, 1935, when it twice reached 112½mph and attained an average speed of 107½mph over a 25-mile section of the ECML. He received an OBE in 1935 and retired six years later.
THE RAILWAY MAGAZINE

The locomotive that represents alleged record-breaker No. 7002 in the Railroad Museum of Pennsylvania.

It was also claimed that Pennsylvania Railroad E2 class 4-4-2 No. 7002 reached 127.1mph at Crestline in Ohio while hauling its 18 hour 'Pennsylvania Special' from New York City to Chicago on June 11, 1905. However, engines did not carry speedometers at the time, and speed was calculated by measuring time between mile markers, so the 'record' was never official. The New York Times said on June 14, 1905, that the claims published in the Chicago press had been exaggerated with the speed nearer 70-80mph.

No. 7002 was built in 1902, but despite its claim to fame, was scrapped in 1935. However, 1902-built E2a class 4-4-2 No. 8063, later rebuilt to an E7, was cosmetically altered to resemble No. 7002 and displayed both at the 1939 New York World's Fair and the Chicago Railroad Fair in 1948/49. It is now in the Railroad Museum of Pennsylvania.

On July 20, 1934, Chicago, Milwaukee, St Paul and Pacific Railroad 4-6-4 No. 6402 was tested in order to show that a high-speed service was feasible. Heading a regular service train from Chicago, to Milwaukee, it hauled the 380-ton train over the 85 minutes in 67 minutes and 37 seconds. A maximum speed of 103mph was reached.

It also averaged 89.92mph for a 68.9 mile length. British author Bryan Benn believes it is the first claim of more than 100mph (in which the surviving documentation strongly indicates its accuracy), and therefore it may be deemed by some to have beaten *Flying Scotsman* by a few months. The success of the test run led to the railroad launching its 'Hiawatha' express in 1935.

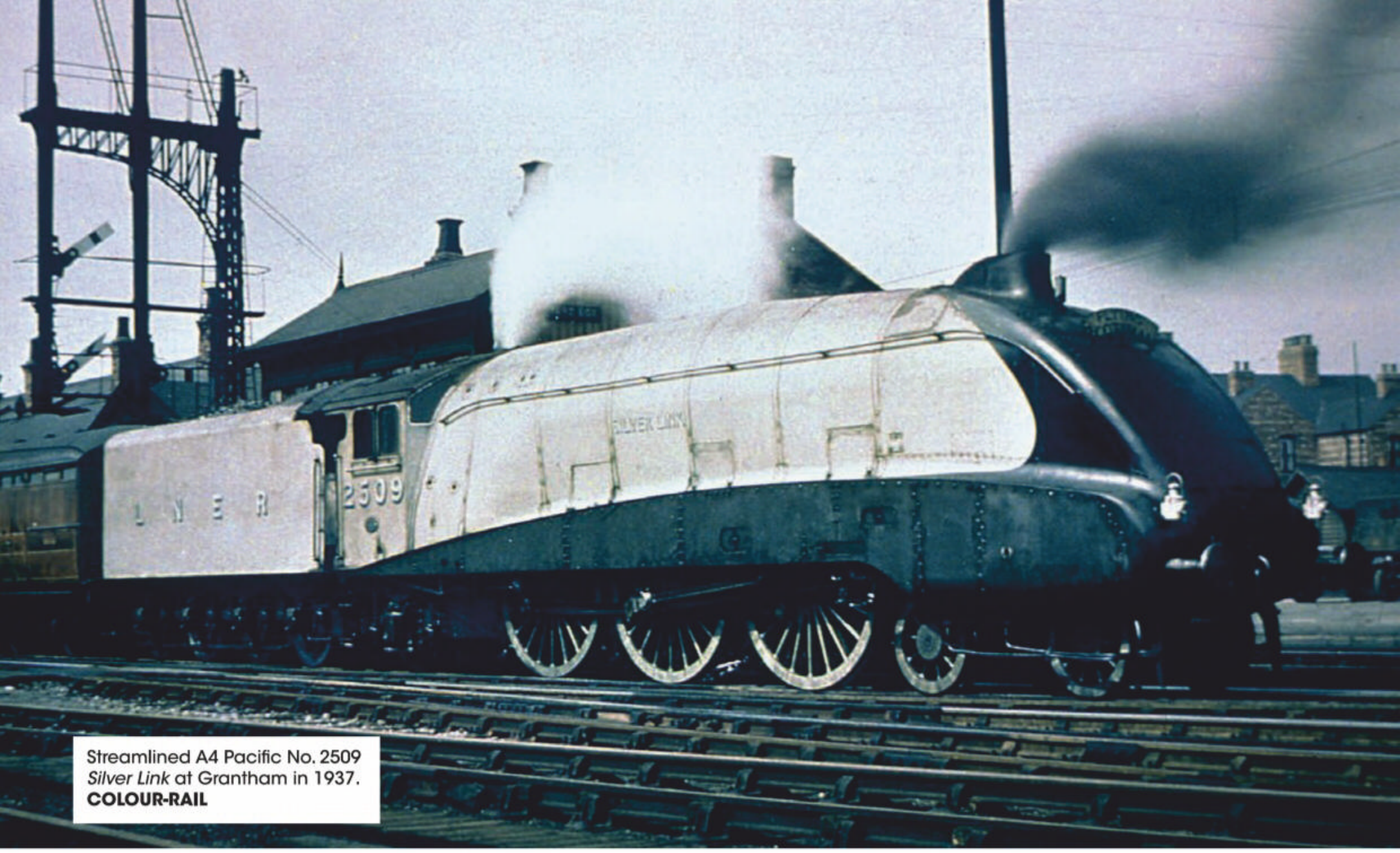
The railroad had four streamlined Alco 4-4-2s built to haul this express. They were the world's first locomotives built for daily operation at more than 100mph, with a 6½ hour run between Minneapolis and Chicago, and designed for 120mph.

At the time, the 'Hiawatha' was the fastest scheduled express train in the world.

A recorded run with a dynamometer car behind locomotive No. 2 on May 15, 1935, from Milwaukee and Wisconsin saw 112.5mph recorded over a 14 mile stretch. As such, it would have been the first steam locomotive to officially exceed 110mph.

They were followed in service by the six F7 streamlined 4-6-4s which were introduced in 1939 and ran at speeds in excess of 100mph on a daily basis. One was recorded at 125mph on a run between Chicago and Milwaukee after managing an average of 120mph for 4½ miles, a whisker short of *Mallard's* record. The F7s were also recorded as running to the fastest scheduled speed between stations; the 'Twin Cities Hiawatha' had to cover the 78 miles from Portage to Sparta in 58 minutes at an average of 81mph.

An F7 class streamlined 'Hiawatha' locomotive pictured in 1937 as it was being moved out of the Alco factory. **OTTO KUHLER/CREATIVE COMMONS**



Streamlined A4 Pacific No. 2509 *Silver Link* at Grantham in 1937.
COLOUR-RAIL

TOP SHED: HOME OF THE RECORD BREAKERS

Central to many of the express trains and steam record breakers on the ECML was one of the most famous engine sheds of all – King's Cross.

Known as 'Top Shed', it was built as 'engine stables' in 1850 when the GNR opened its main line, right up to 1963 when a new diesel depot was established at Finsbury Park to the north.

Top Shed lay three quarters of a mile to the north of the existing King's Cross station, near the original Maiden Lane terminus.

As built, the shed had 25 roads, plus an 11-road repair shop in the centre. A large part of the original building remained in use until 1963. The King's Cross goods yard lay next door.

In 1851, a turntable was installed; prior to that, tender first running had been accepted practice.

Six years later, the Midland Railway reached agreement with the GNR to run over its main line from King's Cross to Hitching, and accordingly, had its own roundhouse built at Top Shed. The Midland stopped using the GNR main line from October 1, 1868, when its own route into St Pancras opened, and so the GNR inherited the roundhouse, which remained in use until 1931, when it was dismantled.

Top Shed handed numerous types of locomotives, not only for the ECML but also for London suburban working too. However, its biggest claim to fame lay with the great Pacifics. In 1927, the longest non-stop engine duty in Britain was the 9.450am relief 'Flying Scotsman' from King's Cross to Newcastle. Top Shed crews lodged overnight at Newcastle and returned the next day, setting the pattern for future non-stop working such as the 'Flying Scotsman' over the whole length of the ECML to Edinburgh in summer 1928.

Gresley frequently met the Top Shed drivers and encouraged them in their work. It was a King's Cross crew, of driver A Taylor and fireman J Luty, who took No. 2509 *Silver Link* and the 'Silver Jubilee to the new record of 112½mph on September 27, 1935.

In the heyday of steam in the Thirties, Top Shed had a superb record of turning out locomotives for prolonged duties. In 1937, King's Cross-based A4 No. 4492 *Dominion of New Zealand* worked to Edinburgh on 44 days in a row non-stop. Indeed, an A4 could return from one trip and be ready to embark on another from Top Shed within a few hours

Out of the class of 35 A4s, before the Second World War, King's Cross had 11 of them allocated to it.

In 1948, when flooding swept away part of the ECML north of Berwick, the longest non-stop run worked by Top Shed crews was extended to 408½ miles, because of the diversion of Edinburgh-bound trains from Newcastle through Carlisle and Carstairs.

The demise of Top Shed began in 1958 with the arrival of four English Electric Type 4 diesel electrics to work passenger trains, while the following spring, other diesels arrived to handle suburban traffic.

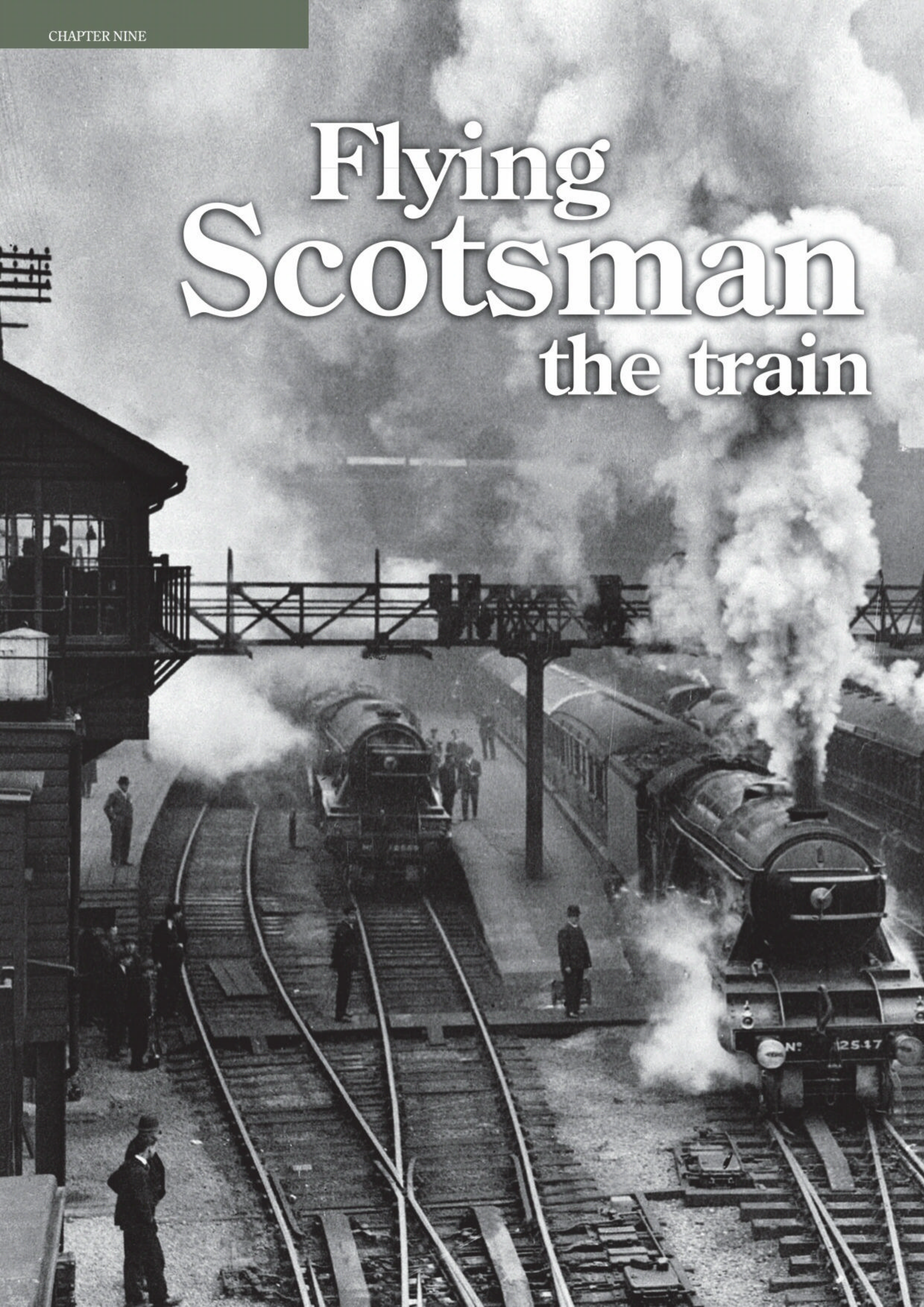
The shed was closed on June 16, 1963, when scheduled steam services in and out of King's Cross ended.

The buildings which had comprised one of the proudest locomotive sheds in the world were demolished soon afterwards. ■

A4 4-6-2 No. 4902 *Seagull* leaves Grantham with the 1.20pm down 'Flying Scotsman'.
OS NOCK/THE RAILWAY MAGAZINE

King's Cross shed was reached by a branch off the main line at Belle Isle, between Gasworks and Copenhagen Tunnels. Here Peterborough's A2 Pacific No. 60513 *Dante* is coaled up for a return journey north on May 9, 1954. **BRIAN MORRISON**

Flying Scotsman the train



A hand-coloured postcard of Ivatt C2 4-4-0 No. 990 hauling the 'Flying Scotsman' through Hatfield. **ROBIN JONES COLLECTION**

The East Coast Main Line is often referred to as the route of the 'Flying Scotsman'. While it is certainly true that LNER A1, later A3, Pacific No. 4472 *Flying Scotsman* plied its trade on the line, the slogan refers to one of the world's most famous named trains, which preceded the building of the locomotive in 1923 by more than half a century.

The named train has its beginnings in the aforementioned decision by the Great Northern, North Eastern and North British railways to establish the East Coast Joint Stock fleet of carriages in 1860, to help facilitate through running and eliminate changes of trains.

The moved paved the way for the GNR to run its first 'Special Scotch Express' in 1862, with simultaneous departures at 10am from King's Cross and Edinburgh Waverley.

At first, the whole journey took 10½ hours, including a 30 minute stop at York for lunch. However, improvements in all aspects of railway technology, including in 1870 the addition of the Stirling singles, saw this speeded up to 8½ hours by the time that the first Race to the North took place in 1888.

From about 1870, the train became colloquially known as the 'Flying Scotsman'.

The train received a major facelift in 1900. Dining cars were added, carriages were heated and corridor connections meant that it was possible to walk between vehicles.

The availability of lunch on board halved the stop at York, although the total journey time remained at 8½ hours. Introduced in 1897 were the first British Atlantic locomotives, the Ivatt C2 4-4-0s.

At the Grouping of 1923, the GNR, NER and North British all became part of one of the 'Big Four' – the London & North Eastern Railway, which also inherited the East Coast Joint Stock.

LNER A1 Pacific No. 4475 *Flying Fox* (right) departs King's Cross with the 'Flying Scotsman' in 1930. To the left is sister locomotive No. 2547 *Doncaster,* also named after a racehorse as per LNER policy for this class. **NRM**

The 'Flying Scotsman', LNER poster, c1935. **NRM**

The LNER gave the train a major revamp in 1924, officially renaming it the 'Flying Scotsman' for the first time.

To add further prestige, it was decided to name one of LNER chief mechanical engineer Sir Nigel Gresley's new A1 Pacifics which had been designed at the latter end of the GNR days after the train.

The locomotive, No. 1472, was displayed at the British Empire Exhibition at Wembley in 1924.

Because of the post-Races to the North agreement not to cut the eight hours 15 minutes time for the London to Edinburgh journey, up to this point the speed of the train had been restricted.

However, after valve gear modifications, the coal consumption of the A1 class was greatly reduced to the point where the service could be run nonstop with just one fully-laden coal tender. Also, 10 tenders were specially built for the launch of the 'Flying Scotsman' with a coal capacity of nine tons instead of the usual eight.

Ten locomotives of classes A1 and A3 were provided with corridor tenders for use on the service. These allowed relief footplate crews to ride on the train and take over halfway, cutting fatigue levels.

The locomotive *Flying Scotsman*, by then renumbered 4472, hauled the first of its namesake trains from London on May 1, 1928.

History was made: it was the first nonstop run of a scheduled service over the whole length of 393 miles. However, West Coast rival the London Midland & Scottish Railway had four days earlier run the Edinburgh section of its 'Royal Scot' all 399.7 miles from Euston.

The new nonstop service also boasted improved catering, and among its many onboard services was a barber's shop.

This splendidly restored LNER Gresley teak buffet car is one of many jewels in the crown of the Bo'ness & Kinneil Railway near Edinburgh and its Scottish Railway Exhibition. The vehicle was built at York in 1937 and preserved in 1977. It contains a kitchen, a serving counter and passenger seating, and was used on long-distance and express services all over the LNER system, including the East Coast main line. These buffet cars were the longest-lasting Gresley coaches in traffic, and some lasted long enough to be painted in the BR blue and grey corporate colours. They were the last wooden-bodied coaches on British Rail when they were withdrawn in 1977, although No. 644 has run as a buffet car on Scottish Railway Preservation Society main line railtours. **ROBIN JONES**

THE RAILWAY CATERING SYSTEM

Just as the coaching inns on the Great North Road had provided refreshments and meals, so the railways that replaced the stagecoach routes had to provide catering, and ensure that standards and facilities were forever improving as the network evolved.

The big advantage of course was that trains could serve meals on board, without passengers have to disembark at a hostelry where they would probably spend the night too, lengthening the journey.

