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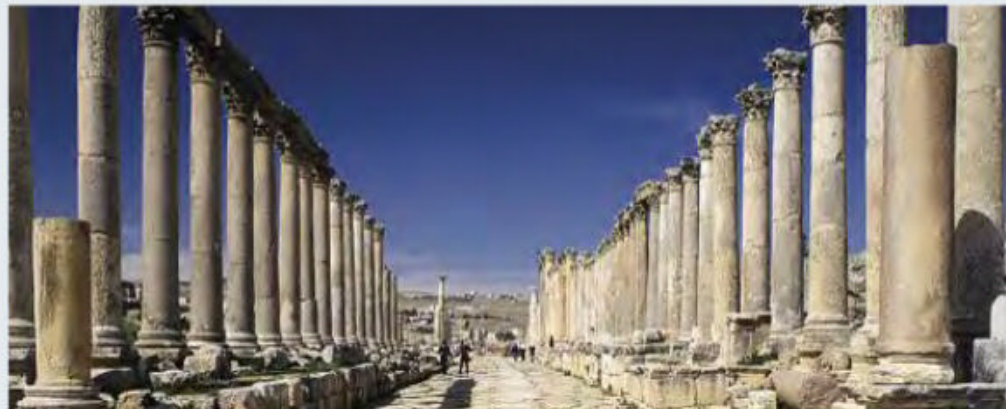


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MARGATE 'HORNBY' MUSEUM GETS A DELTIC

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THE BRIGHTER STEAM NEWS MAGAZINE

ISSUE 263

January 17 –
February 13, 2020

WEARDALE AND DARTMOOR LINES FOR SALE

■ **'BRIGHTON BELLE'
FOR 2020
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DAZZLING
SUCCESSES**

■ **WESTON,
CLEVEDON
& PORTISHEAD
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OO Gauge (1:76 Scale)

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NEW



4D-025-001 Class 21 D6121 in BR green **NEW**...£129.15

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R3804 Class 49xx 'Hall' 4-6-0 5972 'Hogwarts Castle' in Hogwarts Railways red - Harry Potter range **NEW**...£99



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R3805 Class 5MT 'Black Five' 4-6-0 45379 in BR black late crest - as preserved - Ltd Ed of 1000 **NEW**...£157.50

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



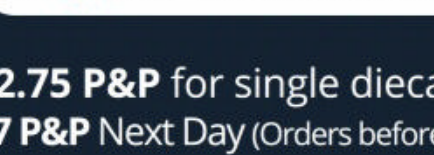
R3677 Class 8P 'Streamlined Coronation' 4-6-2 6229 'Duchess of Hamilton' in LMS crimson lake - as preserved (RRP £189.99) **BARGAIN**...£139.50

R3639 Class 8P 'Streamlined Coronation' 4-6-2 6244 'King George VI' in LMS crimson lake (RRP £189.99) **BARGAIN**...£139.50

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R3701 Class A4 4-6-2 60028 'Walter K Whigham' in BR experimental purple...£153



R3621 Class J36 0-6-0 722 in LNER black (RRP £139.99) **BARGAIN**...£99



R3635 Class LN 'Lord Nelson' 4-6-0 30863 'Lord Rodney' in BR green early emblem (RRP £169.99) **BARGAIN**...£124



R3729 Class O1 2-8-0 6359 in LNER black **NEW**...£99

R3730 Class O1 2-8-0 63806 in BR black early emblem **NEW**...£99

Diesel locos



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



R3774 Class 67 67024 in Belmond British Pullman umber and cream **NEW**...£144



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



R3706 Ruston 48DS Army 802 in War Department green 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...£135

DMUs

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R3700 Class 401 2-BIL 2 car EMU in SR green **NEW**...£126

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R1234 Starter train set - 'Hogwarts Express' - Harry Potter range...£180

Train sets - digital

R1236 Starter Digital train set - 'Mixed Traffic' **NEW**...£189

Wagons

R6909A ex-LMS D2068 20 ton brake van M731792 in BR bauxite **NEW**...£21

R6913A ex-LSWR 24 ton brake van 55009 in SR brown red ends **NEW**...£22.50

R6915A ex-LSWR 24 ton brake van 55032 in BR grey **NEW**...£22.50

R6915A ex-LSWR 24 ton brake van 55032 in BR grey **NEW**...£22.50

R6911 LSWR 20 ton brake van 9646 in LSWR bauxite red ends **NEW**...£22.50

R6934 LWB Box Van in Coca-Cola **NEW**...£13.49

Oxford Rail - Wagons

OR76B00M03 BL 14 inch howitzer railgun 'Boche Buster'...£51

OR76VW006C Warwell wagon 501 wartime green Sherman tank 95537 **NEW**...£38

N Gauge

Dapol - Diesel locos



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



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OO9 Narrow Gauge

Heljan - Steam locos



9960 Lynton & Barnstaple 2-6-2T E188 'Lew' in Southern Railway green...£186.96

O Gauge (1:43 Scale)