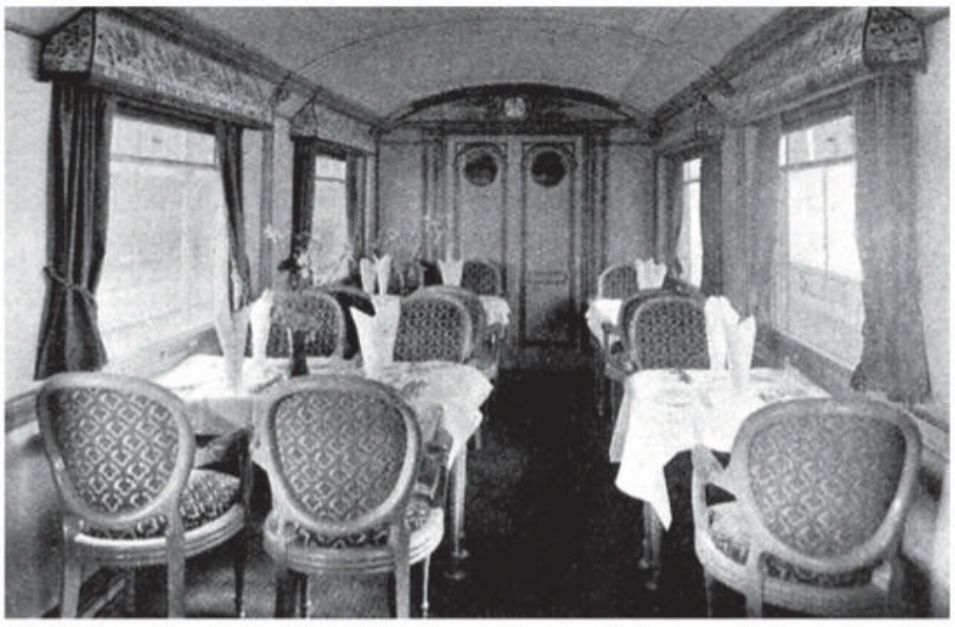
Britain's early inter-city railways often provided 15- or 20-minute stops for sustenance at particular stations. However, the big drawback was late arrivals would mean there would not be enough time for passengers to be served, and there were complaints that the soup was served so hot, and people had to wait so long before it was

AN LNER chef waits at the door of his Edinburgh-bound kitchen car in the Twenties. **THE RAILWAY MAGAZINE**

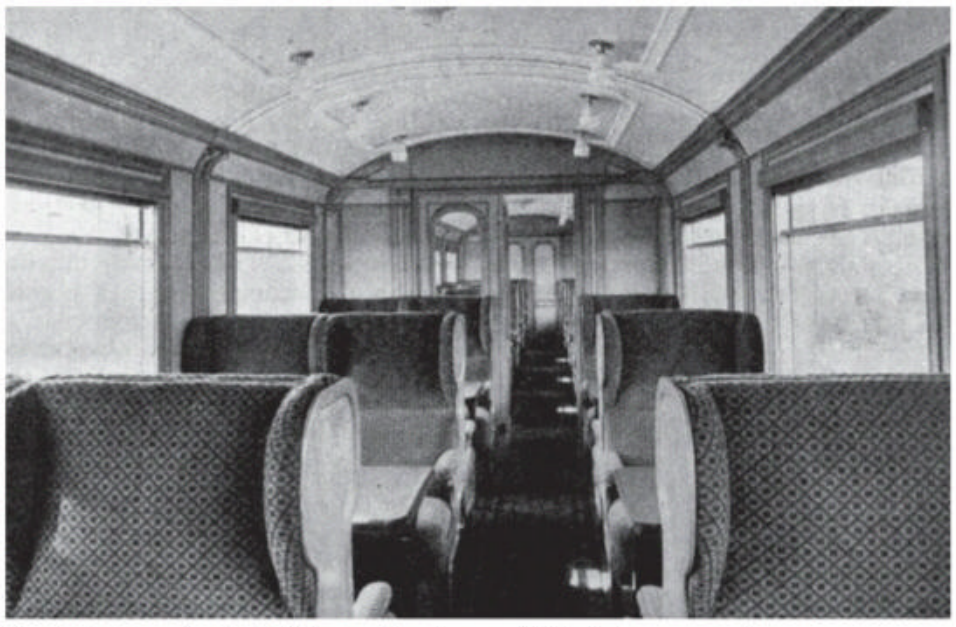
Rolls entering the oven in an LNER bakery. **THE RAILWAY MAGAZINE**

The Frigidaire plant in an LNER kitchen car. **THE RAILWAY MAGAZINE**

Driving Van Trailer No. 82205, part of the new East Coast 'Flying Scotsman' set, at King's Cross on September 18, 2011. **ROBIN JONES**



The 'Flying Scotsman' first-class car with movable armchair seats pictured in 1928. **THE RAILWAY MAGAZINE**



The interior of a 1928 'Flying Scotsman' third-class coach. **THE RAILWAY MAGAZINE**

cool, that the departure bell rang long before they had had a chance to attack the rest of the meal. Nonetheless, such refreshment stops – York was the main one on the ECML – lasted until the early 20th century.

The solution was to serve meals on board.

It was the Great Northern Railway that introduced the first restaurant car, for first-class passengers only. It was introduced on King's Cross to Leeds services in 1879.

The catering operation of the restaurant car was leased to a contractor, which supplied the food and cooked the meals in a little coke range. This first vehicle could seat only 19 diners.

A big disadvantage was that corridor coaches had not been introduced at the time, and passengers who wanted to eat on board had to travel in the restaurant car throughout the journey.

The introduction of corridor connections saw the concept finally take off big time, with most British express trains including restaurant cars.

By the 1920s, gas or electric cookers had taken the place of the old coke fire or coal range, and the menus were as varied as those in any first-class hotel.

Just as the coaching inns had their system of arranging refreshments, so the railway companies built up their own extensive catering networks.

Behind the scenes at the big terminal stations, and certain important intermediate places, were a chain of depots, where the chefs and conductors of the restaurant cars were supplied with their provisions. The system was focused on the kitchens where the head chef planned out the menus, often three days ahead.

Soups, sauces and sweets, such as tarts and puddings, were made in the central kitchens in order to relieve the chefs on the trains of as much work as possible, but joints, poultry, fish, vegetables and other sundries of the meals which require cooking were cooked while the train was running. However, where a train started from one of the depot stations just at dinner time, the joints were sent on board ready cooked, and needed only to be kept hot.

Sometimes the head chef had to prepare special menus for royalty or VIP travellers, often with particular tastes.

As soon as the menus were announced by the head chef, purchasers got to work, and supplies from butchers, greengrocers, fishmongers and all the other gastronomic merchants flowed into the depots. Every effort was made to ensure that supplies were delivered at the last available moment before they are required on the trains, so that the food may be served up fresh.

By the Twenties, restaurant cars were far bigger than the first in 1879. The LNER ran the latest all-electric restaurant cars on the ECML, and staff could serve breakfast, lunch or dinner to 78 travellers at one sitting. A separate kitchen car was placed between the first class and third class restaurant carriages, forming a set of three articulated vehicles carried on four bogies, improving the steadiness of the cars for the benefit of staff and diners alike.

Electricity was generated for cooking and lighting by dynamos beneath the floor, connected to belts from the axles of the cars. Hotplates, heated cupboards for warming plates, urns, kettles, were all worked by electricity.

Two 45 gallon tanks for warm water storage were fitted in the roof of the corridor just outside the kitchen. Electrical elements fastened to the underside of these tanks were connected to a boiler on top of the main oven, ensuring continuous boiling water for washing dishes. A later Twenties innovation was a plant for making ice cream. It was worked by an electrically driven compressor.

Railway laundries based at various points on the system were responsible for the pure white table cloths and table napkins in the restaurant cars, as well as the vast amount of linen used in the refreshment rooms, hotels and steamers.

The most important stations, and especially those at junctions, were provided with refreshment rooms, just like the stagecoach inns of old. The LNER boasted that most of the customers were not railway travellers but local businessmen and residents who preferred the standard of the food to that served by other establishments in their town.

The railways also had huge bakeries to produce buns, rolls, pies and pastries – both for serving on board and in these restaurant rooms. During the night, railway bakers worked to produce them from the basic ingredients for serving fresh the following day. Brown rolls or buns were raked from the ovens into waiting baskets to be taken away by van and barrow to the first trains.

Supplies were sent out at stated intervals during the day to the restaurant cars, refreshment rooms and hotels.

The coaching inns of the Great North Road had not exactly gone away: the services that they provided had simply evolved into operations of industrial scale as the railways carried infinitely more passengers at faster speeds, and in terms of standards of luxury, the 'Flying Scotsman' raised the game, big time.

British Railways poster celebrating the centenary of the 'Flying Scotsman' in 1962. The locomotives shown are a GNR Stirling Single and a Deltic. **NRM**

Take me by the 'Flying Scotsman', LNER poster, 1932. **NRM**

SPEEDING UP AGAIN

As we will see, the old Races to the North rivalry flared up again shortly afterwards. The speed restriction agreement was ended in 1932, and in that year, the scheduled time for the 'Flying Scotsman' was reduced to seven hours 30 minutes, and six years later, to seven hours 20 minutes.

Following nationalisation, the 'Flying Scotsman' ceased to be a nonstop named train, and called at Peterborough, York and Newcastle en route.

When dieselisation saw the new Deltics replace steam, the train became a focal point of an advertising campaign, just as it had been in 1928.

After British Rail was privatised, former ECML operator the Great North Eastern Railway continued using the name from 1996 to November 2007, and even branded itself The Route of the Flying Scotsman. Its successor on the route, National Express East Coast, continued using the name until November 2009, when the franchise was taken back by the government and handed to a new publicly owned operator, East Coast.

IN TERMS OF STANDARDS OF LUXURY, THE 'FLYING SCOTSMAN' RAISED THE GAME, BIG TIME.

The 'Flying Scotsman' was relaunched by East Coast on May 23, 2011.

Using Class 91 electric locomotives, the new service could leave Edinburgh at 5.40am and be at King's Cross exactly four hours later, despite stopping at Newcastle.

Furthermore, a new 6am service from Berwick-upon-Tweed connects to the 'Flying Scotsman' and provides passengers from Northumberland stations with a rail journey into London before 10am for the first time in decades. East Coast boasted that the train represents the biggest improvement to the ECML in 20 years, providing 19 new services per weekday, more than three million seats per year and many faster journeys.

For the venture, Class 91 locomotive No. 91101 was reliveried in special 'Flying Scotsman' colours – complete with the iconic Gill Sans font originally introduced by the LNER in the Twenties and applied to *Flying Scotsman* the steam locomotive.

East Coast managing director Karen Boswell said: "It's part of our policy of bringing back train names and restoring pride, passion and even a touch of glamour and romance to the East Coast railway.

"It's also about listening to what our customers want.

"Many of them have asked us to bring back train naming and to provide an early morning fast express service from Edinburgh, the Borders and north east England to arrive into London well before 10am. We'll achieve both in style with our new 'Flying Scotsman'."

This time around, the named express runs only one way, south. The fastest timetabled service from London to Edinburgh now takes four hours 19 minutes.

East Coast claimed that its services have been attracting airline passengers to switch to rail, particularly from Edinburgh and Newcastle.

Without a trace of exhaust on a hot summer's day, A4 No. 60013 *Dominion of New Zealand* approaches Doncaster station on the Up 'Flying Scotsman' on August 31, 1961: note all the trainspotters in the background enjoying the fine day. **GAVIN MORRISON**

OTHER FAMOUS EAST COAST NAMED TRAINS

The 'Elizabethan' was a daily British Railways summer service nonstop from King's Cross to Edinburgh named to celebrate the new 'Elizabethan' era of the early Fifties. Trains departed from either end mid-morning and arrived around teatime, taking six-and-a-half hours with an average speed of just over 60mph.

LNER A4s equipped with corridor tenders were used, allowing the crew to change over while the train was in motion. The journey needed 11,000 gallons of water, so as much as possible had to be scooped up if departure from both ends was in mid-morning, for a teatime arrival.

When it was launched, it was the longest scheduled nonstop railway journey in the world.

It became the subject of a 1954 British Transport film, Elizabethan Express, which follows its journey throughout, with cinematography by Billy Williams and poetic commentary written by Paul Le Saux, and featuring No. 60017 *Silver Fox*, along with many railway staff including the Waverley stationmaster. The music score was composed by Clifton Parker, who subsequently wrote the music for the 1959 version of The Thirty Nine Steps, in which an A4 also stars.

The 'Elizabethan' last ran in September 1961. None other than *Mallard*, then numbered 60022, and based at King's Cross Top Shed, worked the Down train.

The launch of East Coast's 'Flying Scotsman' service on May 23, 2011 at Edinburgh Waverley, with power car No. 91101 painted in branded livery. **EAST COAST**

The 'Elizabethan' had replaced the 'Capitals Limited' which also ran nonstop from King's Cross to Edinburgh between 1949-53. It ceased to run in the early Sixties.

The 'Talisman' ran from King's Cross to Edinburgh Waverley from 1956-68, becoming the 'Afternoon Talisman' in 1957. A bizarre incident on the 'Talisman' occurred on December 21, 1959 when the Up service hauled by A4 No. 60012 *Commonwealth of Australia* became detached from part of its train near Morpeth. The remaining train carried on to Newcastle but the stranded coaches were shunted back into Morpeth by Gresley V2 2-6-2 No. 60865 which was transferred from a Down freight. A five-coach special for marooned passengers was run from Newcastle to King's Cross and arrived nine minutes late behind No. 60017.

A Pullman section was added during 1964-65. The train was revived in 1972-89 and extended to Aberdeen.

The 'Fair Maid' ran from King's Cross to Perth during 1957/58 and was succeeded by the 'Morning Talisman' from King's Cross to Edinburgh Waverley and Glasgow Queen Street from 1957-68.

The 'Tees-Tyne Pullman' was launched in 1948 and ran from King's Cross to Newcastle Central or Alnmouth. Apart from the 'Golden Arrow', it was the first British Pullman train to operate with a bar car, called The Hadrian Bar, which was withdrawn in 1969. The train ceased to run in 1976.

The 'Harrogate Sunday Pullman' operated between King's Cross and Harrogate and Bradford Exchange from 1927-78.

The 'Heart of Midlothian' ran from King's Cross to Edinburgh Waverley and Perth from 1951-68, while the 'Sheffield Pullman' operated between King's Cross and Sheffield from 1924-25 and 1958-68.

After 1958 the 'Master Cutler' from Sheffield Victoria, which the LNER had introduced in 1947, was switched from the Great Central route to Marylebone to King's Cross, using the ECML, diesel hauled with Pullman coaches, but after 1968 was switched to the Midland Main Line route to St Pancras.

After 2008 it started at Leeds and ran to St Pancras via Sheffield. It is regarded as Sheffield's premier business train.

The 'Scarborough Flyer' was a summer service which ran from King's Cross to Scarborough Central and Whitby Town. It was launched in 1927 as the 'Scarborough Flier' and was run as an express service from London to York, at which point the locomotive would be changed, before the train ran on to the coast. The service continued until the outbreak of the Second World War and was revived in June 1950 as the 'Scarborough Flyer', a summer-only express. It finally ended in September 1963, but in 1981 the first heritage era 'Scarborough Spa Express' ran to celebrate the reopening of the resort's famous spa building.

The 'North Eastern' operated from King's Cross to Newcastle from 1964-68.

The 'Northern Belle' was a Pullman cruise train which ran from King's Cross to Scotland from 1933-39.

The 'Northumbrian' ran from King's Cross to Newcastle and Berwick from 1949-63.

The 'Norseman' was launched in 1948 to run from King's Cross to Newcastle Tyne Commission Quay to connect with Bergen Line or Fred Olsen Line shipping services to Norway.

The 'Yorkshire Pullman' operated from King's Cross to Bradford Exchange, Leeds, Harrogate, Newcastle or Hull from 1935-78 and 1986-88.

The 'West Riding Pullman' started running from King's Cross to Leeds and Harrogate in 1925, but was not formally named for another two years. It was extended to Newcastle in 1929 and was succeeded by the 'Yorkshire Pullman' in 1935.

With the 'West Riding' express in tow, work-stained Class A1 Pacific No. 60131 *Osprey* climbs northwards at Potters Bar on May 12, 1951. **BRIAN MORRISON**

B1 No. 1306 *Mayflower* carries the 'Yorkshire Pullman' headboard at the Doncaster Works open day in 2003. It is one of only two survivors of this once-410-strong class designed by Edward Thompson as a budget price two-cylinder mixed traffic 4-6-0, a type regularly seen on the ECML. **ROBIN JONES**

The 'White Rose' from King's Cross to Leeds Central and Bradford Exchange ran from 1949-64 and was replaced by the 'White Rose Pullman' until 1967, using carriages from the 'Queen of Scots' set.

The 'Night Scotsman' operated out of King's Cross for Edinburgh Waverley, Dundee and Fort William between 1927-87, when British Rail decided to transfer all Scotland-bound sleepers to Euston.

The 'Aberdonian' was the night sleeper service from Aberdeen to King's Cross, launched in 1927 and discontinued as a sleeper in 1972. The train itself ran until 1987.

Another sleeper train was the 'Tynesider' which ran from King's Cross to Newcastle Central from 1950-67.

The 'Car Sleeper Limited' which ran from King's Cross to Perth between 1955-66, when it was renamed Motorail, was the first train to carry cars and their passengers.

Some ECML freight trains were also named. The 'Blue Star Fish Special' began running from King's Cross to Aberdeen in 1958. Two years later, the 'Tees-Tyne Freighter' began running from King's Cross to York and Low Fell. ■

The 'Flying Scotsman', LNER poster, 1923-1947. **NRM**

The day of the Deltics ...and InterCity 125s too!

Despite steam's magnificent flourish in the Fifties, its days by then were numbered. *Sir Nigel Gresley* may have set a postwar steam record on Stoke Bank, but its days in British Railways service would be numbered. Thankfully, it has been preserved, and returned to the main line to haul regular charters.

It along with five of its sisters including *Mallard* were to survive the mass withdrawal of steam, the remaining 29 members of the class ended up at the scrapyard.

Britain lagged behind other countries in announcing an end to steam haulage and switching to diesel and electric traction, a move begun in the US two decades before. Postwar austerity had the newly nationalised British Railways stick to what it knew best, steam, and under Robert Riddles, built a total of 999 new steam locomotives, the Standard classes, between 1951-60.

However, as Britain's economic situation eased and rationing ended, the national network looked to its next stage of evolution.

By the Fifties, road transport had become the biggest challenge to the railway network in its history. Just as the ECML had killed off the stagecoaches, so cars, lorries and buses now threatened the railways' survival.

British Railways understood that trains had to be made more attractive both to passengers and freight operators, by increasing speed, reliability, safety and line capacity.

On December 1, 1954, British Railways' £1240-million plan for the future was published. It was known as Modernisation and Re-Equipment of the British Railways, or the 1955 Modernisation Plan, for short.

Its headline-grabbing feature was the elimination of steam locomotives as soon as possible and their replacement with modern types of traction. It also proposed the electrification of principal main lines.

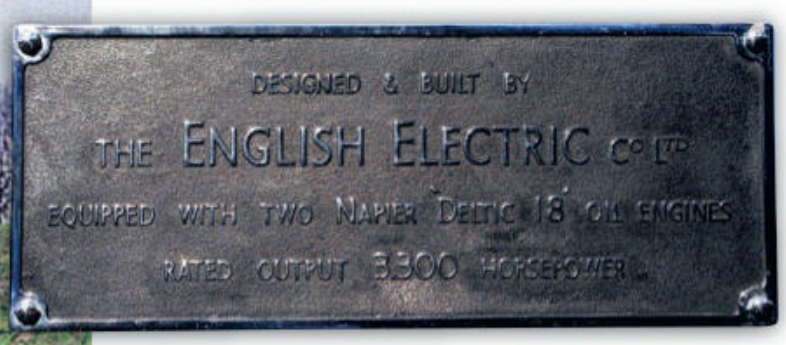
A government White Paper of 1956 claimed that modernisation would help eradicate the railways' rising financial deficit by 1962 – an aim which was far from realised, and instead led to the appointment as chairman of British Railways' cost-cutting industrialist Dr Richard Beeching, who recommended a savage series of closures of loss-making routes.

The Modernisation Plan prompted a free-for-all among locomotive designers and builders in a bid to come up with new types of diesel and electric traction. However, some types were far more successful than others: indeed, certain diesel classes hurriedly rushed into production in the Fifties barely outlived the tried-and-tested steam classes they were supposedly to replace.

The East Coast Main Line, however, became renowned for a veritable classic, in the form of the Deltic.

English Electric was a major producer of diesel and electric locomotives. Back in 1942, it had taken over engine builder D Napier &

The prototype Deltic heads through Stevenage in April 1960. **COLOUR RAIL**



The prototype Deltic DP1 outside Locomotion: The National Railway Museum at Shildon in October 2011. **ROBIN JONES**

Son on the instruction of the Ministry of Aircraft Production.

Sir George Nelson, chairman and managing director of English Electric, and his son, also George, looked into the possibility of using Napier's Deltic engine, which had previously been used in ships, to power a new type of railway locomotive.

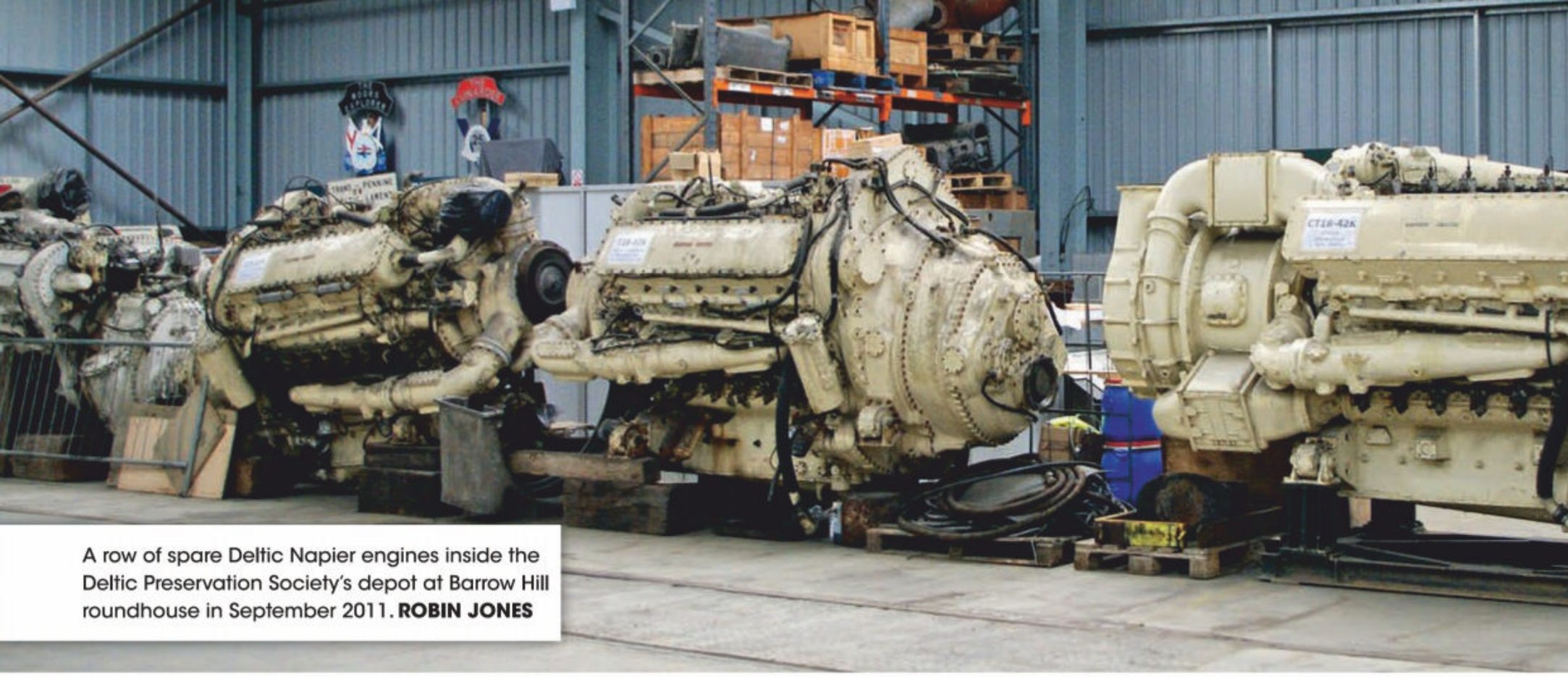
The origins of the Deltic engine dated as far back as 1880, when the experimental Oechelhauser opposed piston scavenge blown two-stroke internal combustion gas engine was developed in Germany. The basic principles were lightness and opposed pistons, and that no heavy cylinder head was needed at one end. By 1908, the concept has evolved into an oil fuel (diesel) compression injection engine. During the 1930s, Britain's Air Ministry had looked on the development of this type with huge interest as it was far ahead of any British diesel aero engine of the day.

After the Second World War, the Admiralty funded the further development of the type and the first Deltic Type 18.1 engine ran in April 1950. Trials were carried out in a naval vessel seized from Germany at the end of the war and they proved so successful that it was fitted inside 18 Royal Navy minesweepers.

In 1954-55, a prototype locomotive incorporating two of these Deltic engines was built at English Electric's Dick Kerr works in Preston.

Owned by its builder, it was officially numbered DP1 (Diesel Prototype No. 1) and, finished in powder blue livery with cream stripes, carried the word Deltic in large capital letters on its sides. Its distinctive front whiskers drew on the style of new American diesels, as English Electric was also thinking of the export market. A large continental-style lamp was fitted to the nose at either end.

The Magnificent Seven: the unique line-up of all seven surviving Deltics at the Locomotion museum in Shildon organised by the Deltic Preservation Society to mark the 50th anniversary of the production Class 55s. Pictured on September 7, left to right, are *The King's Own Yorkshire Light Infantry, Royal Highland Fusilier, DP1, Gordon Highlander, Alycidon, Royal Scots Grey* and *Tulyar*. **ROBIN JONES**



A row of spare Deltic Napier engines inside the Deltic Preservation Society's depot at Barrow Hill roundhouse in September 2011. **ROBIN JONES**

DP1 had a pair of 18-cylinder Napier Deltic engines (hence its name) downgraded from the 1750hp of marine engines in minesweepers to 1650hp each, reducing the stress on the engines.

The imposing blue locomotive underwent trials on the London Midland Region in October 1955, working between London and Liverpool, and also on the Settle and Carlisle line. However, officials lost interest when it became clear that the West Coast Main Line was to be electrified.

However, the Eastern Region proved more welcoming, as nobody had up to that stage come up with a blueprint for a diesel which could better Gresley's Pacifics, especially the A4s.

DP1 promised not only the power and speed the ECML required, but within the limits of a 20-ton axle load too.

It ran successfully in trials on the Eastern Region, mainly between King's Cross and Doncaster, and British Railways was so impressed that it ordered 22 production versions.

Sadly, DP1 suffered a serious powerplant failure in March 1961 and was taken out of service permanently.

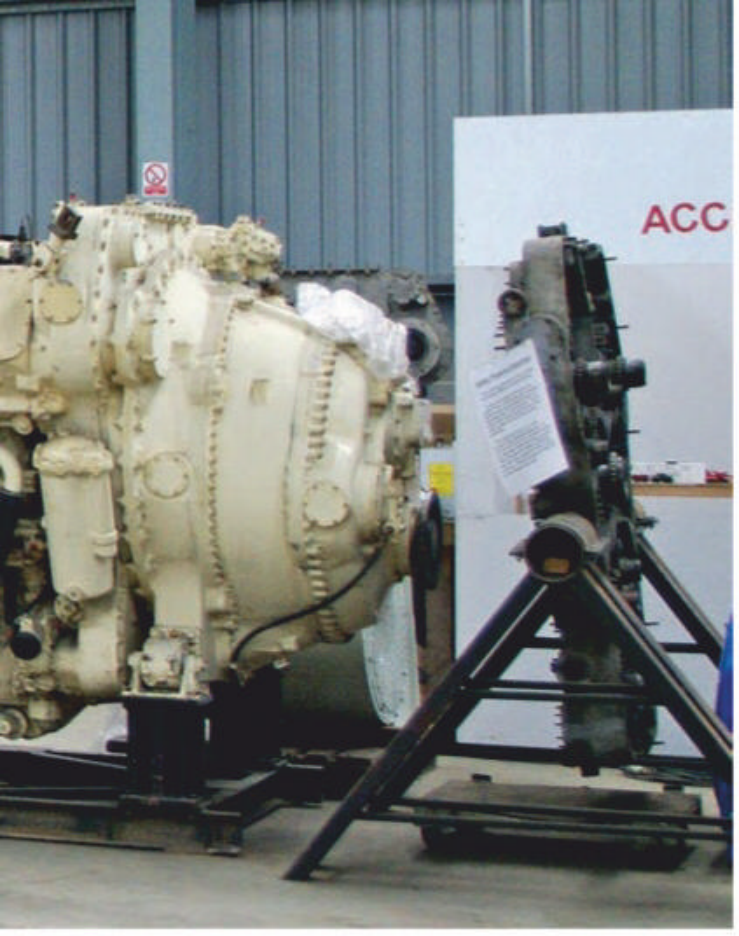
Thankfully, unlike the cases of many other prototype diesels which ended up in scrapyards, DP1 was cosmetically restored and donated to the Science Museum in London, after plans to test it on Canadian railways failed to materialise. It is now part of the National Railway Museum collection and in recent years has been based at the Locomotion museum in Shildon, not too far from the ECML.

The production Deltics, which took their name from the prototype, were built between 1961-62 by English Electric and intended to take over the ECML express trains. They were allocated to three depots: Finsbury Park in London, Gateshead and Edinburgh's Haymarket.

However, their introduction did not go smoothly, and drivers complained about several defects, which led to British Railways threatening to withdraw acceptance certificates, which meant that the maker would not get paid. Among the complaints from drivers were draughty doors which in some cases would not stay closed, slippery cab and engine room floors which quickly became contaminated with oil, and in certain cases, boiler and oil pressure switch problems. There were instances of Deltics being taken off their trains at Peterborough or Grantham and replaced by A3s, A4s or V2s.

The problems were ironed out in a relatively short space of time, and they

Spitfire Railtours ran a tour to celebrate Deltic No. 55022 *Royal Scots Grey's* 50th birthday with a trip from King's Cross to Edinburgh. It is seen approaching Tallington crossing near the start of Stoke Bank on March 5, 2011. **ROBIN JONES**



One of the prototype High Speed Train power cars has been preserved inside the National Railway Museum at York, which has been holding talks with an enthusiast group about returning it to service. **ROBIN JONES**

were delivered in a smart two-tone green, a livery which still kept one foot in the steam age. The dark British Railways green on top, with a narrower strip of a lighter, lime green along the bottom, with white for the cab window surrounds. British Railways quickly applied the bright yellow warning panel typical to diesel and electric locomotives at each end.

The Deltics were all named. The Finsbury Park locomotives took the names of winning racehorses, as per the LNER naming tradition with the A3s – after all, they were destined to be used over Stoke Bank, the steam era's greatest racetrack. However, the Deltics based at Haymarket and Gateshead took on the names of British Army regiments.

In 1964, British Railways unveiled its new corporate blue livery. Within a few years, all regional steam era liveries would disappear and be replaced by a one-size-fits-all blue or blue and white livery, which would typify the years after the last steam locomotives had been withdrawn.

Some thought that the new livery was smart; others said it was sterile. The BR blue era began in the thick of Beeching's rationalisation of the network, which saw a huge number of stations either closed or their classic infrastructure pruned back to little more than basic halts.

Deltic No. 55011 *The Royal Northumberland Fusiliers* passes Holloway on April 11, 1974. **BRIAN SHARPE**

By 1966, the Deltics started appearing in Rail Blue, as the colour was known, again with the yellow warning panels. The repaint usually came when they had additional air braking fitted, having been supplied with only vacuum braking.

With the introduction of BR's TOPS computer system for numbering locomotives and stock, the Deltics became Class 55. They were renumbered 55001 to 55022.

On the ECML, the Deltics proved themselves to be outstanding performers, and while enthusiasts hated seeing the demise of the LNER Pacifics, in time they became a type of modern traction that the steam fans might begrudgingly accept or even admire, and with good cause.

The old and the new passing at Scremerston, south of Tweedmouth, with the Northumberland coast in the background. High Speed Train set No. 254003 is heading south as Deltic No. 55010 *The King's Own Scottish Borderer* heads for Edinburgh on June 10, 1978. **GAVIN MORRISON**

Deltic No. 55012 *Crepello* lines up at York station alongside A4 No. 4468 *Mallard* on June 12, 1977. **BRIAN SHARPE**

Deltic No. 55002 *The King's Own Yorkshire Light Infantry* departs Peterborough on April 17, 1981. **BRIAN SHARPE**

Magnificent as the Deltics were, they were still very much a stop-gap in mainstream ECML traction, for the Seventies marked another sea change in British Rail stock policy.

The successful large-scale introduction of diesel railcars and multiple units in the Fifties led to the elimination of run-round loops and associated stock movements. Unlike a steam locomotive, the Ffestiniog railway double Fairlies apart, a modern main line diesel had cabs at either end, but would still need to run round its train.

That problem was eliminated with the instruction of the next stage of express trains, the Class 43 High Speed Train, branded as InterCity 125s.

While the development of its Advanced Passenger Train project was under way, British Rail decided that in the meantime it needed a new type of inter-city express train, bridging the gap between the first generation diesel multiple units and the proposed APTs.

What was produced was arguably the most successful class of passenger traction in the history of Britain's railways.

In 1970 it was decided to build two lightweight Bo-Bo locomotives to top-and-tail a rake of British Rail's new Mk3 coaches. A prototype train of seven coaches and two locomotives was completed in August 1972 and within weeks was running trials on the main line.

In May 1973, the prototype set a world diesel speed record of 143.2mph, while running on the ECML.

Three more years of trials led to British Rail's decision to build 27 production High Speed Trains for InterCity services between Paddington, Bristol, and South Wales. The first production power car, No. 43002, was delivered in late 1975, and in October 1976, a 125mph service began on the Western Region. By May 1977, the 27 units completely replaced locomotive-hauled trains on the Bristol and South Wales routes.

The King's Own Yorkshire Light Infantry, Royal Highland Fusilier, DP1, Gordon Highlander at Locomotion on October 7, 2011. **ROBIN JONES**

Until the coming of the High Speed Train, the maximum speed of British trains was limited to 100mph. Class 125s The HST were permitted a 25% increase in service speeds along many of the routes they operated. Passengers responded very favourably to their introduction.

In 1978, the High Speed Trains began replacing the Deltics on the ECML at Coast Main Line, even taking over the 'Flying Scotsman' service from King's Cross to Edinburgh from May that year.

They were concentrated on services from King's Cross to Newcastle and Edinburgh Waverley with some extending to Glasgow Queen Street, Aberdeen and Inverness, and also ran on services from London to Leeds, Bradford, Hull, Cleethorpes and Scarborough.

A world speed record for a diesel train carrying passengers was set on September 27, 1985, when a seven-car set forming a special press train for the launch of a new Tees-Tyne Pullman service from Newcastle to King's Cross reached 144mph north of York.

The record for the world's fastest diesel-powered train was set by a Class 125 unit on November 1, 1987 when it reached 148mph on the ECML during a test run for a new type of bogie later to be used under Mk4 coaches. The location? Yes, you guessed – Stoke Bank.

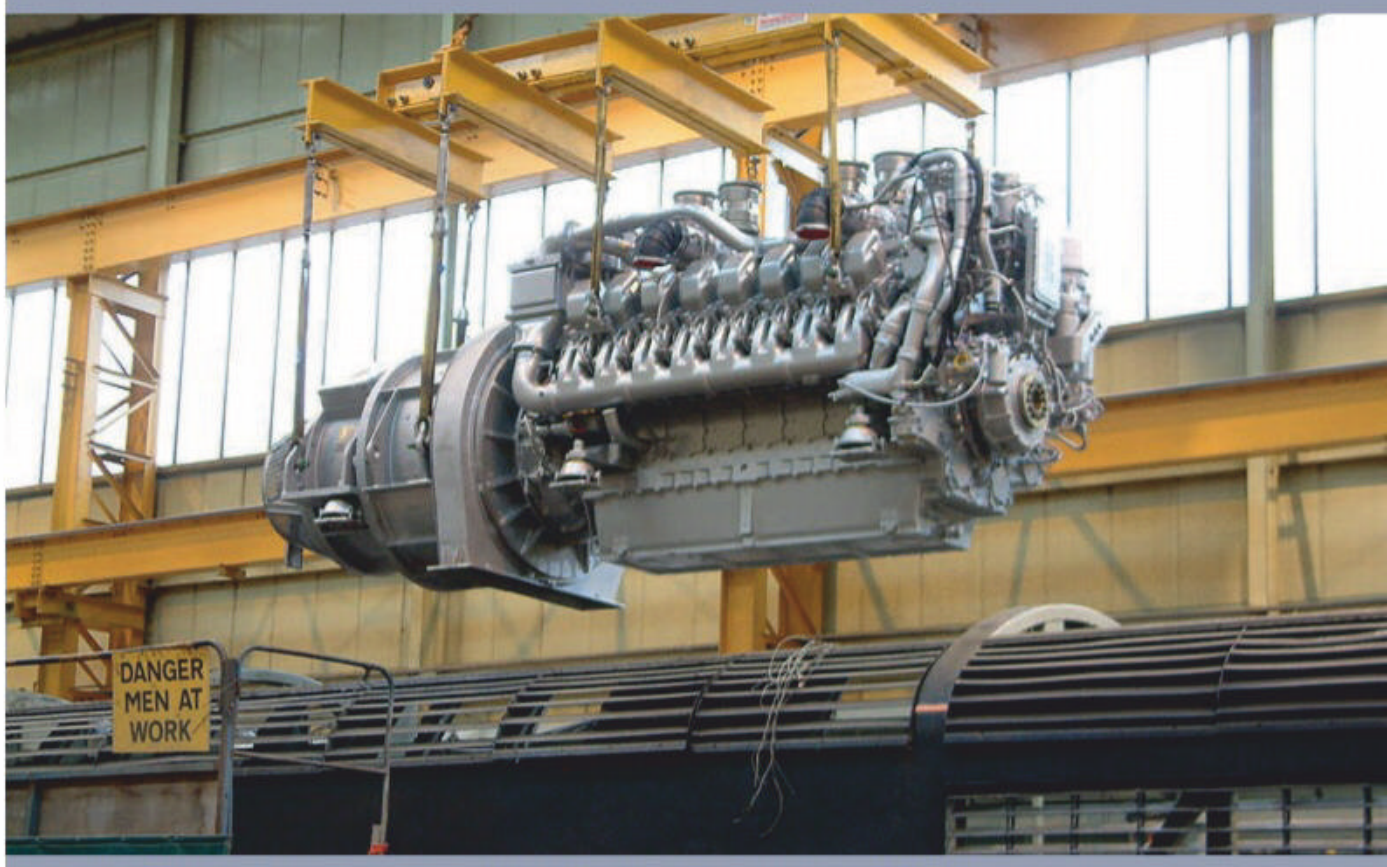
The type is the fastest diesel unit in the world, with an absolute maximum speed of 148mph and a regular service speed of 125mph. However, there are claims that the diesel rail speed record has been unofficially broken by a Russian train in 1992 achieving 168mph and a Spanish train hitting 158mph a decade later.

The APT project eventually withered and died in the mid-Eighties. However, the 'stop gap' Class 125s brought major improvements in services, and many of the post-privatisation Train Operating Companies, including East Coast, still have them in regular service decades on.

By 1982, when production ended, 95 High Speed Train sets including 197 Class 43 power cars had been built. To increase their life expectancy, several operators have upgraded them with the replacement of the original Paxman Valenta engines. ECML operator East Coast has continued its predecessor GNER's re-engining of the fleet with MTU engines, renumbering the power cars into the 432xx and 433xx series by adding 200 to the existing number.

High Speed Trains are likely to continue in service on the ECML until 2018, when they are scheduled to be replaced by new Hitachi Super Express units.

Meanwhile, the Deltics that they displaced in the late Seventies took on secondary duties, such as semi-fast or newspaper, parcel or sleeper services along the ECML to various destinations including branch routes to Cleethorpes, Harrogate or Scarborough. They were also used on York to Liverpool Lime Street semi-fast trains and Edinburgh to Newcastle via Carlisle stopping trains, but it soon became clear that it would be uneconomic to maintain a small non-standard class for anything other than frontline roles.



A new MTU diesel engine is carefully lowered into position on GNER HST power car No. 43120 *National Galleries of Scotland* at the Brush works in Loughborough, Leicestershire, where the engines are being fitted. **EAST COAST**

The end of the Seventies saw the first withdrawals, with the locomotives taken to Doncaster Works to be scrapped.

The last scheduled service to be worked by Deltics was the 4.30pm from Aberdeen to York on December 31, 1981. It was hauled from Edinburgh Waverley by No. 55019 *Royal Highland Fusilier*, arriving in York before midnight.

The final Deltic train of all under British Rail train was an enthusiast charter, the 'Deltic Scotsman Farewell' on January 2, 1982, from King's Cross to Edinburgh and back, hauled by No. 55015 *Tulyar* from London and No. 55022 *Royal Scots Grey* on the way back.

The Deltics had over their 20-year operational life built up an enthusiast following to the point where six were saved for preservation: D9000 (55022) *Royal Scots Grey*, D9002 (55002) *The King's Own Yorkshire Light Infantry*, which was donated to the National Railway Museum, D9009 (55009) *Alycidon*, D9015 (55015), D9016 (55016) *Gordon Highlander* and D9019 (55019) *Royal Highland Fusilier*.