Dapol - Steam locos

7S-005-004 Class 0F Sentinel 4wVB 7160 in LMS black **NEW**...£148.75



7S-005-001 Class Y3 Sentinel 4wVB 42 in LNER black **NEW**...£148.75

7S-005-007 Sentinel 4wVB 14 'Maude' in National Coal Board **NEW**...£148.75

7S-005-006 Sentinel 4wVB 2 'Isebrook' in GWR light green **NEW**...£148.75



7S-005-007 Sentinel 4wVB 14 'Maude' in National Coal Board **NEW**...£148.75

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Diesel locos

NEW



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Heljan - Steam locos

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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



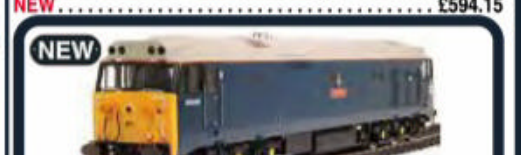
H7-A3-006 Class A3 4-6-2 60077 'The White Knight' in BR green late crest and unstreamlined non-corridor tender £750

Diesel locos

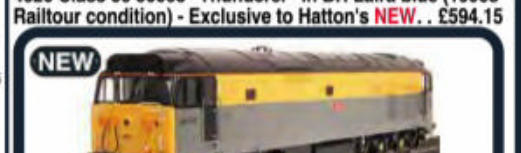
2007 Class 20 in BR Railfreight grey full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (RRP £599) **BARGAIN**...£395



4024 Class 50 50007 'Sir Edward Elgar' in GWR green **NEW**...£594.15



4026 Class 50 50008 'Thunderer' in BR Laura blue (1990s Railtour condition) - Exclusive to Hatton's **NEW**...£594.15



4027 Class 50 50015 'Valiant' in BR civil engineers 'Dutch' grey and yellow (1990s Railtour condition) - Exclusive to Hatton's **NEW**...£594.15



4025 Class 50 50149 'Defiance' in BR Railfreight general sector triple grey **NEW**...£594.15



4020 Class 50 in BR blue - unnumbered **NEW**...£594.15



4022 Class 50 in original Network Southeast - unnumbered **NEW**...£594.15



4023 Class 50 in revised Network Southeast - unnumbered **NEW**...£594.15



Beneath a clear blue sky that would have done any summer's day proud, West Somerset Railway mogul No. 9351, which returned to steam last year, charges away from Blue Anchor during the line's successful late December Winter Steam Festival, which saw a fresh initiative with early departures arranged to make the most of daylight hours. See also News, pages 42/43. JORDON SKINNER

Crucial lesson for all heritage lines

NOT only has the UK experienced a mild winter but it has also been deluged by periods of freak rainfall, and over the festive season I noticed new leaves sprouting on several species of plants around the garden that would normally lie dormant until late March. At the same time, world leaders are generating headlines through their apparently lukewarm stance towards climate change.

However, positive signs of early green shoots which are more than welcome appeared at the meeting of West Somerset Railway shareholders before Christmas. After a loss of more than £800,000 in the previous financial year, early indications are that following drastic measures taken in time to remedy a dire situation, one of Europe's finest seaside heritage lines and a sizeable national asset seems to have been brought back on course to register a profit this time round.

Not only that, but the line's national appeal to replace the life-expired track and allow larger locomotives to run over it again is making headway. If these predictions prove correct, and the West Somerset has been pulled well back from the brink, not only do we all have a great cause to celebrate, but the tale of the remedial action that has been taken should become a standard must-read text for all heritage railways, both now and in future years.

Heritage railways are far from being a standard run-of-the-mill business. Largely based on the revival of lines whose working lives came to an end because they made huge losses, they rely on large amounts of

volunteer labour and goodwill to operate. However, enthusiasm and sheer passion for railways can never be enough – difficult business decisions need to be taken, and long before the first cracks appear.

Complacency can be a killer in the sector. That length of track, for instance, which has given years of sterling service, is by the nature of the beast deteriorating from the day it was laid through wear

and tear, and must never be taken for granted long-term.

It is imperative that lines big and small must carry out regular audits of their modus operandi, stock, infrastructure and facilities, and indeed all departments, and be prepared to take swift and maybe unpopular action to stave off a predicament before it arises. It is now 21 years since moves to set up this magazine began and in that time we have not lost a

major heritage railway, and there is no reason why we cannot be sufficiently astute to keep it that way.

On another note, the venues which appear to have reaped very welcome rewards from their debut season of illuminated festive season trains all owe a huge debt of gratitude to the Dartmouth Steam Railway which pioneered the concept in 2018.

The Paignton phenomenon has added another string to the sector's bow which will not only help finance our core business throughout the rest of the year, but has again underlined to local tourist markets everywhere the importance of their local heritage railway as a crowd-puller in all seasons.

Robin Jones Editor

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.heritagerrailway.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
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DISTRIBUTION & PRINTING

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Place, Canary Wharf, London,
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William Gibbons & Sons,
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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

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Don Benn compares the performance of Nos. 60163, 35028 and 6023 on GWR metals.