The King's Own Yorkshire Light Infantry became the first preserved Deltic to make a comeback on the national network when it ran light engine to York after taking part in the Doncaster Works Open Day on February 27, 1982. It made history by being the first preserved diesel to run over the national network. It had been earmarked for preservation as early as 1980 when the Friends of the National Railway Museum sponsored a repaint into original two-tone green livery, but with full yellow ends.

Another example, *Tulyar* was even offered for sale at auction house Christie's in London by British Rail in 1982, but the reserve price of £10,000 was not met. However, it was later bought by enthusiast Peter Sansom and ended up in the possession of the Deltic Preservation Society, which was formed to save at least one Class 55 and after launching its 'The Racehorse Appeal', was able to buy both *Alycidon* and *Royal Highland Fusilier*, which hauled the last normal revenue-earning Deltic service for British Railways.

The first of the production Deltics, *Royal Scots Grey*, was bought by the Deltic 9000 Fund, which also acquired *Gordon Highlander*, initially as a source of spares. Both are now owned by Beaver Sports (Yorkshire) Ltd and are running in their own right.

However, no Deltic hauled another train until after the privatisation of the network, which allowed open access – with anyone who had a main line certified engine able to use it.

On November 30, 1996, *Royal Scots Grey* hauled the 'Deltic Deliverance' charter from Edinburgh to Berwick. Since then, other members of the class have hauled main line charter trips.

Deltic D9015 *Tulyar* with the 'West Riding Limited' headboard at Locomotion on October 7, 2011. **ROBIN JONES**

Newly liveried National Express East Coast Class 125 High Speed Train crossing the Forth Bridge in December 2007. **EAST COAST**

In 2006, the Deltic Preservation Society brought all six production Deltic survivors together for the first time at Doncaster Works.

In April 2011, No. 55022 returned to 'real' revenue-earning service when it was hired by GB Railfreight to haul bauxite trains from Blyth to the Lynemouth aluminium smelter.

During the weekend of October 7-9, 2011, the ultimate in Deltic reunion events was staged, sponsored by Modelmaker Bachmann, to mark the 50th anniversary of the emergence of the first production examples in 1961. For the 'Golden Jubilee' of the class, the Deltic Preservation Society and the Locomotion museum at Shildon staged a one-off line-up of all seven Deltics, the six Class 55s and DP1.

THE COLLAPSE OF PENMANSHIEL TUNNEL

The ECML has continue to evolve since the end of steam, and not just in terms of traction. Indeed, several alterations to the route have been made.

One of them involved the elimination of the 800ft two-track Penmanshiel Tunnel near Grantshouse in Berwickshire, which was built to a design by John Miller, engineer of the North British Railway, in 1845/46.

There had been three major incidents in the single-bore tunnel. Firstly, the tunnel was flooded on August 12, 1948 when more than 10 inches of rain fell in a week. The waters rose to within two feet of the crown of the portal.

The diversion of the ECML away from Selby eliminated the bottleneck of the swing bridge. **HARRY WILLIS/CREATIVE COMMONS**

A year afterwards, on June 23, 1949, a fire destroyed two coaches of an express train from Edinburgh.

It is believed that the fire may have been started by a cigarette end being dropped in a corridor. The train was quickly stopped, but the fire tore through the brake composite carriage and spread to the coach in front.

Some passengers broke the windows and jumped on to the track. However, the quick-thinking crew uncoupled the four coaches immediately behind, leaving them isolated, before drawing the engine forward and detaching the blazing carriages.

The locomotive then took the front eight coaches on to Grantshouse station, as the two coaches burned down to their underframes.

There were no fatalities, but seven passengers were injured.

Far worse happened on March 17, 1979 when part of the tunnel collapsed as British Rail was widening the tunnel to allow the passage of 8t 6in containers to pass through on Freightliner wagons. The work involved lowering the track by digging out the floor of the tunnel and laying new track set on a concrete base.

The job was being done line by line, in order to minimise disruption. The Up line had been finished by March 10, 1979, before the Down line was started.

Just before 3.45am, the duty inspector saw pieces of rock flaking away from the tunnel wall, around 300ft from the southern portal. He decided to order the section to be shored up, but before he could reach the site office and give the appropriate instructions, he heard the roof crash down behind him.

Around 70ft of the tunnel arch collapsed, blocking it from floor to roof. A JCB and a dumper truck were buried in the collapse, along with their drivers.

A HM Railway Inspectorate report concluded that that the collapse was most likely to have been caused by the over-stressing of the natural rock on which the brick arch rings were founded.

However, British Rail was subsequently fined £10,000 in Edinburgh's High Court for health and safety infringements.

It was decided that repairing the tunnel would be too costly, difficult and dangerous, and so a bypass for it would be built.

Around 1100 yards of the ECML including the tunnel was therefore abandoned and a new line laid in a deep cutting built to the west. Clearly British Rail had the advantage of having modern machinery to carry out the earth moving, while back in the 19th century would have been accomplished purely by navvies using bricks and shovels.

Contractor Sir Robert McAlpine & Sons Ltd began work on the deviation on May 7, 1979 and, working 24 hours day, had it ready by August 20. During the work, part of the A1 trunk road was also realigned.

During the five months that the line was closed, trains from King's Cross ended at Berwick, with a bus link provided to take passengers to Dunbar where they rejoined the train. Other High Speed Train services to the Scottish capital were diverted from Newcastle to Carlisle and Carstairs.

Both ends of the tunnel were sealed to prevent trespass and the old line was abandoned. An obelisk was erected on the site of the collapse in memory of workers Gordon Turnbull and Peter Fowler whose bodies were never recovered, as the collapsed tunnel was not re-excavated. Today, there is little else to show where this section of one of Britain's major trunk railway routes once ran not so long ago.

Passing the 200 miles to Edinburgh sign at Benningborough is Class 47/4 No. 47412 heading an Up express to King's Cross on September 15, 1975. **GAVIN MORRISON**

Class 43 No. 43081 enters Edinburgh Waverley to form the 2.15pm to King's Cross, with No. 43089 leading, on September 24, 1981. **COLOUR RAIL**

BUILT FOR SPEED

More than four decades after *Mallard's* legendary feat, a new part of the ECML was purpose-built for speed.

In the late Seventies, the National Coal Board decided to expand its operations in the Selby Coalfield.

However, it was feared the extending mine workings would cause subsidence beneath the ECML.

As a result, the NCB paid for a new 14-mile section of railway to be built, replacing the original part of the route.

The net effect was that Selby, which in 1834 was the first railway station to open in Yorkshire, built by the Leeds & Selby Railway, was bypassed by the ECML.

Work on the new line, which cost £30-million, began on July 29, 1980, by contractor A Monks & Co. It was officially opened on October 3, 1983.

The new stretch leaves the old line at Temple Hirst to the south of Selby and rejoins it at Colton Junction several miles to the north of the town, the point where the York to Leeds line meets the ECML.

One big plus point from the scheme was that it eliminated the Selby Swing Bridge, a major bottleneck on the ECML, where four tracks had to be reduced to two.

The five-span bridge was built by the North Eastern Railway to carry the line from Leeds to Hull over the River Ouse. The swing span is 130ft long.

It also formed part of the original ECML.

The Selby diversion made history in being Britain's first purpose-built section of high-speed railway. It was designed to carry trains at speeds of up 125mph and predated the first section of High Speed 1, the Channel Tunnel Rail Link, by 20 years.

North of Selby, the old ECML was closed and in 1989 was converted into a cycle path which now forms part of route 65 of the National Cycle Network. Elsewhere, the stretch between Barlby and Riccall was taken for a new bypass on the A19.

Selby station and the southern section of the old route remains very much in use. Passenger trains run over the 'old' ECML not only to Doncaster but to London. In 2009, the town celebrated the 175th anniversary of its first station. ■

A fairly recent addition to ECML diesel power are the Class 180 five-car DMUs. The 14 units were built by Alstom between 2000 and 2001 for use on new First Great Western express services. When that company stopped using them in March 2009, they were switched to other operators. First Hull Trains Class 180 'Adelante' No. 180110 arrives at London King's Cross. **JOSHUA BROWN/CREATIVE COMMONS**

The fastest locomotive of them all

Following the success of the electrification of the West Coast Main Line, demands arose for other trunk routes to be similarly modified.

The first part of the East Coast Main Line to be electrified was that between King's Cross and Royston, between 1975-78. As with the WCML, overhead electrification as opposed to third rail was chosen, the current being 25kV 50Hz AC.

The work was carried out as part of the Great Northern Suburban Electrification Project and also included the Hertford Loop Line, a 24-mile branch of the ECML.

In 1984, the Thatcher government gave the green light for the ECML proper to be wholly electrified, from King's Cross to Edinburgh and Leeds.

The section between Hitchin and Peterborough was completed in 1987 with Doncaster and York reached in 1989. Electrification reached Newcastle the following year and, in 1991, the last section to Edinburgh was completed.

The first electric train to call at York station. **MRM**

Also given the go-ahead was the extension of the electrification scheme on the line between Edinburgh and Carstairs, on the WCML, and the ECML's 4.7-mile North Berwick branch.

While the work was in progress, the ECML was claimed to be the world's longest construction site.

To run the new electric services, the InterCity Class 225 electric multiple units were introduced. Originally, the services were to be based around the planned new fleet of Class 89 Co-Cos, but after the InterCity 225 concept was chosen instead, and only one Class 89, No. 89001, was ever built.

An InterCity 225 set is made of a Class 91 locomotive, nine Mk4 coaches and a Driving Van Trailer, which looks similar to the locomotive and which allows the train to be controlled from the rear.

The sets were a by-product of the aborted Advanced Passenger Train project.

The Class 91 Bo-Bos – a type named Electra – were built by British Rail Engineering Ltd., at Crewe Works while the coaches came from GEC-Alstom in Birmingham. When unveiled, the Class 91s at 6300hp were the most powerful locomotive in Britain. They

Former operator Great North Eastern Railway used Eurostar units in service on the ECML, and painted them in its livery. One is seen crossing Tallington level crossing in Lincolnshire on October 7, 2005. The original proposals for Eurostar included direct services to Paris and Brussels from cities north of London, including Glasgow via Edinburgh, Newcastle and York on the ECML. Seven shorter Eurostar Class 373/1 units for the planned Regional Eurostar services were built, but these services never ran, as in the face of low-cost airlines which could easily better the nine hours from Glasgow to Paris, they were deemed non-viable. Three of the Regional Eurostar units were leased by GNER and used on King's cross to York and Leeds services until December 2005, after which most of them were transferred to SNCF for use in northern France.

The fleeting present of Eurostars is, however, certainly in keeping with the speed traditions of the ECML. A Eurostar train set a new British speed record of 208mph on the first section of the High Speed 1 Channel Tunnel rail link on July 30 2003, and on September 20, 2007, Eurostar broke another record when it completed the journey from Brussels to St Pancras in one hour 43 minutes. **ROBIN JONES**

Officially the fastest locomotive in Britain, Class 91 No. 91110 stands at King's Cross. **MATT BUCK/CREATIVE COMMONS**

incorporated state-of-the-art computer-based electronics for power and brake control.

Among the many new features were a streamlined No. 1 end for high-speed operation, and a slab-fronted No. 2 end for slow-speed operation.

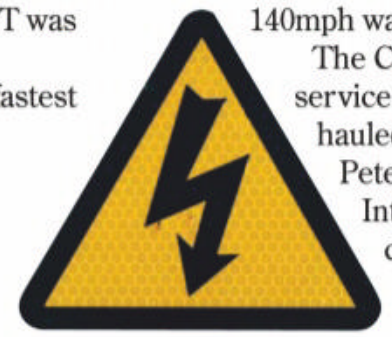
The first to be completed was No. 91001, which was unveiled on February 14, 1988, before undergoing tests from Crewe and then at the Railway Technical Centre in Derby. Test running on the ECML started from Bounds green depot in late March that year.

During a test run on, yet again, Stoke Bank, on September 17, 1989, an InterCity 225 hauled by Class 91 No. 91010, since renumbered 91110 and named *David Livingstone*, reached 162.6mph just south of Little Bytham. The DVT was leading the train.

That makes it officially the fastest British locomotive of all.

Although the Advanced Passenger Train and Eurostar units have run faster, they are both electric multiple units as opposed to locomotives.

In another test, an InterCity 225 comprised of A Class 91, five Mk4s and a DVT, covered the King's Cross to Edinburgh run in three hours 29 minutes and 30 seconds – a record for the route. The average speed was 112.5mph and the official top speed of 140mph was reached on several occasions.



The Class 91s entered passenger service on March 3, 1989 when No. 91001 hauled the 5.36pm King's Cross to Peterborough train. As the full InterCity 225 units were not ready, it comprises InterCity 125 Mk3 coaches and a Class 43 power car used as a DVT.

The locomotives entered service on King's Cross to Leeds trains with the 6.50am service on March 11, 1989, again with a makeshift arrangement of vehicles.

When it returned with the 10am from Leeds, as it was descending Stoke Bank, the guard announced that this was the spot where Mallard had set its world steam speed record of 126mph. By comparison, the Class 91 had ascended the gradient at 140mph that morning.

The full InterCity 225 units entered regular service on the ECML in 1990. However, their speed is restricted to 125mph, as regulations do not allow trains to exceed 125mph unless, as is the case with the High Speed 1 Channel Tunnel rail link, they are equipped with in-cab signalling, the reason being that lineside signals may not be correctly observed at very high speeds.

However, on June 2, 1995, an InterCity 225 set what was then a new UK record for a passenger train when it reached 154mph on a Newcastle to Peterborough service.

A total of 31 Class 91s were built, the last being delivered in February 1991.

Electrification work on the ECML in progress. **NRM**

The unique Class 89 locomotive No. 89001. Built by BREL Crewe during 1985-87, after extensive tests it was transferred to the ECML and Hornsey and Bounds Green depots. It was used in service until May 1988 when it was sent to Hamburg along with a Class 90 and a Class 91 power car and a two-car Class 150/2 DMU. It returned to the ECML and worked until 1990 when it was taken out of service due to technical defects. It was preserved at the Midland Railway-Butterley in 1992, but was bought by Great North Eastern Railway which returned it to Bounds Green. It began hauling King's Cross to Leeds and Bradford in place of a Class 91, but again suffered problems. In 2006, it was again bought by preservationists, this time in the form of the AC Locomotive Group, which would like to return it to serve. **ROBIN JONES**

Major refurbishment of the class began at Adtranz Bombardier Doncaster in 2000, with Alstom overhauling the internal equipment. The driving cab interiors were modified to provide the driver with more information.

*For the record, on July 30, 2003, on the first press run of High Speed 1, the Channel Tunnel rail link, Eurostar unit No. 3313/14 set a new British rail speed record of 208mph, breaking the previous record of 161.2mph set by an Advanced Passenger Train on December 20, 1979.

THE 'RENATIONALISATION' OF THE ECML

Services on the ECML became the first part of the network to be taken back into state control when, in early November 2009, the government took over the East Coast franchise.

National Express had run the franchise since 2007, when it had won it with a £1.4 billion bid, but decided to hand the contract back after the government refused cash aid to its National Express East Coast subsidiary. The company had tried to renegotiate the terms of the contract but talks broke down as the government became worried that other private rail companies, also suffering from a drop in passenger numbers, would want similar help.

The Department for Transport set up Directly Operated Railways Limited as an operator of last resort after the franchise was handed back, effectively renationalising the franchise. East Coast Main Line Company Ltd., was established as a subsidiary of directly Operated Railways, with the trading name of East Coast.

All 3100 National Express staff transferred to East Coast from midnight on November 13, 2007. The trains were also eventually reliveried.

On August 5, 2011 Secretary of State for Transport Philip Hammond announced that the new Inter City East Coast franchise would commence in December 2013. Until then at least, East Coast would continue to run the services to Edinburgh, Leeds and Yorkshire.

The previous operator before National Express, Great North Eastern Railway, handed back the franchise in 2006 after

revenue receipts were far lower than expected and the company found that it was unable to meet the £1.3 billion in premium payments it had promised the Government in return for the franchise. One reason given was that the July 7, 2005 terrorist attacks in London led to a major fall in tourism in the capital.

Today, the ECML is said to carry 17 million passengers a year.

THE EAST COAST MAIN LINE TODAY

Legendary, yes. Perfect, no.

The upsurge in passenger traffic since the late Eighties has more than justified the decision not to downgrade or close the section of the route north of Newcastle.

However, there remain bottlenecks, where the number of tracks reduces to two, and which will continue to impede the further growth of traffic until they are relieved.

Not only is there to aforementioned Welwyn Viaduct, but it remains part of a four-mile two-track section on one of the busiest parts of the route, the other pinch point here being the Welwyn tunnels.

A Class 91 East Coast service caught in a snowstorm at Doncaster on December 2, 2010. **EAST COAST**

A Class 225 unit at King's Cross headed by DVT No. 82208 carries the East Coast livery. **ROBIN JONES**

The future of the East Coast Main Line: Southeastern 'Javelin' unit No. 395002 departs St Pancras with a preview service to Ebbsfleet International in 2010. **MATT BUCK/CREATIVE COMMONS**

Ancient and modern: A4 Pacific No. 60019 *Bittern* heads south towards King's Cross with a railtour as an InterCity 225 unit headed by Class 91 No. 91132 heads in the opposite direction into Peterborough station. **BRIAN SHARPE**

At nearby Hitchin, trains from King's Cross running on or off the line to Cambridge have to cross three other tracks on the grade at a flat junction. The flat crossing at Newark is also viewed as a problem, while there is another two-track section at Stilton Fen between Peterborough and Huntingdon. Also, Doncaster has difficulties with regard to the number of branch trains that it can accept on its Up platform.

Otherwise, the ECML has mainly four tracks from King's Cross to Stoke Tunnel, south of Grantham. There are also four-track sections at Retford and Doncaster, between Colton Junction (south of York), Thirsk and Northallerton, and at Newcastle.

Only the line between Leeds Neville Hill Depot and Colton Junction is not electrified.

Aided by large tracts of flat land on the edge of East Anglia, most of the line is passed for 125mph running: indeed, it was officially the fastest main line in the UK until High Speed 1 was opened.

Many proposals have been made to improve the ECML. They include the building of a grade-separated junction to the north of Hitchin in order to allow Down Cambridge trains to cross the main line.

One frequent criticism is that the electrification was done 'on the cheap', hence wires and masts occasionally failing in very high winds. Power supply upgrades including improvements to the overhead supply supports and rewiring have been called for.

It has been suggested that the Welwyn section could be made into four tracks by boring two extra tunnels and carrying the railway over the viaduct in double-deck fashion.

Full reversible signalling over the Stilton Fen section, replacing the Newark flat crossing with a flyover and increasing the line speed from 125mph to 140mph, when the new Hitachi 'Javelin Trains' replace the existing stock. Indeed, a manufacturing facility for the new trains has been pencilled in for a site in Newton Aycliffe, County Durham.

Another idea is to link the ECML to the Thameslink tunnels which already provide a north-south route across the city from St Pancras next door. That would allow First Capital connect, which runs commuter trains from Peterborough and Cambridge to King's Cross, to take them on to south London.

One recent development has been the building of the Allington Chord near Grantham in 2006, allowing services between Nottingham and Skegness to pass beneath the ECML.

This improvement alone allowed 12 extra daily services between King's Cross and Leeds, so think of the benefits that every one of the suggested improvements could also bring. ■

Wearing LMS postwar lined black livery, LMS Princess Coronation Pacific No. 6233 *Duchess of Sutherland* heading the 'Coronation' on May 17, 2010 passes an East Coast Class 91 travelling in the opposite direction on the ECML. While the heritage era regularly sees locomotives running on routes that they would never have tackled in steam days, there is some historical precedence for this. In the 1948 Locomotive Trials, when the newly-formed British Railways decided to experiment with locomotives inherited from the 'Big Four' companies being used on routes for which they had not been specifically designed, sister locomotive No. 46236 *City of Bradford* did some runs on the ECML, hauling the King's Cross-Leeds express. **PA KING/CREATIVE COMMONS**

Class 91 No. 91132 *City of Durham* heads a GNER service northwards past Werrington on the outskirts of Peterborough.