CONTENTS: WR 0-6-0PT No. 9466, now owned by West Somerset Railway plc chairman Jonathan Jones-Pratt, and which is on loan to the Gloucestershire Warwickshire Railway, crosses the stupendous landmark that is Stanway Viaduct en route for Toddington on December 30. JOHN TITLOW

COVER: Popular BR 9F 2-10-0 No. 92212 arrives at the Mid-Hants Railway's Ropley station on December 30, its final day of operation before the expiry of its boiler certificate. EDWARD J DYER



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A seasonal scene with *Scots Guardsman* at the head of a West Coast Railways 'Santa Special'



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Features

Shaping the dawn of railway heritage in West Africa

At the invitation of the chairman of the Nigerian Railway Corporation and LEGACY 1995 Joint Committee, Steve Davies and Helen Ashby recently visited Nigeria in order to conduct an independent assessment of the Nigerian National Railway Museum's current situation and to advise on its development potential. Words and pictures by Steve Davies.



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Nantgarw – Les Hutchinson and his industrious Austerities

BR main line steam ended in 1968, but steam lingered on at industrial locations into the Seventies. Geoff Silcock recalls the operations at the Rhondda Valley coke ovens.



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Will the real 1225 please stand up?

Two locomotives, but one type, one owner and most noticeably sharing one number, wowed sell-out festive crowds at two heritage railways 150 miles apart, as John Titlow and Robin Jones report.



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Searching for the Scandinavians

What happened to the Scandinavian vintage train which ran on the Bo'ness & Kinneil Railway in the early 1980s? Jon Harle, who organised the stock's delivery by road, reports on the vehicles' current status.

2020 GALAS AND SPECIAL EVENTS

The complete 2020 *Heritage Railway* guide to special events of all kinds taking place at preserved lines and museum centres in the British Isles in the coming months.



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Model corner

In a year that Hornby celebrates its centenary, we showcase some of the highlights from the manufacturer's newly announced 2020 range.



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IN BRIEF

→ THE Yorkshire Wolds Railway marked the doubling of its 300ft line at Fimber Halt near Wetwang on January 4 by running its GEC Traction 165hp 0-4-0DH No. 5576 of 1979 *Sir Tatton Sykes* on a low-speed test run over the newly-connected extension. The completion of the extension included the installation of railway gate posts donated by an East Riding farmer. The new track was awaiting ballasting as this issue went to press.

→ KEIGHLEY & Worth Valley Railway-based 1899-built Taff Vale Railway 02 0-6-2T No. 85 is to star in the Bluebell Railway's April 3-5 Branch Line Weekend.

→ THE restoration of Peckett W6 Special 0-4-0ST No. 1935 of 1937 *Hornet* is expected to be completed in time for the Ribble Steam Railway's March 28-29 spring gala. The former Black Park Colliery engine has never run in preservation.

→ THE East Lancashire Railway implemented a temporary timetable over January 4-5 by closing the Bury Bolton Street to Heywood section in order to aid Greater Manchester Fire Rescue Service's efforts in tackling the aftermath of a major fire at a car scrapyard in Pimhold Road, Bury, two days earlier.

→ THE Ffestiniog & Welsh Highland Railways' new Pullman observation car *Gwyrfa* was given centre stage at this year's January 16-19 Caravan & Motorhome Show at Event City Manchester.

→ ON Saturday, January 4, visitors were given the last chance to look around the Lancashire & Yorkshire Railway's Horwich Locomotive Works erecting shop prior to its demolition to make way for a 1700-home development. Some heritage features will be retained within the £262million Rivington Chase development.

→ LANCASHIRE & Yorkshire Railway 0-6-0ST No. 752, which last steamed more than three decades ago, passed its boiler test at the East Lancashire Railway on December 16 and is set to make its comeback at the line's March 6-8 spring steam gala.

Two heritage railways are on the market

By Robin Jones

THE Dartmoor and Weardale railways have been offered for sale by their owner British American Railway Services (BARS).

The company, a subsidiary of Iowa Pacific Holidays, which went into receivership last year, has also placed locomotive spot hire company RMS Locotec on the market.

Iowa Pacific CEO Ed Ellis told *Heritage Railway* as we closed for press: "During the past 11 years, Iowa Pacific supported BARS financially. I made the decision to put Iowa Pacific into receivership last fall and concluded that it's time to find new owners for the assets of BARS."

"Unlike in the US, very few operating railways are bought and sold in the UK, so it's not really possible to name a price, but the market will shortly answer that question."

The 18-mile freight-only surviving section of the Weardale branch was closed by British Rail in 1993, but a private company, Weardale Railways Ltd, was formed to run steam services from 2004, but got into financial difficulties.

Former owners

BR withdrew passenger services from Okehampton to Exeter in 1972, but kept the surviving section of the Southern Railway main line to Plymouth open as far as Meldon Quarry for granite ballast traffic. The line west of Coleford Junction to Meldon became owned by quarry operator Aggregate Industries, but in 1977 the Dartmoor Railway was formed to run passenger services over part of it.

Eyebrows were raised in the heritage sector when both railways were taken over by Ealing Community Transport (ECT), a London social enterprise founded in 1979 to provide bus services in the Ealing, Milton Keynes, and Dorset areas. Ealing paid £100,000 for a 75% stake in the Weardale project allowing the stalled services to resume.