No. 91132 (then 91023) was involved in the Hatfield rail crash on October 17, 2000, in which its GNER InterCity 225 King's Cross-Leeds train was travelling at around 115mph when it derailed south of Hatfield station, due to the left-hand rail fracturing as the train passed over it. The accident left four passengers (all in the restaurant car, which overturned onto its side and struck an overhead line gantry) dead and injured a further 70.

Little more than four months later, just after 6am on February 28, 2001, it was propelling an InterCity 225 train when it was involved in the Great Heck rail crash, in which 10 people were killed and 82 people suffered serious injuries. A Land Rover Defender towing a loaded trailer swerved off the M62 just before a railway bridge. The vehicle ran down an embankment and on to the southbound railway track. Its driver was Gary Neil Hart, who the jury was told had fallen asleep at the wheel after spending the previous night on the telephone talking to a woman he had contacted via an internet dating agency. Hart attempted to reverse the vehicle off the track, but he could not. While he was using his mobile telephone to call the emergency services, the vehicle was struck by the southbound GNER service heading from Newcastle to King's Cross at over 120mph.

The leading bogie of the DVT derailed but the train stayed upright, only for it to be directed by points to nearby sidings and straight into the path of an oncoming Freightliner train from Immingham to Ferrybridge hauled by a Class 66 diesel locomotive. This second crash occurred about half a mile from the first. Before this second impact, the speed of the GNER service was estimated as 88mph and that of the freight train as 54mph. The estimated combined speed of 142mph made the crash the highest speed railway incident in British railway history.

Both train drivers, two additional train crew on board the 225, and six passengers died. Hart was found guilty on 10 charges of causing death by dangerous driving and on December 13, 2001 was sentenced to five years' imprisonment. He was released after serving half his sentence. **BRIAN SHARPE**

The DVT of an InterCity 225 after arriving at King's Cross through a snowstorm on December 21, 2009 stands alongside an East Coast Class 125 unit. **ROBIN JONES**

Closure beyond Newcastle?

The East Coast Main Line is nothing short of a national treasure. Not only are the many speed records set on the route a great reason for national pride, but it performs the workaday function of linking two capital cities 393 miles apart.

So it may, therefore, come as a surprise to modern readers that there have been attempts to downgrade or even close part of it.

The name Dr Richard Beeching is a household word for railway closures, and while he has his critics, he also has supporters, who believe that not only did he streamline a process of rail closures that had already been under way for many years but pruned the national network into a slimmer, fitter beast in which it was able to compete with road transport – by this day the A1 Great North Road was well into its ascendancy again – but reshape rail transport so it could face future challenges, whatever they were.

However, while his 1963 report, the Reshaping of British Railways, was a seminal point in British transport history, much less well known was his follow-up report in February 1965. Nicknamed 'Beeching II', the report highlighted trunk routes that would justify large-scale investment to handle projected increases in both passenger and freight traffic over the next two decades. That in itself seemed fair enough, but critics immediately said that the routes that had not been listed would face closure.

One of these routes was the Newcastle to Edinburgh line. Had it been terminated at Newcastle, northbound trains would have been rerouted to Carlisle, from which, following the controversial closure of the Waverley Route, only one route would have been left to link London with Scotland.

Beeching denied that the routes not listed for development were under threat, saying: "For the sake of clarity, it is emphasised that non-selection of lines for intensive development does not necessarily mean that they will be abandoned in the foreseeable future, nor even that money will not be spent upon some of them to improve their suitability for their continuing purpose." Despite this many were not convinced, and breathed a sigh of relief when he left British Railways shortly afterwards, returning to his original post at ICI.

The report identified the ECML from King's Cross to Newcastle as the future primary route for traffic between London and the East Midlands, South Yorkshire and the Tyne-Tees area, but rejected the alternative through Cambridge, March, Spalding, Lincoln and Doncaster, part of which was the original GNR main line.

The threat did not go away with Beeching, however.

In 1982, the lowest number of passenger journeys of the second half of the 20th century was recorded on the network, while car ownership was at an all-time high. The passenger deficit was £933-million, and with costs continuing to rise, it was inevitable that the Margaret Thatcher government would eventually consider drastic steps.

A committee chaired by Sir David Serpell KCB CMG OBE, a senior civil servant who had worked under Dr Beeching, looked at the worsening problem of the railway's deficit.

RAILWAY FINANCES, PUBLISHED IN JANUARY 1983, SERPELL WENT FURTHER THAN BEECHING HAD EVER DARED TO GO.

In his report, Railway Finances, published in January 1983, Serpell went further than Beeching had ever dared to go.

One option contained in it was the reduction of the network's 10,370 route miles down to 'bare bones' of just 1630 profit-making miles.

It would have left London-Bristol/Cardiff, London-Birmingham-Liverpool/Manchester-Glasgow/Edinburgh, and London-Leeds/Newcastle as the only main lines left. Some London commuter lines would remain, but all others would close.

The popular British Rail chairman from 1976-83, Sir Peter Parker, said that he found Serpell "as cosy as a razor blade".

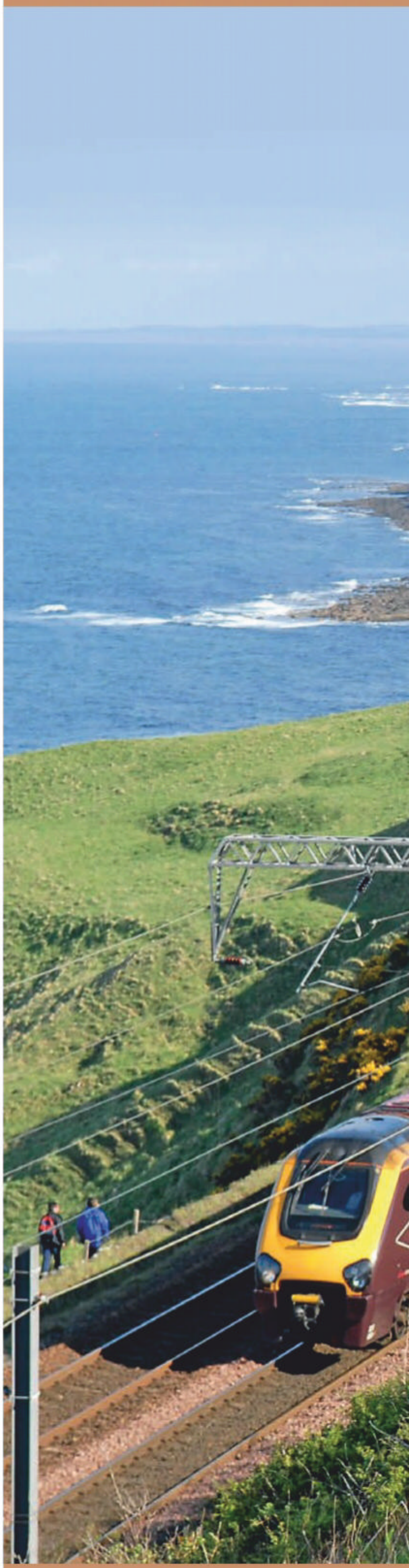
Mainly because of the report's extremely harsh first option, it provoked so much outrage that it was quickly shelved, and it led to no changes being made to the network.

However, it gave an insight into the way that some in the corridors of power were thinking.

As it was, passenger numbers improved from then on, reaching a 20-year high in 1988, and with privatisation looming in 1993, Serpell's report was forgotten.

Thankfully, the magnificent section of the ECML built by the North British Railway is still open and flourishing.

May it long stay that way! ■



Two Virgin Cross Country Voyager units head northwards past Burnmouth, the first village in Scotland on the A1, en route to Edinburgh, on July 7, 2006. The North British Railway main line from Edinburgh to Newcastle could have been closed under one option outlined in the Serpell Report in 1982. **BRIAN SHARPE**

The steam speed legends today

The greatest monument to the legacy of the East Coast Main Line stands alongside it. The National Railway Museum, which is housed in one of the former York North shed roundhouses, and offers a grandstand view of the main line from one of its viewing galleries, is home to three of the greatest steam legends of all time – *Mallard, City of Truro* and *Flying Scotsman.*

Having a collection of more than 100 locomotives and nearly 200 other items of rolling stock, it was opened on a 20 acre site in 1975, replacing the Clapham Transport Museum in London which had housed items from the National Collection, and the York Railway Museum which had been established by the LNER. The museum was opened by the Duke of Edinburgh as the 150th anniversary celebrations of the opening of the Stockton & Darlington Railway – a constituent of the North Eastern Railway – were taking place.

Among its many honours is the European Museum of the Year Award 2001, and it attracts more visitors than any other British museum outside London.

When you first walk into its Great Hall, it is easy to see why it's so popular. So many 'greats' from the days of steam and pioneer diesel and electrics are displayed in pristine condition, as if new out of the box, from a replica of Stephenson's *Rocket* to a Japanese Bullet Train. It is like a *Boys Own* book of trains literally coming alive, and there is more in Station Hall, the former depots' good shed. Since 2001, admission has been free, as is the case at the museum's outstation, Locomotion: The National Railway Museum at Shildon.

One of the first exhibits that greeted visitors for many years was none other than the world's fastest steam locomotive, *Mallard*. It is only fitting that the locomotive which marks the pinnacle of the entire steam age should have pride of place in what many critics have described as the best railway museum in the world.

MALLARD

Built at Doncaster in 1938, *Mallard* remained in service until April 25, 1963.

In 1948, the newly-nationalised British Railways tested the best locomotives from the 'Big Four' companies to find the best attributes of speed, power and efficiency with coal and water. One of the aims was to draw up new designs for the planned Standard series of locomotives, of which 999 were eventually built.

The express passenger locomotive designs which would be compared were the LMS Princess Coronation class, the A4s, the Southern Region Merchant Navy class and the Western Region's Kings.

The three A4s that took part were *Mallard,* given the number E22, No. 60033 *Seagull* and No. 60034 *Lord Faringdon*, all fitted with the Kylchap double blastpipe chimney arrangement and fresh out of Doncaster Works, *Mallard* having received its fourth boiler and third tender and a new livery, post-war garter blue, with stainless steel numbers.

On June 8, 1948, *Mallard* ran on the Waterloo-Exeter route. Despite being held back by a succession of red signals, its train was only 5½ minutes late, and at Axminster it had reached 82mph. Sadly, *Mallard* failed after the run and was replaced by *Seagull.*

Mallard returned to the Waterloo-Exeter line for a Locomotive Club of Great Britain railtour on February 24, 1963.

During its career, *Mallard* was allocated to three sheds: Doncaster as new, Grantham on October 21, 1943 and King's Cross on April 11, 1948.

The liveries carried by *Mallard* had included garter blue as No. 4468, changing to LNER wartime black from June 13, 1942, later wartime black with the tender marked as NE from October 21, 1943, as E22 with yellow small stencilled numbers, post-war garter blue with white and red lining from March 5, 1948 with stainless steel cabside number 22, British Railways dark blue as 60022 from September 16, 1949, Brunswick green from July 4, 1952 and repainted in its first livery after being preserved.

Like the other 34 A4s, *Mallard* was fitted with streamlined valances when built. This side skirting was removed to ease maintenance in wartime, but *Mallard* regained it when preserved.

In preservation, *Mallard* has only a fleeting main line career. Its last appearance was on August 27, 1988, running from Eaglescliffe to Newcastle, Carlisle and back to York. It is seen at Birkett Common on the Settle & Carlisle line, shortly before stalling due to a spark arrestor becoming clogged with ash. **BRIAN SHARPE**

Mallard back at Doncaster in 2003 for an open weekend at 'The Plant'. **ROBIN JONES**

During its 25 years in traffic, *Mallard* had 12 boilers and seven tenders, beginning with a non-corridor version and ending when recoupled to the same to recreate its 1938 appearance.

When finally withdrawn from King's Cross by British Railways, it had covered nearly 1.5 million miles. It became part of the National Collection because of its steam feat, commemorated by plaques fixed to each side of the locomotive, and immediately moved to its Doncaster Works birthplace for cosmetic restoration.

The engine entered Clapham Museum on February 29, 1964, and was towed to the NRM on April 12, 1975.

The NRM returned it to working order in the Eighties, and it ran its first heritage era main line railtour on July 9, 1986, when it ran from York to Scarborough and back via Hull and Goole.

On July 3, 1988, *Mallard* lined up at the NRM with two other preserved A4s, No. 4498 *Sir Nigel Gresley* and No. 60019 *Bittern*, which the year before had been cosmetically restored as No. 2509 *Silver Link*, which, thanks to intransigence at the Eastern Region at the time, astonishingly was not saved.

Mallard steamed for the last time on August 27, 1988, and has since then remained a static museum exhibit.

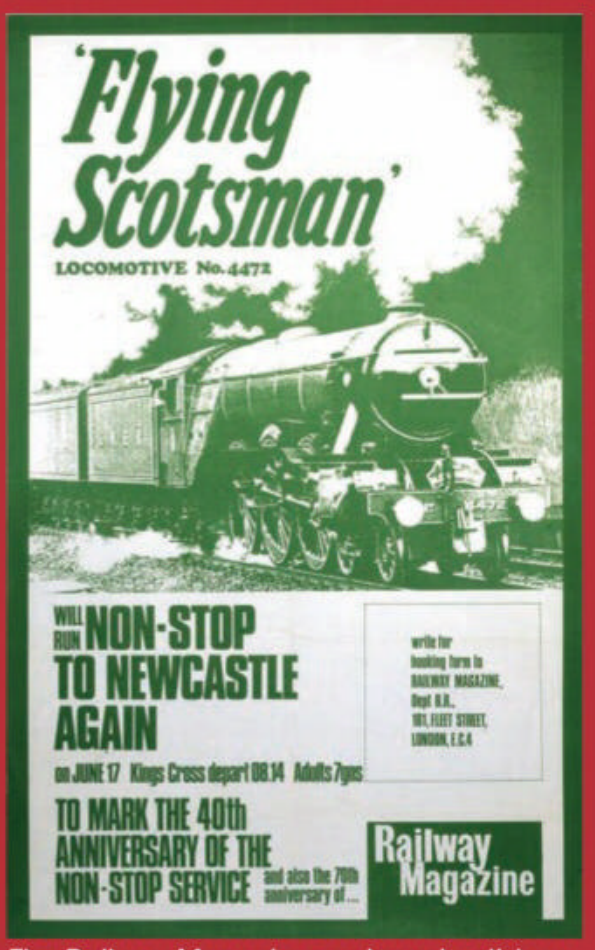
On the weekend of July 5, 2008, *Mallard* was taken outside for the first time in years and displayed alongside three fellow A4 sisters, the abovementioned two, with *Bittern* by now long back in its original identity, and No. 60009 *Union of South Africa*, which had been bought by enthusiast John Cameron in 1967.

On June 23, 2010, *Mallard* was towed to the Locomotion museum for static display, returning by rail on July 19, 2011. After a reshuffle of locomotives in the Great Hall, from October 12, 2011, it was positioned alongside LMS Princess Coronation Pacific No. 6233 *Duchess of Hamilton*, one of its streamlined rivals from what was arguably the greatest decade of steam.

SIR NIGEL GRESLEY

As with the other members of the 35-strong class, *Sir Nigel Gresley* wore many liveries throughout its career. It was released to traffic on October 30, 1937 in the standard LNER garter blue of the A4 Pacifics. New numbers and letters for the tender in stainless steel were added in a general overhaul January 16, 1939. *Sir Nigel Gresley* was repainted into wartime black with LNER markings on February 21, 1942. The next repaint was into black with NE markings on October 20, 1943, as a cutback. After the war, *Sir Nigel Gresley* regained LNER garter blue livery with red/white lining on March 6, 1947. With the formation of British Railways came new liveries and the engine was painted into British Railways dark blue with black and white lining on September 27, 1950. The final livery change was into British Railways Brunswick green livery on April 17, 1952. In preservation *Sir Nigel Gresley* wore garter blue (with stainless steel letters and numbers as 4498 added later) from 1966 until overhaul

A4 Pacifics No. 4498 *Sir Nigel Gresley*, No. 60019 *Bittern* as No. 2509 *Silver Link* and No. 4468 *Mallard* at the National Railway Museum in York on July 3, 1988, the 50th anniversary of *Mallard's* record run. **BRIAN SHARPE**



The Railway Magazine poster advertising Flying Scotsman's non-stop run from King's Cross to Edinburgh in 1968. **NRM**

in the late 1990s, when it gained its current British Railways blue livery as No. 60007. This livery was retained again after the 2006 overhaul.

THE A4 WITH 12 BOILERS

As with the earlier LNER A4 Pacifics, *Sir Nigel Gresley* was built with single chimney and side valances covering the wheels. The valances were removed to aid in maintenance on February 21, 1942. The engine gained its double chimney and Kylchap double blastpipe on December 13, 1957. 60007 also gained AWS (Automatic Warning System) equipment on September 27, 1950. A Smith-Stone type speed recorder was fitted on June 30, 1960.

Sir Nigel Gresley has had 12 boilers in its career: 8961 (from new); 8946 (from 4483 *Kingfisher*), February 21, 1942; 9489 (new boiler), March 6, 1947; 29271 (from 60024 *Kingfisher*), September 27, 1950; 29319 (new build), April 17, 1952; 29306 (spare), October 19, 1953; 29321 (from 60010 *Dominion of Canada*), March 12, 1955; 29314 (from 60026 *Miles Beevor*), April 13, 1957; 29324 (from 60015 *Quicksilver*), December 13, 1957; 29331 (new build), April 16, 1959; 27970 (new build), October 7, 1960 and finally 27966 (from 60016 *Silver King*), October 25, 1962.

Sir Nigel Gresley had two tenders in its career: 5329 from new build to August 8, 1943 and then 5324 from that time.

Fifty years to the day that A4 Pacific No. 60007 *Sir Nigel Gresley* set the post-war record for steam traction at 112mph, on May 23, 2009 it was back on the East Coast Main Line with the York to King's Cross 'Golden Jubilee' and is seen passing the famous flat crossing at Newark. **BRIAN SHARPE**

CAREER

Outshopped by the LNER in October 1937, and the 100th Gresley Pacific built, A4 No. 4498 had been due to receive the name *Bittern*, originally suggested for No. 4492 (later *Dominion of New Zealand*). It is said that a member of the Railway Correspondence &Travel Society who worked for the LNER realised in time that No. 4498 was the 100th Gresley Pacific and suggested that it be named after its designer. The name *Bittern* was later carried on No. 4464.

As new, No. 4468 *Sir Nigel Gresley* was allocated to King's Cross from new, moving to Grantham in April 1944 but returning to Top Shed in June 1950.

The locomotive also featured in the opening of British Railways' Rugby testing station from August 23 to October 8, 1948. Placed on a set of rollers minus its tender, it was run up to high speeds to monitor its coal and water consumption.

After the King's Cross shed closed, the locomotive, then No. 60007, moved to New England shed on June 16, 1963.

Another move to St Margarets shed, from which it hauled to Edinburgh-Aberdeen trains, was followed by its last shed allocation, to Aberdeen on July 20, 1964.

It was withdrawn by British Railways on February 1, 1966. A group of enthusiasts began efforts to save it under the banner of the A4 Preservation Society – quickly renamed the A4 Locomotive Society – to prevent it from being scrapped.

After the group bought the locomotive, it was moved to Crewe Works for overhaul, and while there it was given the six driving wheels from sister A4 No. 60026 *Miles Beevor* because they were in far better condition.

After the Carnforth steam shed closed, it became a heritage railway museum called Steamtown. From there, once British Rail had relaxed its 1968 steam ban, *Sir Nigel Gresley* ran main line railtours.

Now based at the North Yorkshire Moors Railway, Britain's most popular heritage line, it is in daily operation following a 10-year overhaul to working order. It is owned by the Sir Nigel Gresley Locomotive Preservation Trust Ltd and operated by the A4 Locomotive Society Ltd.

UNION OF SOUTH AFRICA

Outshopped from Doncaster in late June 1937 and originally named *Osprey*, No. 60009 *Union of South Africa* saw its first name was revived in the Eighties and early Nineties due to public disgust over the apartheid policies of the country whose name it carried.

The springbok plaque on the side of the locomotive was donated on April 12, 1954 by a Bloemfontein newspaper proprietor.