In the 21st century, ECT entered

the railway rolling stock hire market and also acquired RMS Locotec of Wakefield, but pulled out of rail operations in 2008. Then, BARS, a locomotive and spot hire company, was formed to acquire its rail assets.

Ed said: "Since Iowa Pacific and several private investors bought Weardale Railway, Dartmoor Railway, and RMS in 2008, much has happened."

"The Weardale Railway reopened the line between Wolsingham and Bishop Auckland. Weardale operated an unsubsidised community rail service between Stanhope and Bishop Auckland for a year."

"Weardale opened a coal terminal at Wolsingham and coal trains moved to the network at Bishop Auckland. Iowa Pacific introduced the 'Polar Express' and then the 'Train to Christmas

"Since Iowa Pacific and several private investors bought Weardale Railway, Dartmoor Railway, and RMS in 2008, much has happened."

Town' to the UK market, which was transformative for ridership at both Dartmoor and Weardale.

"RMS is today the leading shunter hire company, with more shunters in service than any other owner."

BARS also owned Devon and Cornwall Railways (DCR), which became a main line Freight Operating Company that was active from 2011-17, after which it was sold to Cappagh Construction.

Ed said: "There were some negatives along the way, particularly the closure of Meldon Quarry, which removed freight from the Dartmoor Railway, and litigation surrounding the sale of DCR ended up being very costly."

The sale of all three concerns is being handled by chartered surveyor Walter Singleton, whose website was advertising a "rail-focused business through development of community/heritage lines, revitalisation/renewal and repair of existing rail lines and rolling stock rental."

"Interlinked but independent divisions offer opportunity for acquisition as a whole or separately."

The website held back from naming the three concerns, but described 'Project Northern' as "an operational Heritage Railway business based in the North East of England" with a turnover of £650,000 for December 2018 with assets that encompass intellectual property, freehold/leasehold interests, rolling stock and stock/fixtures.

'Project Midlands' was described as a "rolling stock hire/track maintenance business with a turnover of £545,000 for the year ending December 2018 and which operates from leasehold premises with a blue chip client base and excellent reputation."

Scope for business development

'Project Southern' was said to be an "operational heritage railway based in south-west England with a turnover of £465,000 for the year ending December 2018, a leasehold line and station, a recognised and respected brand with scope for business development."

A statement from the Dartmoor Railway Supporters Association concerning the sale said: "We extend our sympathy to all the employees affected."

Calls for the Exeter-Okehampton-Tavistock-Plymouth route to be rebuilt as an alternative to Brunel's flood-prone Dawlish sea wall would, if heeded, see the Dartmoor Railway become part of the main line again.

However, Network Rail has, for the moment at least, decided to strengthen the coastal route, with plans to reroute part of it further out to sea.

Deltic to debut on Chinnor branch at March diesel gala

A CLASS 55 Deltic will be visiting the Chinnor & Princes Risborough Railway for the first time when it holds its March 27-29 diesel gala.

The Deltic Preservation Society's No. 55019 *Royal Highland Fusilier* will also be taking part in driver experience courses on March 24-25.

The other guest locomotive will be Ian Mandley's Class

33 No. 33201 from the Spa Valley Railway.

The pair will run alongside the home fleet of Nos. 97205, 37227 and 08825/97808.

Cab rides will be offered on each service of an intensive timetable, and there will be brake van rides behind the Network South East liveried No. 08825/97808 hauling

the Shark brake van running up Risborough South Siding 1 between departures and arrivals at Princes Risborough.

Trains will be calling at platform four at Princes Risborough for connection with the Chiltern Railways trains.

Real ale and cider will be on offer to passengers.

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Above: GWR prairie No. 5526 heads through Market Bosworth on January 4. MICHAEL ANDERSON

Left: No. 6989 *Wightwick Hall* in action at the Battlefield Line's first winter steam gala on January 4. CHRIS GEE

When the GWR took over a LNWR and Midland joint line

THE Battlefield Line followed up its 50th anniversary celebration in 2019 by not only staging its first-ever winter steam gala on January 4-5, but it had three locomotives from the Swindon empire

providing the mainstay of traffic.

WR 4-6-0 No. 6989 *Wightwick Hall*, from the Buckinghamshire Railway Centre, where last year it became the 150th out of 213 locomotives saved

from Barry scrapyard for heritage purposes to re-steam, was joined by South Devon Railway-based GWR 2-6-2Ts No. 5542 and a late arrival, No 5526.

Trains were well patronised and the event provided a superb launch pad for the 2020 season, which will see more trains thanks to a new passing loop at Market Bosworth.

Illuminated trains prove a dazzling success for a host of heritage lines

By Robin Jones

HERITAGE lines that followed in the footsteps of the Dartmouth Steam Railway and ran US-style illuminated festive season trains have reported that the ventures were hugely successful – and that they are set to repeat them next time round.

The Severn Valley Railway had more than 8500 people travel on its all-new Steam in Lights services. A spokesman said: "We received a lot of positive feedback and plans are already in place to repeat the event this year with one or two tweaks.

"It was a fantastic addition to the Christmas services this year, as well as ensuring Bridgnorth at Christmas was back with a bang after a number of years of no Santa services there."

The Great Central Railway had total passenger figures for Christmas specials of 25,850, of which 8750 rode on the new Winter Wonderlights trains and the rest on traditional Santa specials. A spokesman said the Wonderlights would definitely be on the cards next time.

"We did exceed our required budget, so the event has been financially successful as well," he said.

At the North Yorkshire Moors Railway, more than 6200 passengers experienced the Northern Lights Express over 18 evening services, with around 90% of the seats filled. A spokesman

said: "We were also very pleased to be featured on the BBC's One Show and although a lot of hard work was put in by staff and volunteers in the form of preparation and running, overall it was a profitable and enjoyable event. We hope to build on the successful elements and develop the experience based on feedback from our customers to make it even better in 2020."

Valuable income

On the 20in gauge North Bay Railway, more than 1000 people rode on the 'Scarborough Sparkle Expresses' held over two evenings and one weekend.

"The trains provide a nice income stream in winter before the Santa specials," said director David Humphreys. "The 2020 dates are

now booked and we hope to add a computerised soundtrack to create a son-et-lumière spectacular for passengers. Additional evening trains over weekends will be added too."

BBC News broadcast live from New Romney station featuring the Romney, Hythe & Dymchurch Railway's illuminated train which had No. 2 *Northern Chief* and four carriages featuring 2500 lights and which carried 200 passengers.

"Once word had spread, bookings on the illuminated train increased and we will definitely be running it again for our Santa specials in 2020, with even more lights," said a spokesman.

The Dartmouth Steam Railway reported a 22,000-seat sell-out. Managing director John Jones said:

"We had received mixed reviews for our 2018 offering with many customers pointing out that the train was the star of the show and standing lineside gave a better view than sitting in a carriage.

"With this in mind we significantly changed the way we did the train of lights for 2019 with a huge focus on the view from the train and the experience while travelling.

"We created a story that related to various displays along the line and employed a well-known local celebrity to narrate the experience.

Best practice

"The event is not cheap to deliver – our off train lighting (such as displays in woods) cost well over £100,000 and this is in addition to the cost of lighting carriages and stations etc. The cash spent has however, been a worthwhile investment as the customer feedback was much better this year. Our TripAdvisor reviews reflected the significant improvement with all but one review being five stars. We will soon begin planning our 2020 experience and while the event is profitable, we are aware that a significant investment will again be required to further improve on 2019.

"Should any other railways be considering running a train of light in 2020, we would be more than happy to share our learnings."

The Nene Valley Railway's Winter Lights Spectacular ran until January 11, after we closed for press.



GWR 2-8-0 No. 2857 heads the Severn Valley Railway's 'Steam in Lights' trip into Highley station on December 20. JOHN TITLOW

Margate's 'museum in the making' takes further steps forward

By Gareth Evans

WORK is set to start imminently on the enhancement of Locomotive Storage Ltd's The One:One Collection housed in some of Hornby's original warehouses in Margate.

Dubbed 'a museum in the making' when its doors were opened briefly to the public last summer as part of Hornby's open event, it is home to a collection of standard gauge rolling stock – as reported in *Heritage Railway* at the time.

In a year in which Hornby celebrates its centenary (see page 96), The One:One Collection has been further boosted by the announcement of two additions to the list of exhibits – a Deltic and two Eurostar vehicles – and it is hoped to have another open day this coming summer.

In a statement, The One:One Collection said: "As anyone who visited The One:One Collection on our first open day in August 2019 (part of the Hornby open day) knows, the collection is taking shape in Hornby's former distribution warehouse. We've already done some conversion works to allow the locomotives and rolling stock to be housed there – but with around 130,000sq ft of space, we're excited about the potential for adding more precious examples of rail and transport history.

"The warehouse itself is an impressive example of mid-century industrial architecture, with vast concrete pillars supporting the roof span and giving the building an almost cathedral-like feel.

"We're chuffed to announce that planning permission has been granted for us to open up the front of the building nearest the road; adding a ramp and large doorway to allow vehicles to access the huge mezzanine area that overlooks the main engine hall. This means that, alongside our growing collection of locos, carriages and other rolling stock, we'll be able to display more iconic exhibits from rail and road. Work is due to start early in 2020.

"Thanks to the immense strength of the warehouse structure, we're able to reconfigure a mezzanine floor to house other icons of transport and engineering history. So our 1:1 scale trains will be joined by cars, buses and even some large scale railway models. We have exciting plans to open the collection to the public in the future, creating a fascinating new visitor attraction for East Kent."

According to planning documents, the ramp negotiates the 2.5m level difference inside the cavernous



Above: Deltic D9016 Gordon Highlander departed Crewe for Margate on December 11, where it will now be displayed as part of the The One:One Collection housed in some of Hornby's original warehouses.

JASON PRIEST

Left: The area to be opened up at Margate is located to the left distance of this view above the wall and railings. The 'star exhibit' is seen here – Gresley A4 Pacific No. 4464 Bittern, complete with its second tender on August 17. GARETH EVANS

warehouse, providing access for the delivery and removal of heritage vehicles.

Deltic delivery

Class 55 Deltic D9016 *Gordon Highlander* departed Crewe for Margate by road on December 11. The locomotive has been cosmetically restored at Crewe Diesel Depot which, it is understood, has included the removal of one engine.