The locomotive had a double chimney fitted on November 18, 1958, a type first fitted to *Mallard* in 1938.

When built, 'No. 9' as the engine is popularly known, was allocated to Haymarket shed in Edinburgh. On May 20, 1962, it was switched to Aberdeen.

Union of South Africa made history by hauling the last booked steam-hauled train from King's Cross on October 24, 1964.

It was also the last steam locomotive overhauled at Doncaster Works while in service.

Withdrawal came on June 1, 1966, after which it was sold into preservation. New owner and Scottish farmer John Cameron for many years had his own line on which to run it, the Lochty Private Railway in Fife.

His Lochty Farm included the final three quarters of a mile of a 15 mile freight-only branch running from East Fife Central Junction between Leven and Cameron Bridge.

In 1967 he relaid the track on the formation through the farm and erected an engine shed to house *Union of South Africa* which, following preservation, had worked the last steam special in Scotland in 1967.

The A4 was steamed every Sunday afternoon, a member of the record-breaking class of Gresley streamlined East Coast Pacifics now carrying passengers at very slow speeds over a remote short private line.

Following the end of the British Rail steam ban, in January 1973 two routes were allocated in Scotland for the running of steam special trains. *Union of South Africa* carried the first such special, on May 5 that year, and hauled its nine-coach trains at speeds of up to 60mph over the Edinburgh to Dundee main line.

With The A4 back on the main line, alternative steam power was obtained for the Lochty Private Railway, but it closed in 1992. Support organisation the Fife Railway Preservation Group became the Kingdom of Fife Railway Preservation Society and moved its stock from Lochty to sites in nearby Methil, where it has bought a 20 acre site which it aims to open as a railway heritage centre.

On October 29, 1994, it appropriately hauled the first steam out of King's Cross for 30 years on a railtour to Peterborough, under the banner of the 'Elizabethan', making more ECML history, or rather carrying on from where it had left off in 1964.

LNER A4 4-6-2 No. 60009 *Union of South Africa* heads north past Eggborough power station towards Temple Hirst Junction near Selby with a tour from King's Cross to York on December 2, 2006. **BRIAN SHARPE**

No. 60009 is now a regular main line tour performer and has now accumulated the highest mileage of any A4.

BITTERN

Built at Doncaster and outshopped on December 18, 1937, from new *Bittern* was based at Heaton in Newcastle. It hauled the 'Flying Scotsman' between King's Cross and Newcastle, and after the Second World War, the 'Talisman' from London to Edinburgh.

Originally numbered 4464, *Bittern* became No. 60019 under British Railways.

Its last sheds were St Margarets, to which it was transferred on October 28, 1963, and Ferryhill at Aberdeen from November 10, 1963, from where it ran to Edinburgh and Glasgow. Indeed, it was the last A4 to haul the Glasgow to Aberdeen service.

It was withdrawn on September 3, 1966, and bought by Geoff Drury on September 12 that year. It was then moved to York North and from there ran railtours in the final days of British Rail steam.

However, when bought it had badly-cracked frames and its Indian summer back on the main line soon came to an end. Geoff Drury then switched his attention to Peppercorn A2 No. 60532 *Blue Peter* and bought it from British Rail in 1968.

Both found a new home at the now-closed Dinting Railway Centre near Glossop in Derbyshire and were looked after by the North Eastern Locomotive Preservation Group.

While *Blue Peter* found its way back on to the national network, *Bittern* was cosmetically restored as the far more famous No. 2509 *Silver Link*, as mentioned above.

Eventually, *Bittern* was bought by pharmaceuticals entrepreneur Dr Tony Marchington, who sold it on to multi-millionaire enthusiast Jeremy Hosking in January 2001. He moved it to Ropley Works on the Mid-Hants Railway where serious restoration work began.

LNER A4 Pacific No. 60019 *Bittern* in its new guise as No. 4498 *Dominion of New Zealand* passes Aycliffe in County Durham with the Railway Touring Company's 'Great Britain IV' on April 16, 2011. **DEE DAVISON**

Bittern steamed for the first time since the Seventies on May 19, 2007, outshopped in British Railways Brunswick green and hauling services on the heritage line. Following test runs, *Bittern* made its revenue-earning comeback on the national network on December 1, 2007 on a charter from King's Cross to York.

Unlike the other surviving A4s, *Bittern* has had only one tender throughout its career. Starting out as a non-corridor type, it was rebuilt as a corridor type during the engine's last major overhaul in 2007, to boost flexibility of operation of railtours.

A second tender was coupled to *Bittern* on July 25, 2009, allowing it to run all 188 miles from London to York non-stop. It carried a 'Brighton Belle' headboard to draw attention to the 5BEL Trust's groundbreaking restoration of a five-car 'Brighton Belle' EMU set, Britain's only electric Pullman train, and which has been supported by Jeremy Hosking.

In 2011, *Heritage Railway* magazine exclusively revealed that Jeremy Hosking had ordered *Bittern* to receive another identity exchange, becoming No. 4492 *Dominion of New Zealand*, with valances refitted and the repainting of the locomotive into LNER garter blue with the wheels in their original red colouring, and steel lettering and numbers on the sides. *Dominion of New Zealand* had, like *Union of South Africa*, been one of five A4s named after Commonwealth countries to pull the Coronation, which marked the accession of George VI in 1937. It is due to remain as No. 4492 for three years.

LNER A4 Pacific No. 60019 *Bittern* storms through Stukeley north of Huntingdon on the ECML. **BRIAN SHARPE**

FLYING SCOTSMAN

As we have seen, Gresley A3 Pacific No. 4472 acquired fame not only for hauling its namesake train in eight hours non-stop from King's Cross to Edinburgh from 1928, but also for its official 100mph record six years later.

However, its many adventures during the preservation era have enhanced its standing as the world's most famous steam locomotive.

On January 4, 1947, its conversion from an original A1 into an A3 was completed, receiving a boiler with the long banjo dome of the type it carries today.

It spent two periods in the Fifties not on the ECML but working the one-time rival Great Central route. Based at Leicester Central shed, it hauled Nottingham Victoria to Marylebone services in the era when the route was being run down and eventually closed. It was eventually transferred back to King's Cross.

British Railways had the A3 Pacifics fitted with double Kylchap chimneys to improve both performance and economy. The result was that soft exhaust and smoke drift obscured the driver's forward vision, so from 1960, German-style smoke deflectors were fitted, solving the problem.

East Coast meets West Coast: on October 12 2011, *Mallard* was positioned alongside the turntable in the Great Hall at the National Railway Museum, next to LMS Stanier streamlined Princess Coronation Pacific No. 6229 *Duchess of Hamilton*, representative of the type which rivalled the A4s on the alternative route from London to Scotland in the golden age of steam of the 1930s. **BRIAN SHARPE**

Flying Scotsman at the US National Railroad Museum at Green Bay, Wisconsin, in 1969, before the North American tour went bust. **A WAPPAT/NRM**

Former *Flying Scotsman* owners Alan Pegler (seated) and Sir William McAlpine (far right) at the unveiling of *Flying Scotsman* at York on May 27, 2011. **KIPPA MATTHEWS/NRM**

The world's first railway to be taken over by volunteers was the Talyllyn Railway, where preservation era services began in 1951. Shortly afterwards, businessman and former dive-bomber pilot Alan Pegler spearheaded the rebirth of the Festiniog Railway as a heritage line, with a volunteer-led group taking it over and beginning restoration in 1954.

Alan Pegler then moved up from narrow gauge locomotives to full-size Pacifics, when he bought *Flying Scotsman*, then carrying its British Railways number 60103, following its withdrawal in January 1963. He had always held affection for *Flying Scotsman* after seeing it at the British Empire Exhibition all those years before.

It remains today a matter for great astonishment that it was not earmarked for public preservation as part of the National Collection, and could so easily have ended up in a scrapyard. A fund had been launched under the banner of Save our Scotsman but when it failed to reach the £3000 asking price, Alan Pegler stepped in and bought it himself.

In 1964, sister locomotive No. 60106 headed the 'Flying Scotsman' train at King's Cross after a Deltic had broken down: it would be the last time that a steam locomotive would haul the famous named train.

Alan Pegler had *Flying Scotsman* restored at Doncaster Works as closely as possible to its LNER condition. The 'modern' smoke deflectors were removed, the double chimney was replaced by a single chimney, and the tender was exchanged for a corridor version of the type coupled to the locomotive from 1928-36. It was also repainted into LNER apple green, which has become its trademark livery.

Flying Scotsman's first outing in private ownership was laid on for Ffesiniog Railway Society members in April 1963, taking them to their annual general meeting.

The locomotive was provided with a second tender in 1966, to allow it to carry extra water at a time of great change when steam facilities such as water columns were being ripped out in the cause of modernisation.

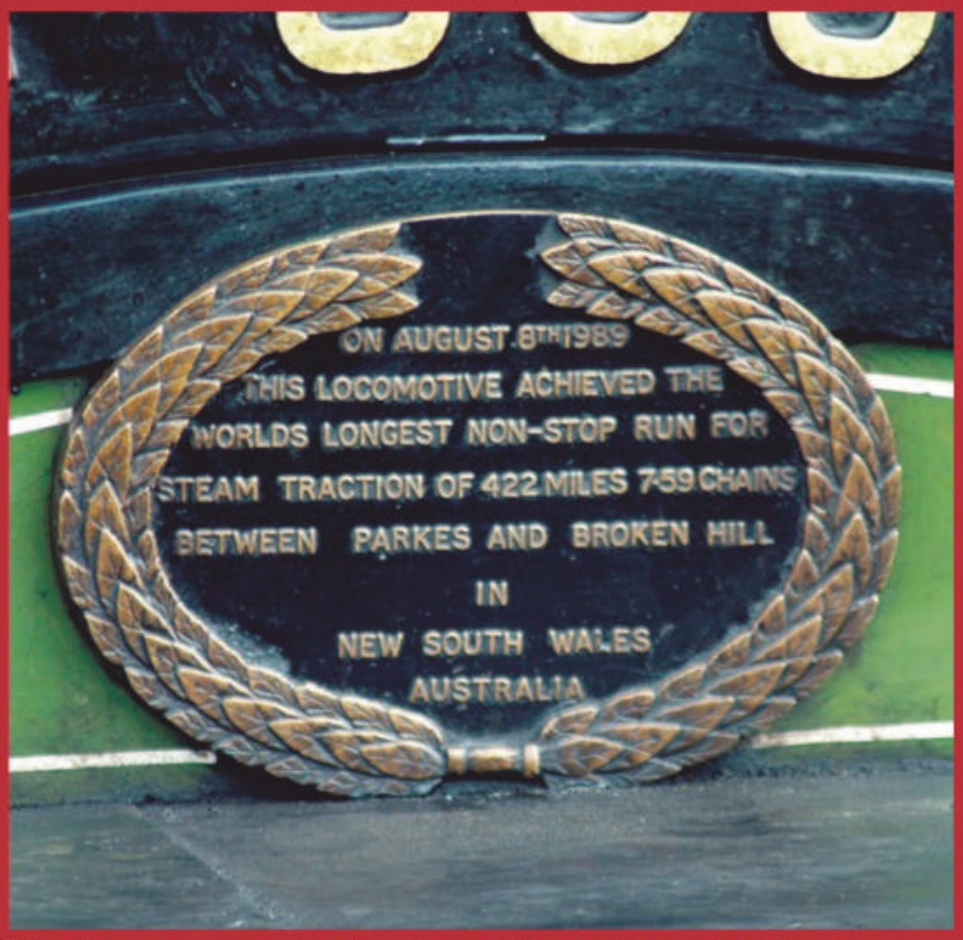
On May 1, 1968, *Flying Scotsman* recreated the steam-hauled non-stop run from King's Cross to Edinburgh, as tens of thousands of people watched from the lineside. The feat would never be repeated.

When British Rail banned steam haulage after August 11, 1968, when the last steam railtour, the '15 Guinea Special' ran, one exception was made – *Flying Scotsman*, which was permitted to run on the main line until 1972.

Pegler saw that the powers that be on the main line did not want steam, and so looked further afield for a new stomping ground for *Flying Scotsman*, and came up with the idea of a tour of North America to promote British businesses.

Following overhaul in the winter of 1968/69, the A3 was fitted with a US-style cowcatcher, bell, buckeye couplings, American-style whistle, air brakes and high-intensity headlamp. Comprising a train of Pullman cars and steam era coaches, the train carried trade stands for 21 of the UK's largest exporting firms. Alan Pegler paid for a British Rail locomotive crew to drive *Flying Scotsman* and the trip received the backing of Labour Prime Minister Harold Wilson.

Flying Scotsman's 60th birthday outings saw steam return to the ECML for the first time since 1969, and comprised three Sunday trips from Peterborough, beginning on February 27, 1983, two of them to York and the third to Carnforth. No. 4472 became reacquainted with Stoke Bank and is seen bursting forth from the north portal of Stoke Tunnel. At the time there was hardly a blade of grass around the tunnel mouth: today, this scene is totally inaccessible as it is heavily wooded and overgrown. **BRIAN SHARPE**



The plaque commemorating the world record non-stop steam run in Australia remains on No. 4472's middle driving wheel splasher.

Taking the ECML down under: *Flying Scotsman* on its first Australian railtour, from Melbourne to Albury. **BRIAN SHARPE**

At first, the trip was a success, although the train was fired at by IRA sympathisers when approaching New York. The tour covered more than 2200 miles and visited 17 US states in 1969.

The following year, another tour was planned, and proud Pegler had been given dispensation by the US authorities to drive the locomotive himself. However, the financial backers pulled out. Nonetheless, the train ran from Texas to Toronto.

Money by now had run out, and with the accounts very much in the red, Alan Pegler took the train 3000 miles to 'British Week' in San Francisco in a bid to clear his debts. It did no such thing: the train was marooned in California, No. 4472 moved to an army base for safekeeping, and Pegler, by then bankrupt, was forced to work his passage back to Britain as a ship's entertainer.

Concern was expressed that No. 4472 could be left permanently in the US, or even be cut up. Alan Bloom, founder of Bressingham Steam Museum in Norfolk, telephoned multi-millionaire enthusiast Sir William McAlpine and informed him of the A3's plight.

Sir William McAlpine sent George Hinchcliffe, the ill-fated tour manager, to the US to arrange a rescue package, and then bought the locomotive for £25,000 direct from the finance company in San Francisco docks.

It returned to the UK via the Panama Canal in February 1973, and was repaired at Derby Works. When it ran under its own steam from Liverpool to Derby, around 100,000 people turned out to welcome it home. Trial runs took place on the Paignton & Dartmouth Steam Railway that summer, after which it was transferred to Steamtown at Carnforth, from where it hauled several railtours, including one in 1984 along the North Woolwich branch in East London, with the Queen Mother on board.

In 1988, Sir William McAlpine accepted an invitation to send No. 4472 to take part in the Australian bicentennial celebrations, and it arrived in Sydney that October.

During 1989, it entertained huge crowds as it travelled across the country, making a transcontinental run from Sydney to Perth, and also became the first standard gauge steam locomotive to run to Alice Springs.

On August 8 that year, it travelled 442 miles from Parkes to Broken Hill non-stop, the longest run of its type ever recorded by a steam locomotive. A plaque on the engine commemorates the event.

While in Australia, No. 4472 met up with GWR 4-6-0 No. 4079 *Pendennis Castle*, which had beaten *Flying Scotsman* in the 1925 Locomotive Exchanges, and which McAlpine had sold to an Australian mining company. *Pendennis Castle* was repatriated in 1999 and is being restored to main line running order by the Great Western Society at Didcot Railway Centre.

Flying Scotsman returned to Britain in early 1990, after 15 months away. Its journey around Cape Horn meant that it had sailed around the globe.

MacAlpine then joined forces with former BR worker Pete Waterman, who had made his fortune as a pop producer. Together they formed Flying Scotsman Railways, to take advantage of the open access policy offered by rail privatisation under the Margaret Thatcher Tory government. It did not work out, and the locomotive was sold in 1996 to the abovementioned Dr Tony Marchington in a bid to clear its debts.

There followed a three-year restoration under the auspices of engineer Roland Kennington at Southall Railway Centre in West London. After a few late-night test runs in grey primer, No. 4472 made a triumphant return to the East Coast Main Line on July 4, 1999. An estimated one million people turned out to watch it run from King's Cross to York.

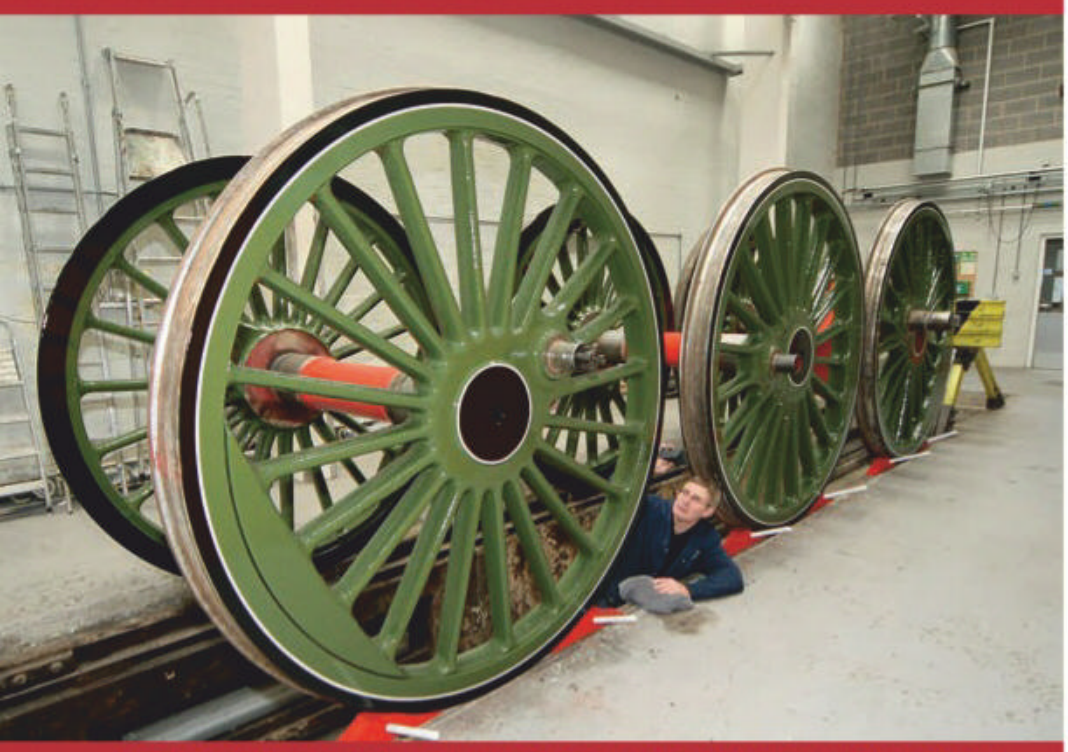
Former owner Dr Tony Marchington with the locomotive that he restored to the main line in 1999. **ROBIN JONES**

Again, No. 4472 was to prove a financial millstone. Dr Marchington set up an operating company and in 2001 sold shares in it, allowing the public to buy their own stake in No. 4472 for the first time, and then made plans for a 'Flying Scotsman Village' theme park, first at Ambergate in Derbyshire and then at Edinburgh, but they came to nothing. The company was failing to cover its costs.

The company's annual accounts for the year ending December 31, 2002 showed a loss of £474,619 for the year: for every pound the locomotive earned, the cost of just running its owning company, excluding the repairs and maintenance, was £1.87.

In February 2004, *Heritage Railway* magazine revealed the A3 was being offered for sale… by a car dealer.

Vintage, veteran and classic car specialist Malcolm C Elder & Son had been inviting bids for No. 4472 after claiming that it had "been asked to discreetly market the world's most famous steam locomotive."



Flying Scotsman's driving wheels in the paintshop at the National Railway Museum. **NRM**

Flying Scotsman arrives at York station following its £2.31 million purchase for the nation. **NRM**

Shortly afterwards, Flying Scotsman plc offered the locomotive for sale.