Together with Nos. 55022 *Royal Scots Grey*, D9016 was acquired from Martin Walker in 2017 by Locomotive Diesels Ltd, whose director is the multi-millionaire Jeremy Hosking.

Jeremy, who is listed on the Sunday Times rich list, owns, through a number of companies and trusts, more than a dozen steam locomotives from the 'Big Four', several of them prestigious, including A4 No. 60019 *Bittern*, LMS 4-6-0 No. 46100 *Royal Scot*, No. 70000 *Britannia*, GWR 4-6-0 No. 6023 *King Edward I* and A2 No. 60532 *Blue Peter*, as well as 'Peak' No. D100 *Sherwood Forester*. He is also a shareholder of Crystal Palace football club and has a stake in the Dartmouth Steam Railway & Riverboat Company.

Appropriately, D9016 has been parked up at Margate alongside

another East Coast Main Line veteran – LNER Gresley A4 Pacific No. 4464 *Bittern*. Two Eurostar vehicles are set to join the collection in Margate too.

"Thanks to the generosity of Eurostar, we'll soon be welcoming an original Eurostar power car vehicle and First Class carriage (with standard and articulated bogie at each end) to our home in Margate, Kent," The One:One Collection said in a statement.

"They came by ferry from France to the UK in October, then travelled under protective tarpaulins by road to Loram in Derby, arriving on October 31. They've been carefully restored to exhibition condition, and their return to Kent is planned for January 9."

Heritage Railway understands that the vehicles concerned are power car No. 3304, together with the R9 (a middle end coach) from a former North of London half-set, which has until recently been stored at Le Landy in France.

Of additional interest is that the power car was run by former East Coast Main Line TOC GNER, when it was numbered 373304 and carried the operator's distinctive blue livery and name *The White Rose*.

Another addition to the collection

since the August 17-18 open event is the Swanage Railway Trust-owned SR bogie van S2464S, which moved to Margate in September. Previously based at Shildon, the van carried Churchill's coffin after the state funeral on January 30, 1965.

Other stock at Margate

As previously reported, other rolling stock present at Margate includes Mid-Hants Railway Preservation Society-owned 'Black Five' No. 45379; Class 47 No. 47841 *The Institution of Mechanical Engineers*; the former Crewe breakdown crane ADRC96719; ex-Coventry Electric Railway Museum-based 4SUB (Class 405) set No. 4732; and 1938-built three-car Merseyside Class 503 unit, formed of vehicle Nos. 8690, 29720 and 29289. Also present are two carriages – NER officer's saloon No. 305 and GWR special saloon No. 9005 – plus Wickham trolley PWM 3956.

While it is located alongside Hornby's visitor centre, The One:One Collection is not currently open to the public – except on advertised dates.

Watch a video showing The One:One Collection and the Hornby 2019 open weekend on The Railway Hub website at: <https://tinyurl.com/TRH-Margate2019>



Above: No. 92212 is seen with the train crew on its last day in traffic on December 30. Pictured from left to right are: George Streather (travelling shunter), Andrew Woodroffe (cleaner), David Sinclair (fireman), Matt Oakley (driver) and Kieran Wilding (guard). KIERAN WILDING COLLECTION

Right: A powerful beast ideal for hauling heavy trains over the MHR's gradients: No. 92212 thunders up Medstead bank on December 30 for the final time with its last up train for what will be a while. DAVE RYDING



Ropley 9F bows out in style at end of boiler certificate

By Gareth Evans

THE Mid-Hants Railway (MHR) gave one of its stalwart locomotives a fitting send off when it was withdrawn from traffic at the end of its boiler certificate on December 30.

BR 9F 2-10-0 No. 92212 has been a popular performer with crews at the Watercress Line, who regard it as nice to drive and fire. The powerful locomotive has a reputation for being a great steamer. As this issue went to press, there was no word on the next steps for the locomotive. It was stored on the MHR, having been drained and cleaned out.

As previously reported, the BR Standard was expected to be withdrawn in June, but it was then allowed to remain operational until the end of December.

The team at Ropley shed ensured it looked its best for its final day in action for the foreseeable future. After giving it a thorough clean, the buffers and smokebox door fittings were painted white. Such was their pride that a team photograph was convened with the train crew at Ropley.

Built at Swindon Works, No. 92212 entered service at Banbury in September 1959. Reallocated to Bath

Green Park in June 1961, it worked on the Somerset & Dorset line, hauling trains such as the 'Pines Express'. September 1961 saw it move to Ebbw Junction, before relocating to Tyseley in July 1962.

Its final allocation was Carnforth in November 1966. Withdrawn on January 6, 1968, it was bought by Woodham Bros at Barry, arriving in September 1968.

Purchased by 92212 Holdings Ltd, the 2-10-0 left Barry in September 1979 for restoration at the Great Central Railway (GCR) in Loughborough.

Returning to action in 1996, the

9F ran at the GCR and it was hired by the Severn Valley Railway for the winter of 2001 and again for the summer of 2011. No. 92212 was later purchased by Jeremy Hosking while the locomotive was under overhaul at the MHR. Following completion of its overhaul, it was then hired by the Bluebell Railway, before returning to the MHR in 2013, where it has been based ever since.

Two 9Fs are currently operational – No. 92203 *Black Prince* at the North Norfolk and the recently restored No. 92134 at the North Yorkshire Moors Railway.

→ See Modelling Corner page 96.

Midnight burglars steal 24 enamel advertising signs from McAlpine railway

TWENTY-four historic enamel advertising signs were stolen from the late Sir William McAlpine's private Fawley Hill estate in Buckinghamshire early on Monday, January 6.

Burglars used a crowbar and spanners to remove the signs from the outside walls of the restored Somersham station, which serves the Fawley Hill Railway on the site.

Its owner, Lady Judy McAlpine, believes that she may have disturbed the burglars when she went outside with her two Labradors to investigate sounds.

Lady McAlpine said: "The dogs disturbed them. I had a feeling that something was going on and went outside, and it seems they then made off."

When daylight broke, the scale of the theft was apparent. One sign that appeared to have been bent by a crowbar had

been left hanging from the wall. Lady McAlpine immediately contacted all of the UK's railwayana auction houses, and she took steps to ensure that the remaining signs on the station were taken inside for security purposes.

The stolen signs include Nestle's milk, Virol, Charlock Phos-Lime, G.P Government tea, Mazawatte Tea, Lyons' Cocoa, Wills' Honey cut, Oakhill Ales & Beers, Book Here for Canadian Pacific, Railway Passenger Assurance Company, Bay's Ginger Beer, Brooke Bond Tea, East Anglian Daily Times, The Open Door to more business, Carr's Fever Powders, Carson's Murapaste and Wills's Autograph.

Anyone who is offered any of them for sale is asked to contact Thames Valley Police on 101.



Three of the stolen signs. FAWLEY HILL



The beautifully-restored Somersham station at Fawley Hill, adorned with enamel signs. Somersham station opened in 1848 on the GE line from March to St Ives and was closed in 1967. The demolished building was re-erected at Fawley Hill by the late Sir William McAlpine. ROBIN JONES

Platform for success: Di and Simon Parums look at home on the footplate of their newly-acquired replica steam loco beside the surviving Down platform of the former Bassenthwaite Lake station. The 4-8-2, built for the 2017 hit movie *Murder on the Orient Express*, is to become the centrepiece of a major new Lake District tourist attraction being developed by the couple. PETER ROOKE

Major restoration of Lake District station launched – with the aid of blockbuster movie steam loco!

By Geoff Courtney

IT WAS the week leading up to Christmas, and throughout the land young and old alike were looking forward to the festivities, especially what Santa may bring. Di and Simon Parums were no exception, but their anticipation was directed at something far larger than most people were hoping for.

Larger, as in about 90ft long, and looking very much like a steam locomotive, with its 4-8-2 wheel arrangement and smoke deflectors. For what Di and Simon had delivered to the 155-year-old former Bassenthwaite Lake station in the Lake District, which they own, was a full-size, steel-built mock-up based loosely, but nevertheless realistically, on a French state railway main line express Class 241P.

A mock-up it may have been, but this locomotive has a cinematic claim to fame in that it played a central role in the 2017 film *Murder on the Orient Express*, based on the 1934 Agatha

Christie novel, a hit movie that was both directed by and starred Kenneth Branagh and grossed more than \$350 million (about £265 million) worldwide.

Station restoration

Di, who is 52, and 54-year-old Simon, have ambitious plans to restore the station, which was opened by the Cockermouth Keswick & Penrith Railway in January 1865 and closed by BR in April 1966. The Up eastbound platform and goods yard have disappeared under the A66 Cockermouth-Keswick road, but the Down platform, station building, stationmaster's house and two railwaymen's cottages survive in the couple's ownership.

Under their plans the derelict station building, which in its operational days comprised booking office, two waiting rooms and an adjacent Post Office, is to be restored as it was in the interwar years and is to become a cafe, while the pair

of cottages will be rebuilt in their original style and incorporate a local railway memorabilia display as well as staff accommodation and offices.

The stationmaster's house also requires restoration, including a new roof and central heating, and will become a holiday let. Overall an ambitious project indeed and one that will delight railway enthusiasts everywhere, but there is much more, and that is where the reproduction Class 241P comes in.

It was built at Longcross Studios near Chertsey, Surrey, in a project that was shrouded in secrecy and took a team of engineers 12 weeks to complete.

It has a real firebox and incorporated electronically-operated bogies behind the wheels to provide propulsion, and in scenes which replicated the real thing in virtually every way, including moving parts and steam, was filmed for the movie on a 1½-mile stretch of track on the studio site heading a train of replica

Orient Express coaches. After filming ended in May 2017 it was stored in a haulier's yard near Stoke-on-Trent.

Railway theme

Di and Simon decided to give their cafe and holiday let venture at the disused station an authentic feel of history, and, as Cumbrian railway enthusiasts, hit upon the idea of a railway theme. They initially pursued the idea of a carriage, but learned that the *Murder on the Orient Express* locomotive and three of its four carriages had become available after a proposed purchase fell through – an example of “right place, right time,” said Di.