The National Railway Museum led the race to buy it. An appeal was launched, with Sir Richard Branson offering to match money raised by the public. The National Heritage Memorial Fund also provided financial support, and amid fears that the A3 could be sold abroad, the purchase price of £2.31 million was raised. The sale was announced on April 5 that year, and shortly afterwards, *Flying Scotsman*, serenaded by bagpipes, arrived at the NRM at the start of Railfest 2004, an event which marked the 200th anniversary of the first public demonstration of a steam locomotive, by Richard Trevithick.

Finally, 41 years after being sold to a private individual, *Flying Scotsman* was owned by the nation again. Alan Pegler was among those who witnessed the public handover ceremony.

In late 2005, *Flying Scotsman* entered the museum's workshops for a major overhaul to main line running standard, and an appeal was launched for funds. The public responded again and contributed around £250,000.

A decision was taken to repair the worn A3 boiler acquired with the locomotive as a spare, and sell the A4 boiler it had used since the early 1980s to Jeremy Hosking for use on *Bittern*. The boiler was subsequently repaired at Ian Riley's engineering works at Bury.

The overhaul, however, was beset by delays and *Flying Scotsman,* the world's most famous locomotive, became the most expensive one too.

On May 27, 2011, the world's press joined VIPs at a high-profile relaunch of *Flying Scotsman*, which had been painted into wartime austerity black livery as No. 502. former owners Sir William McAlpine and Alan Pegler were among the crowd.

The plan afterwards was to take the locomotive back to Ian Riley's workshop for fettling prior to test runs on the East Lancashire Railway, main line tests and then a public repainting into LNER apple green at the museum that August.

Flying Scotsman unveiled to the public in the Great Hall of the National Railway Museum on May 27, 2011. However, it later transpired that all was still not well with the A3, and its target for a return to the main line was delayed until late spring 2012. **ROBIN JONES**

GWR unofficial record breaker 4-4-0 No. 3717 *City of Truro* was donated to the LNER museum at York in 1931. It is seen in action on the Bodmin & Wenford Railway on September 2, 2011. **BERNARD MILLS/BWR**

It did not happen. Back at the workshops, what looked like a harmless hair from a paintbrush on one of the hornguides was noticed. An attempt was made to scrape it off, but then it was discovered that it was not a brush hair, but a crack. A subsequent examination found cracks in other hornguides. Furthermore, problems with other components came to light, including rectification work needed on the six driving wheels. Also, a new mid-stretcher, axle box machinations and a new middle motion bracket were needed.

On September 30, 2011, museum director Steve Davies held a press briefing at Bury. He revealed that the cost of the overhaul had topped £2 million and would rise further. Parent body the National Museum of Science and Industry had agreed to divert resources from other projects to finance the extra work, he said.

He also said that a formal internal investigation into why the overhaul had cost so much money, both from public funds and private donations, and why it had taken so long, was underway. The investigation would examine the project management since the overhaul began in 2005, he said.

Nonetheless, he said the aim was to have No. 4472 present at a landmark line-up of East Coast motive power. In May 2012, there is scheduled to be an A1, A2, A3 and A4 stand shoulder-to-shoulder at Barrow Hill roundhouse near Chesterfield.

Steve Davies added that the locomotive would probably steam again in late spring 2012, running at first in wartime black, before being taken into the Great Hall at the museum and repainted into LNER apple green.

Finally, he revealed that the A3 had been booked to carry the Olympic flame for the London 2012 games over part of its route. And so the legend lives on.

National Railway Museum director Steve Davies with the frames of *Flying Scotsman* at Bury on September 30, 2011. The boiler had been lifted while further rectification work took place. **ROBIN JONES**

CITY OF TRURO

GWR 4-4-0 No. 3440 (later 3717) *City of Truro* is not a locomotive that was associated with the ECML in its working life.

However, the LNER led the way in recognising railway heritage when, in 1927, it opened a public railway museum in York.

In March 1931, *City of Truro*, which had run in daily service since its alleged 102.3mph feat in 1904, was withdrawn. Great Western Railway chief mechanical engineer Charles Collett asked for it to go the York museum after his company's directors refused to fund the cost of preserving it.

Donated to the LNER, it was despatched to York from Swindon on March 20, 1931, and it became a popular exhibit a stone's throw from the ECML.

During the Second World War it was moved to the small locomotive shed at Sprouston station near Kelso to protect it from bomb damage.

Surprisingly, British Railways returned it to service in 1957, as No. 3440: it was used not only for special railtours, but in everyday service on the Southampton to Newbury line.

Withdrawn again in 1961, it was preserved in Swindon's GWR Museum the following year.

Part of the National Collection, it was restored to running order in time for the GWR 150 celebrations in 1985, and was afterwards based at the National Railway Museum from where it ran occasional tours. It was subsequently restored in 2004 so that it could again run over Wellington Bank where it was said to have broken the 100mph barrier in 1904. It has been based at the Gloucestershire Warwickshire Railway and also visited other heritage lines.

In 2010, to mark the 17th anniversary of the GWR, it was repainted into its correct livery as No. 3717. At the time of writing, it is on static display in The Locomotion museum following the discovery of serious boiler tube leaks. ■

East Coast steam: the legend storms on!

The record-breaking days of steam on the East Coast Main Line are all but certainly over. At the time of writing it is inconceivable that any steam locomotive will ever be given the chance to better *Mallard's* world record set on Stoke Bank.

Since British Rail relaxed its 1968 ban on further main line steam hauled trains three years later, several classic locomotives have again graced the route of the 'Flying Scotsman'.

However, modern speed restrictions on steam locomotives mean that they can travel at no more than 75mph. And with an absence of steam infrastructure such as water columns, or better still water troughs, for express trains on the move, long journeys on the ECML necessitate periodic stops rather than nonstop running.

The preservation era saw *Flying Scotsman* enhance its reputation as the world's most famous steam locomotive.

Yet while it was away undergoing a long-running overhaul at the National Railway Museum, it faced a serious challenge to its crown, from a brand new locomotive that, as far as the general public at large was concerned, appeared from nowhere as if to steal its thunder.

It was new Peppercorn A1 Pacific No. 60163 *Tornado*, built from scratch by a group formed by a handful of enthusiasts in 1991 at a cost of £3-million.

In April 1990, enthusiast Mike Wilson of Stockton-on-Tees, lamenting the failure to save the last A1, No. 60145 *Saint Mungo*, for preservation in 1966, proposed in the now-defunct fortnightly newspaper *Steam Railway News* that a group should be set up to build a new Peppercorn Pacific.

Recreating an ECML scenario on the North Yorkshire Moors Railway, Britain's most popular heritage line, is *Tornado* in British Railways apple green livery carrying a 'Flying Scotsman' headboard and departing from Goathland with a set of LNER teak coaches. **DON BRUNDELL/A1SLT**

Reading his words were the Champion brothers David and Phil. David had been looking at the idea of new-built since the Sixties.

He had seen engineer Mike Satow's Locomotion Enterprises outfit's building of a working replica of Stephenson's *Rocket* in 1979 and the Ffestiniog Railway's new double Fairlie *Earl of Merioneth* appear the same year.

These may be considered small alongside a main line Pacific. However, enthusiasts who bought part-sectioned Unique British Railways Class 8P Pacific No. 71000 *Duke of Gloucester* from Woodham Brothers' scrapyard at Barry – and had not only restored it but implemented modifications which improved its steaming – it was possible to make many new components. Logically, therefore, it would be possible to build a new standard gauge locomotive, even though no production line or erecting shop survived from the steam era.

Needless to say, there were many who said that it could not be achieved. However, there is no stopping the enthusiast sector once it believes something can be done.

From the outset, there were many who said it couldn't be done. However, initial pure enthusiasm for the recreation of a much-

Tornado crosses the famous flat crossing at Newark-on-Trent with a southbound railtour. **BRIAN SHARPE**

In Brunswick green livery, *Tornado* approaches Newark with the King's Cross to York 'Cathedrals Express' on August 13, 2011. **GEOFF GRIFFITHS/A1SLT**

loved postwar express passenger locomotive type won the day.

The Champion brothers wrote to Mike offering to join the project, and David recruited heritage steam locomotive engineer Ian Storey and Newcastle-upon-Tyne lawyer Stuart Palmer. The five launched the project in York at the end of 1990, after the National Railway Museum confirmed that all the A1 drawings still existed.

David saw that it was insufficient to build a replica A1 Pacific. Their locomotive had to be the next A1 Pacific, the 50th member of the class. That would legitimately allow minor changes to be made to Arthur Peppercorn's original design to meet modern standards. It would take the next number after No. 60162 *Saint Johnstoun*, the last in sequence of the original class.

One of the big reasons why the project was successful was the fact that the founders realised that enthusiasm would not be enough. Money was the answer, and finding ways of raising large amounts of funds was equally as important as carrying out exhaustive research or making the first components.

David produced a scheme whereby supporters would sign up to donate the price of a pint of beer a week.

Tornado at Gamston Bank with 'The Talisman' on February 7, 2009. It was the day when No. 60163 ran into King's Cross for the first time, with a charter from Darlington. **ALAN WEAVER/A1SLT**

No. 60163 hauling the BBC Top Gear special 'Cathedrals Express' charter northbound through Doncaster. **DAVID COOPER/A1SLT**

Six days after the four launched The A1 Steam Locomotive Trust, 120 people attended the inaugural meeting at the Railway Institute in York on November 17, 1990. So great was the attendance that people were standing on the stairs outside. David himself signed the first covenant to donate money regularly, and within 30 minutes, 100 people had also signed up, while several top quality professional people came on board – Barry Wilson, then vice-president of Bank of America in Jersey, Wreford Voge, an accountant and expert on charities from Edinburgh, aero industry engineer David Elliott and marketing man Mike Fanning from Doncaster.

Two years later, marketing expert and future A1 Trust chairman Mark Allatt was recruited, to be joined by experienced project planner Rob Morland and then Andrew Dow, the previous head of the National Railway Museum.

Four years later, the first and last components, a bogie swivel pin and a regulator nut, were unveiled. On April 22,

A1 Pacific No 60163 *Tornado* heads the 25 April 2009 King's Cross-Edinburgh 'The Cathedrals Express' through Peterborough on the centre road. **BRIAN SHARPE**

1994, building began with the rolling of the frame plates at Scunthorpe.

It was decided to call the new locomotive *Tornado*, after the RAF fighter bomber which featured in the First Gulf War. The following January, the nameplates were presented by officers of the Royal Air Force at the frame laying ceremony at Tyseley, and also that year, the first wheel was cast.

The project was initially based at Tyseley Locomotive Works in Birmingham under the auspices of chief engineer Bob Meanley. It was there that three cylinder castings were unveiled in May 1997.

In March 1997, the frame was displayed at the Great Hall at the National Railway Museum, while that year the project moved to the former Hopetown Carriage Works next to Darlington North Road station. The building accordingly became a new Darlington Locomotive Works.

By 2000, half of the building was complete, and in 2004, it had become a rolling chassis. The biggest job of all was the boiler, and after failing to find a British manufacturer, and more finance became available through commercial loans, a contract was placed with Dampflokomotiv Meiningen, workshops which had been part of the former East German railway system which had continued with steam engineering.

In June 2007, the boiler and firebox assembly were fitted to the frames, and on January 9, 2008, *Tornado* was pushed by locomotive out of the works into the sunshine after a fire had been lit in its boiler.

Tornado was publicly unveiled to the media outside the Darlington works on August 1, moving up and down on its short length of track, and wearing grey primer as its livery.

A few days later, *Tornado* as taken by road to the Great Central Railway at Loughborough, Britain's only double track heritage trunk railway, which in BR days was a rival to the ECML, for running in. It was there, on September 21 that it hauled its first passenger train, and afterwards, moved to The National Railway Museum at York from where main line test runs began on November 4, No. 60163 still carrying the grey undercoat. The third and final main line test run was completed on November 19.

It was on December 13 that *Tornado* appeared in its first livery, British Railways apple green, the LNER corporate colours with 'British Railways' in large lettering on the tender. Prior to *Tornado*, Thompson B1 No. 1306 *Mayflower* and LNER D49 No. 246 *Morayshire* were the only two operational steam locomotives painted in apple green. LNER V2 No. 4771 *Green Arrow* was withdrawn from main line operations on April 26, 2008 by owner the National Railway Museum. Apple green was also the last livery carried by *Flying Scotsman* before it was withdrawn in December 2005.

Tornado's ECML pedigree was reinforced by the fact that its smokebox door also carries the identification plate 51 A, the code for Darlington shed. The cab side carries the builder's plate No. 2195 Darlington 2008.

The new A1 exiting Hadley Wood Tunnel with 'The Talisman' on February 7, 2009. **GEOFF GRIFFITHS/A1SLT**

On January 31, 2009, spectators filled every viewpoint alongside the ECML from York to Newcastle-upon-Tyne to watch *Tornado* pull its first passenger train, 'The Peppercorn Pioneer.' A week later, on February 7, *Tornado* ran into King's Cross for the first time, hauling 'The Talisman' from Darlington.

On February 19 that year, at York station on the ECML, *Tornado* received its highest accolade of all. It was officially named by Prince Charles and the Duchess of Cornwall before hauling the Royal Train to Leeds. The prince donned a boiler suit and rode on the footplate.

Among the proudest people on the York platform that day was Mrs Dorothy Mather, the trust's president and the widow of designer Arthur H. Peppercorn who died 56 years before. On February 28, No. 60163 made it first journey up the ECML into Scotland with 'The Auld Reekie Express' from York to Edinburgh, and on March 7, it became the first A1 out of Edinburgh for 40 years, hauling the 'North Briton' back to York.

On April 18, it became the first A1 to run out of King's Cross for 40 years.

The locomotive recalled the days of the Great North Road, latterly the A1, in a unique stunt for BBC's Top Gear motoring show amid tight secrecy on Saturday, April 25.

The 10-coach private charter from King's Cross to Edinburgh might, *Tornado* apart, have seemed little out of the ordinary, but Top Gear presenter Jeremy Clarkson was on the footplate acting as fireman.

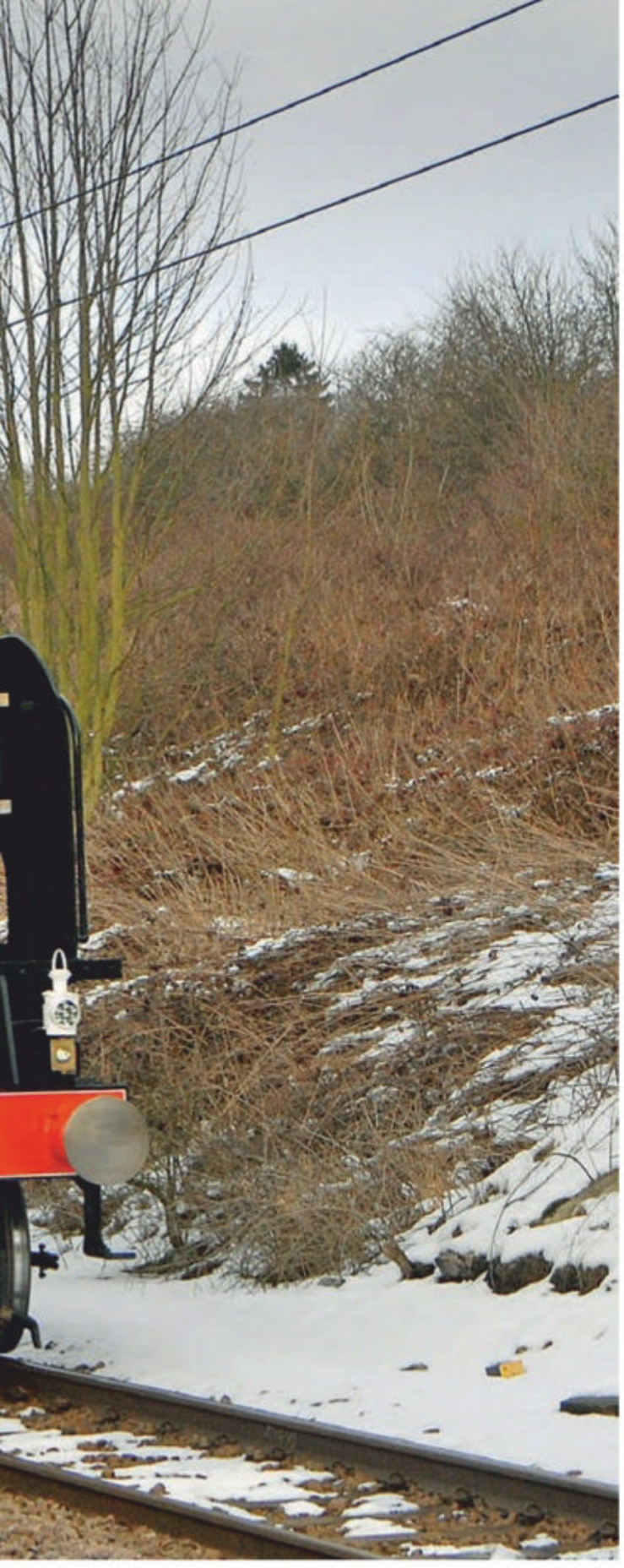
The locomotive, representing a design from the late Forties, was racing two vehicles from the same period, from London to Edinburgh. Top Gear colleagues James May was driving a Jaguar XK120 and Richard Hammond a Vincent Black Shadow motorbike, both on the old A1. They were not allowed to use motorways as they had not been built back in the Forties. A helicopter was booked to fly overhead the train to capture all the action.

Tornado should have won. However, due to delays entering Waverley station, the steam train came second and the motorbike third. Nonetheless, *Tornado* kept to its booked time of eight hours, which included water stops at Grantham, York, Newcastle and Berwick – effectively 6½ hours by steam age standards – the whole affair was screened on June 21, 2009.

By then, the whole nation had woken up to the fact that Britain could build main line express locomotives again: *Tornado* was the first new steam locomotive to appear on the national network since British Railways outshopped Standard 9F 2-10-0 No. 92220 *Evening Star* at Swindon in 1960. It seemed that everyone, captivated by a flurry of newspaper headlines, wanted to see the shiny new beast for themselves, whether or not they had previously shown any interest in railway heritage. Everywhere *Tornado* went, the crowds followed, packing out station platforms.

Its first venture over the spectacular Settle and Carlisle route came on October 3-4, 2009 and its first run over Shap summit on the West Coast Main Line followed a week later.

On December 21, *Tornado* hauled a Steam Dreams Christmas special from Waterloo around Kent to Dover and back. Again, nothing special in that – but the weather was atrocious – so bad in fact that the wrong type of snow meant that the modern-day diesel multiple units used to provide commuter



Tornado prepares to depart from Newcastle with the return leg of its first-ever main line passenger-carrying trip, 'The Peppercorn Pioneer' on January 31, 2009. **ROBIN JONES**

Still in grey primer, *Tornado* hauls its first passenger train, on the Great Central Railway on September 21, 2008. **ROBIN JONES**

services could not run.

However, the wintry weather presented no problem for a veteran ECML steam design. Thanks to *Tornado*, marooned Kent commuters hopped on board the steam special to get home.

Tornado again hauled the Royal Train with Prince Charles and the Duchess of Cornwall on board on February 4, 2010, to the Museum of Science & Industry in Manchester.

Two days later at York, the Heritage Railway Association presented The A1 Steam Locomotive Trust with its highest accolade, the Peter Manisty Award, in recognition of its unique accomplishment in raising the profile of the British railway heritage movement to the general public and throughout the world. Still more was to come. *Tornado* beat the previous record for the fastest steam-hauled railtour over Shap summit by 19 seconds, on June 24, 2010.

The A1 Trust had always intended to paint No. 60163 in all the liveries that the first 49 A1s carried during British Railways days. Brunswick green, the livery remembered by most, was the top choice for enthusiasts. Accordingly, *Tornado* appeared in pre-1957 Brunswick green with the initial BR lion and wheel symbol for the first time at the NRM on February 9, 2011. The liveries yet to come are post-1957 Brunswick green and the short-lived BR express passenger blue.

On September 21, 2010, *Tornado* hauled the longest public steam day excursion since 1968, all 505 miles from Crewe via Manchester, Shap and Beattock to Glasgow, over the 'rival' West Coast Main Line, and back via Wigan.

In theory, *Tornado* is capable of reaching 100mph, but that would not be allowed under current Network Rail restrictions. However, at some stage, it may be given permission to do 90mph, making it the fastest steam locomotive on the British national network. If that happened, any such run would more likely than not take place on the greatest steam race track of all, the East Coast Main Line, and there surely would be standing room only along the whole of its length, as another proud chapter in its history was written. The races to the north will never be forgotten.

The A1 Steam Locomotive Trust is now planning to follow up its achievement by building a Gresley P2 Mikado. ■

Prince Charles officially names *Tornado* at York station on February 4, 2009, watched by proud A1 Trust chairman Mark Allatt. **ROBIN JONES**

Wizard times at King's Cross

Flying Scotsman has often been described as the world's most famous steam locomotive. Yet its international fame, particularly on the East Coast Main Line, was eclipsed in the 21st century by a far more humble Great Western Railway Hall class 4-6-0 that otherwise had no historical connection with the route.

It may have travelled far and wide, but its fame has been eclipsed on a global scale by a GWR Hall – one that no longer appears in Brunswick green. Also an ex-Barry wreck, it was restored to main line condition by owner David Smith, who runs Carnforth-based train operating company West Coast Railways, and in 1997 made a trial run over Shap at the beginning of its comeback.

No. 5972 *Olton Hall* was outshopped from Swindon in April 1937 and was first allocated to Neath shed in South Wales, being transferred to Carmarthen 13 years later. After that came a move to Plymouth Laira.

Named after a mansion in Solihull, *Olton Hall* was withdrawn from Cardiff East Dock shed in December 1963 and sent to Woodham Brothers' famous scrapyard at Barry, the 'steam Valhalla'.

In May 1981, it became the 125th out of 213 steam engines sold by Dai Woodham for preservation when it was acquired for restoration by Procor (UK) Ltd in Wakefield. It was subsequently acquired by David Smith, owner of Train Operating Company West Coast Railways, which restored it to main line condition at its Cardiff base.

Throughout its working life, *Olton Hall* carried GWR Brunswick green livery and was just one of 259 members of the class of honest reliable mixed traffic locomotives.

However, everything changed when in 2001 West Coast painted it a decidedly non-authentic bright red, and suddenly it became the engine that everyone wanted to see.

West Coast signed a deal with Warner Brothers to produce a locomotive that would star in the big-screen movie version of J K Rowling's Harry Potter books.

Olton Hall fitted the part. It was renamed *Hogwarts Castle*, after the fictional train in the books, and a rake of West Coast British Railways Mk1 maroon coaches was provided to make up the 'Hogwarts Express'.

In its film role, the locomotive carries a 'Hogwarts Express' headboard on the smokebox, featuring the Hogwarts School crest. The same emblem is featured as part of the Hogwarts Railways' emblem on the tender and carriages.

In the film, the locomotive retains GWR number 5972, but has *Hogwarts Castle* nameplates replacing the *Olton Hall* ones.

Much location filming was undertaken at King's Cross using the 'Hogwarts Express' train, which arrived, of course, via the ECML.

Platform 4 was used for the secret Platform 9¾, which only wizards can see. Trains packed with extras stood at Platforms 3 and 5 during the filming.

The real platforms 9 and 10 are located in the 'commuter' station on the west side, but J K Rowling intended Platform 9¾ to be inside the original Lewis Cubitt-designed part of the station. The film follows her wishes in this respect.

Afterwards, a Platform 9¾ sign was erected on a wall near the platform. It became one of London's most popular (and free) tourist attractions.

With the refurbishment of King's Cross in recent years, the Platform 9¾ sign has been moved to an enclave in the wall immediately to the east of the entrance to the King's Cross station complex. It seems that every day, visitors are forever queuing up there to have their pictures taken beneath the sign.

A Hornby OO gauge model of *Hogwarts Castle* has proved so popular that it has been one of the manufacturer's biggest sellers in recent years, especially before Christmas, and train sets have been produced to coincide with the release of new Harry Potter films. However, the Hornby model is based on the GWR Castle class locomotive, not a Hall.

When not used for filming, the locomotive hauls special excursions over the national network. It can often be seen at the National Railway Museum next to York station.

The terminus, Hogsmeade, is in real life Goathland on the North Yorkshire Moors Railway. The railway shop became the prefects' room and the ladies' loos became the wizards' room. The West Highland Extension between Fort William and Mallaig with its spectacular Glenfinnan viaduct has also been used for film sequences involving the train.

In 2010, a full-size and amazingly accurate wooden mock-up of *Hogwarts Castle* appeared at the new Wizarding World of Harry Potter theme park in Orlando, Florida.

The Harry Potter movies are not the first time that King's Cross has been used for major location filming. Many scenes of the 1955 movie The Ladykillers starring Alec Guinness and Herbert Lom were filmed there.

The stolen money in The Ladykillers is hidden in a parcel delivered on a train from Cambridge hauled by a GNR N2 0-6-2 tank engine. Much of the film action takes place around Copenhagen tunnel. ■

A daily sight outside King's Cross in 2011 was regular queues of Harry Potter fans waiting to have their picture taken beneath the Platform 9¾ sign, which has been temporarily moved outside the station while building work is in progress. **ROBIN JONES**

Hogwarts Castle aka *Olton Hall* on display at Doncaster Works open day in 2003. **ROBIN JONES**

Hogwarts Castle waits at the head of the 'Hogwarts Express' on Platform 9¾ at King's Cross in 2006. **DALE SMALLIN**

Termini for the future

Aerial view of King's Cross and neighbour St Pancras International, showing some of the building work under way. **NETWORK RAIL**

Both East Coast Main Line termini have been undergoing major redevelopment schemes to ensure that they can cope with the ever-increasing demands of a third century of passenger travel by rail.

In 2005, a £500 million restoration plan for King's Cross was announced by Network Rail. The plan is based on a six-year restoration of the arched roof of the station and the demolition of the 1972 extension, which will be replaced by an open-air plaza, and will allow Lewis Cubitt's magnificent façade of 1852 to be fully seen again.

In addition, a semi-circular concourse is being built on the west side of the station to replace the existing shopping area and East Coast ticket office, providing greater integration between the intercity and suburban sections of the station. The new 8,000 square metre concourse is three times the size of the existing one.

A new open space bigger than Leicester Square will be created in front of the station when the present concourse is removed.

As part of the scheme, a new platform 0 opened on the east side of the station on May 20, 2010, in the space formerly occupied by a taxi rank. It was built to minimise disruption during restoration when some of the other platforms would be temporarily out of use, although it has also fulfilled the need to increase capacity.

When the refurbishment is complete, all the platforms will be renumbered, the new one becoming platform 1.

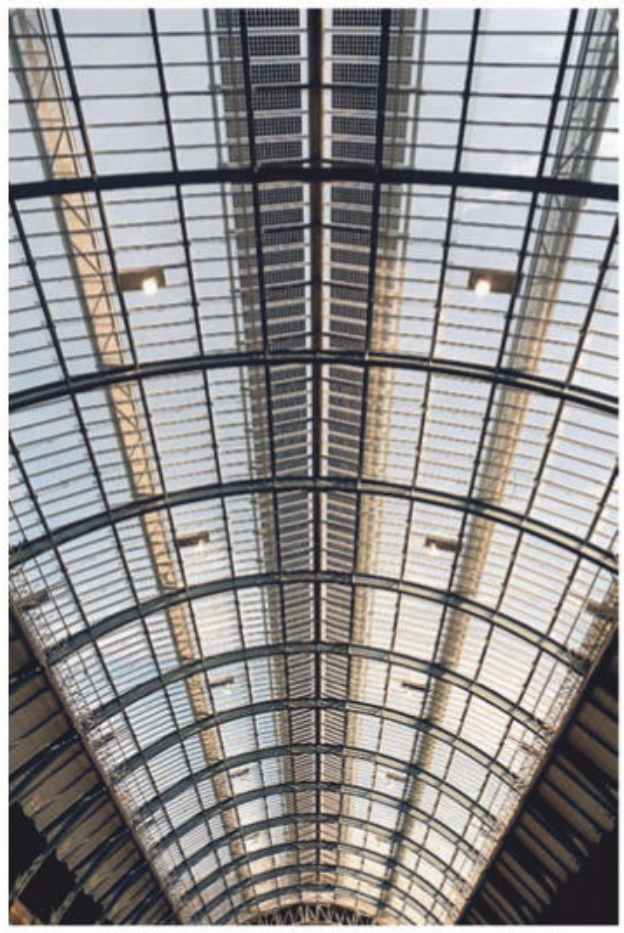
Also, the 885ft-long Grade I listed iron and glass roof above platforms 1 to 8 is being completely refurbished, with 7500 clear glass panels and more than 1400 photovoltaic panels, which will reduce the station's carbon footprint by 10%, replacing the yellowing 1970s glass fibre. On September 19, 2011, passengers could pass through the concourse at King's Cross station bathed in natural daylight for the first time in half a century after the first section of the new roof was unveiled.

English Heritage and conservation planners have been closely involved in all aspects of the restoration, which combines traditional materials and techniques with 21st-century engineering and building technology not available to Cubitt.

Most of the station redevelopment, including a new concourse to the west of the station, is scheduled to be completed in time for the 2012 Olympic Games, with the rest completed by 2013.

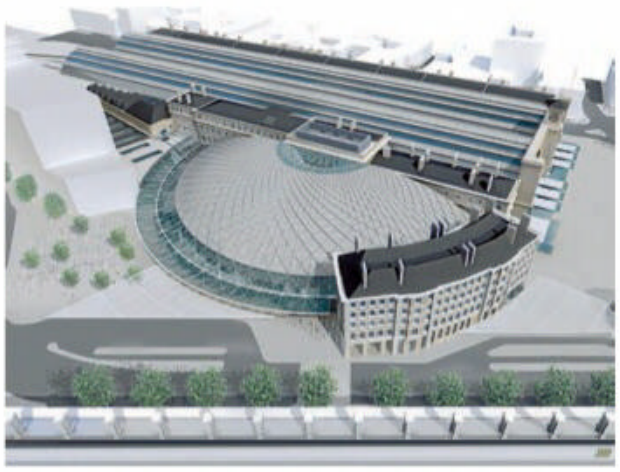
The new station will include integrated transport links with St Pancras International and the London Underground. Once the scheme is completed, the station will be able to accommodate 50 million passengers a year, 10-million more than before.

To the north of the station, the King's Cross Central regeneration scheme aims to remove the area's tarnished image forever. The 67-acre development includes shops and offices, 1,900 new homes, 20 new streets, 10 new major public spaces and the restoration of 20 historic buildings and structures.



A view of the 'new' King's Cross trainshed roof from the central platforms.
NETWORK RAIL

What King's Cross station will look like once the existing concourse is removed to show the original façade which will be restored. **NETWORK RAIL**



Computer visualisation of the new King's Cross showing the western concourse. **FACADE REVEALED**

It is hoped that the refurbishment of King's Cross will be as successful as that of St Pancras, when it was significantly altered to handle trains on high Speed 1 from the Channel Tunnel, with its heritage features preserved intact and even enhanced.

Meanwhile, 393 miles to the north, Edinburgh Waverley, which today has around 23 million passengers a year, is having its 34,000 square metre roof replaced, as part of a £130-million refurbishment of the station.

The scheme involves the installation of 28,000 clear glass panels, flooding the station with natural light. There will also be new fully accessible entrances from Market Street and from Princes Street via Waverley Steps.

The station concourse will also be resurfaced and station building exteriors given a facelift. The project was scheduled for completion by summer 2012.

In June 2011, Network rail unveiled a blueprint for a major enhancement of Leeds station. The plans include a new entrance and concourse on the south side of the station, a better choice of shops and restaurants on the north concourse, improvements to the New Station Street entrance and 350 extra car parking spaces for passengers.

Artist's impression of the new southern entrance to Leeds station. **NETWORK RAIL**

Artist's impression of the new King's Cross western concourse. **NETWORK RAIL**

The existing King's Cross concourse and front entrance as seen in September 2011. **ROBIN JONES**

Fitting new glazing panels in the roof of Edinburgh Waverley Station. **NETWORK RAIL**

An aerial view of Waverley station looking east towards Arthur's Seat. **NETWORK RAIL**

Passenger numbers in Leeds are set to rise by 16% by 2014 and by 62% by 2029.

A £2.5-million upgrade for Peterborough station, a popular starting point for London commuters, was announced by Network rail in January 2011.

The entire station will be transformed with a smart new frontage outside and a brighter interior. Under the plans, the size of the concourse will be increased, with more seating, a new waiting room and automatic ticket gating. ■

A section of the new 15,000 square metre roof as soon from above. **NETWORK RAIL**

The planned new entrance to Peterborough station. **NETWORK RAIL**

Six of the best

The streamlined A4 Pacific is a definitive icon of British achievement, an epitome of the great age of steam. It is therefore surprising that not more than the six examples which exist today were saved from the cutter's torch.

Four of them are resident in Britain, while two, No. 60008 *Dwight D. Eisenhower*, and No. 60010 *Dominion of Canada*, have permanent homes in North America. When withdrawn from main line service, they found new homes at the National Railroad Museum in Green Bay, Wisconsin, and Exporail, the Canadian Railway Museum in Montreal respectively. If not for that, they might also have been scrapped.

It has been said that No. 60012 *Commonwealth of Australia* was similarly offered to the Australians, but the transport costs proved prohibitive, and it was instead scrapped.

For many years, enthusiasts have speculated that one day, one or both of the A4s across the Atlantic might return home. However, their museum owners have repeatedly rebuffed requests for repatriation or to sell them.

However, in August 2011, *Heritage Railway* magazine exclusively reported that moves were underway to reunite all surviving A4s, for a unique line-up at the National Railway Museum in 2013.

The magazine discovered that senior NRM staff had been undertaking top-secret detailed planning to borrow Nos. 60008/10 for the line-up, which would mark the 75th anniversary of *Mallard's* world record-breaking run on Stoke Bank in 1938.

By the time the story was published, the NRM confidential talks had been held between the NRM and its counterparts in the US and Canada for six months.

Agreement was reached between the NRM and the North American museums, but with very strict conditions attached.

Both museums will allow the locomotives to 'take a holiday' in the UK, perhaps for a year or more, provided that the transport was shown to be feasible, and on the understanding that both will return to North America when the temporary loan period ends. Some cosmetic restoration to *Dominion of Canada* would be carried out as part of the deal.

Moveright International haulier Andrew Goodman, a market leading expert in international locomotive shipping, made two trips to both North American museums on behalf of the NRM. While in the US, he also undertook the repatriation of exiled Sharp Stewart 0-4-4T *Dunrobin*, which arrived back in May 2011 and is destined for a new permanent home at Beamish Museum in County Durham.

He was asked by the NRM to see whether it was possible to physically move the locomotives out of the buildings in which they are housed and transport them to the nearest port, and indications were that it was indeed possible.

The locomotives are likely to be taken to Halifax by Canadian National and loaded on to a cargo ship there.

If the proposed line-up goes ahead, it stands to be one of the biggest achievements in both the history of the preservation movement and its centrepiece, the NRM, since it was opened by the Duke of Edinburgh in 1975.

No. 60008 *Dwight D. Eisenhower* on display at Green Bay, Wisconsin. **DAVE RODGERS**

Heritage Railway's view of what the planned line-up of six A4 Pacifics could look like.

No. 60010 *Dominion of Canada* pauses at Doncaster with an Up express in June 1962. **COLOUR-RAIL.COM**

The big task is to find the funding to move both locomotives to the UK and back again. Rough estimates gave a figure of £400,000. It was likely that a public appeal might be launched as well as major sponsorship sought.

NRM director Steve Davies said: "I cannot emphasise strongly enough that this is a loan proposal and will emphatically not result in the permanent repatriation of either or both of these locomotives. This has been explicit in our negotiations from the outset and I am most grateful that our colleagues in the US and Canada have so far shared this exciting vision with us."

In the 1950s, as steam disappeared from US railroads earlier than in Britain, a National Railroad Museum was established in Green Bay, Wisconsin, by the Great Lakes, west of Chicago.

A chance conversation between a lady called Mrs Kovachek, who was on holiday from Yorkshire, and a man she thought was the gardener, resulted in the first of the pair going to North America.

The 'gardener' turned out to be the chairman of the museum's board, Harold E Fuller. When he found out that there was a locomotive named *Dwight D. Eisenhower* in the UK, he became determined to add it to the collection.

British Railways, however, would not sell it to him. The LNER's No. 4496 *Golden Shuttle* had been renamed after the US war hero and later president, but in the late 1950s was still hard at work on BR expresses.

IF THE PROPOSED LINE-UP GOES AHEAD, IT STANDS TO BE ONE OF THE BIGGEST ACHIEVEMENTS IN BOTH THE HISTORY OF THE PRESERVATION MOVEMENT AND ITS CENTREPIECE, THE NRM SINCE IT WAS OPENED BY THE DUKE OF EDINBURGH IN 1975

General Eisenhower had strong connections with Britain's railways as there had been two military command trains in Britain during the run-up to D-Day, which were for the general's exclusive use. These trains, mainly of GWR stock and codenamed 'Alive', did include two LNER Gresley coaches, which were the general's favourites.

When No. 60008 was withdrawn, along with several of the King's Cross allocation, in 1963, BR was happy to donate the engine and the two LNER coaches used by General Eisenhower, to the Green Bay museum. There they were displayed together for many years from 1964.

It was only in recent years that research on both sides of the Atlantic has led its US custodians to realise that *Dwight D. Eisenhower* would almost certainly never have hauled either of its namesake's military trains in Britain during the Second World War.

Still in BR green livery, as restored at Doncaster prior to export, the A4 in 2000 was given pride of place in a new museum building at Green Bay, still with the Gresley coaches attached, and standing alongside Union Pacific articulated 4-8-8-4 'Big-Boy' No. 4017. The idea is that a member of the world's fastest class of steam engines stands next to the world's biggest.

Subsequently, a National Railroad Museum was also set up in Canada, and with No. 60008 already donated for preservation in the US, British Railways could hardly refuse a request from the Canadian museum in Montreal for No. 60010 *Dominion of Canada*.

No. 4489 was one of the early batches of A4s that carried apple green livery and the name *Woodcock*. A batch of A4s received Commonwealth names and garter blue livery, for working the LNER 'Coronation' and 'West Riding Limited' expresses, and No. 4489 was renamed *Dominion of Canada* and repainted garter blue within two weeks of entering service, becoming No. 60010 in BR days. It was withdrawn in 1965, having been transferred to Scotland to work the Aberdeen expresses. It was restored at Crewe Works coincidentally at the same time as privately-purchased No. 60007 *Sir Nigel Gresley*. While *Gresley* acquired garter blue livery, *Dominion of Canada* retained BR green.

It was shipped to Canada in April 1967. Also at the museum is LBSCR 'Terrier' 0-6-0T No. 54 *Waddon*, donated by British Railways in 1963 and exported on August 23, that year. Neither of the expatriate A4s nor *Waddon* have ever been steamed in preservation. ■

THREE GREAT TITLES

FROM THE UK'S LEADING RAILWAY PUBLISHER

RAIL EXPRESS Britain's favourite modern rail enthusiast title. Undoubtedly the best for modern traction photography, the magazine keeps readers informed and entertained with undiluted coverage of Britain's railways in the diesel and electric era.

THE RAILWAY MAGAZINE The Railway Magazine is Britain's best-selling general interest rail title. A favourite for professionals and enthusiasts for authoritative and informed news coverage. Wide-ranging and innovative feature coverage, encompassing historical, nostalgic and overseas subjects as well as contemporary and controversial issues, in addition to superb pictorial content.

HERITAGE RAILWAY Packed with hot news from the UK scene in every issue on preserved lines and locations. Heritage Railway has stunning submissions from Britain's finest photographers.

Call today on **01507 529529** for great subscription offers, or order online:

www.classicmagazines.co.uk

Also available from the following retailers, and your local independant newsagent

WHSmith TESCO MORRISONS Sainsbury's ASDA