And so a deal was struck that saw the pair become owners of the replica locomotive and tender, and the three carriages, all of which were delivered before Christmas. “The carriages will provide staff accommodation while the cottages are being restored, and then provide additional seating for the cafe and wildlife viewing,” said Di.

The project is being carried out in



Your carriage awaits: The replica Orient Express rake of carriages at Bassenthwaite Lake station, which is being restored by Di and Simon Parums. STAN LEIGH



Lake District calling: LMS 2MT No. 46488 at Bassenthwaite Lake station on August 3, 1959, with the 5.10pm Penrith-Workington train. The station closed in 1966, but the Down platform the 2-6-0 is drawing into has survived, as have the station building, stationmaster's house and railwaymen's cottages, all of which are being redeveloped into a visitor and holiday let attraction. The Up platform on the left has disappeared under the A66 main road. Inset: A Down local approaches the station circa 1955, opposite the now demolished Up platform and goods yard. CUMBRIAN RAILWAYS ASSOCIATION/PETER ROBINSON COLLECTION. INSET: CRA/PEARSALL COLLECTION

phases, with the stationmaster's house expected to be completed by spring, the station building incorporating the cafe and work on the carriages within the year, and the cottages in about 18 months.

As to the cost, Di said: "We would prefer not to say, but heritage restorations do not come cheap, as your readers are undoubtedly aware!"

Explaining their raison d'être behind the project, Di, who like Simon works in health and safety, mainly in the construction industry, said: "We live in Bassenthwaite and have strong local connections, and we have a real love of saving precious heritage buildings, while much of our interest also centres around wildlife. We will be trying to create a facility that will welcome everyone, and four paws and four wheels will be equally welcome."

The project is already attracting interest from cycling, walking, fell-running and wildlife groups,

said Di, who highlighted such local attractions as Dubwath Silver Meadows wetland nature reserve, the Lakes Distillery, Pheasant Inn and Lake District Wildlife Park. "We are all helping to put this gem of an area firmly on the map without detracting from its special charm."

Future plans

Their philosophy is illustrated by the menu at the proposed cafe that will cater for all diets and showcase Cumbrian produce whenever possible, while provisional future plans include, subject to planning approval, a train-driving simulator in the loco's tender, Orient Express-themed events, dark skies viewing observatory in the cottages, and wildlife viewing hides.

"Above all, it will rescue a beautiful stone former station building that has fallen into a very poor state of disrepair, and keep it accessible to the public with a sustainable business which will secure its long-term future," said Di.



Ivatt 4MT 2-6-0 No. 43106 passes Northwood with the 10.35am from Bridgnorth on January 3. Lunchtime trains were observed to be packed on the two days after New Year's Day. ANDREW BELL

All change at Severn Valley while viaduct repairs are underway

By John Titlow

FOR the first time in many years, the Severn Valley Railway is not running to Kidderminster due to essential works taking place on Falling Sands Viaduct.

The seven-arch 400ft structure was built by the GWR between 1875-78 to cross the Staffordshire and Worcestershire Canal and the River Stour at a height of 65ft. One of the major structures on the railway, it now needs serious repairs due to the ingress of water.

Services to Kidderminster finished on December 28, when the last train arrived at 6.25pm. No trains ran the following day and from the 30th, the new timetable kicked in.

There are now five trains a day starting from Bridgnorth at 10.35am, 12.10pm, 1.45pm, 3.20pm and 4.50pm, and from Bewdley at 10.15am, 11.50pm, 1.25pm, 3pm and 4.35pm, with crossing taking place at Hampton Loade.

Run round operations are slick at Bewdley, and locomotives are now serviced and watered at Bridgnorth in between trains.

Trains finished on January 5 and do

not restart until half-term week on February 15.

In March 2019 the National Lottery Heritage Fund awarded a grant of £925,000 and donations totalled around £397,000 towards the estimated costs of the works at £1,322,000.

Work on the viaduct started immediately after closure and affects the lucrative dining trains that usually run from Kidderminster with five coaches. Instead, two carriages were brought across the viaduct to be stabled at Bewdley and will be tagged onto the 1.45pm service starting from Bridgnorth. Other essential stock was also brought over, but storage is at a premium at many of the other stations.

Around 250,000 passengers start their journey from Kidderminster, so it is essential that works are completed as soon as possible. The full line is due to reopen in time for Easter on April 4. The present speed limit imposed on the viaduct should also be lifted in time.

Meanwhile, the connection with the main line at Kidderminster is still in use and the section of line is being used for additional temporary storage.



Journey's end – for now: GWR 4-6-0 No. 6960 Raveningham Hall arrives at Bewdley from Bridgnorth on January 4. Visiting from the West Somerset Railway, the Modified Hall is to stay on the line until 2021 when its boiler certificate expires after an agreement with Locomotive 6960 Ltd was reached. JOHN TITLOW



Cotswold Steam Preservation supporters, shareholders and volunteers sing Auld Lang Syne in front of No. 2807 at Broadway. IAN CROWDER



GWR 2-8-0 No. 2807 pulls away from Greet Tunnel on January 1, its last day in traffic before its next heavy general overhaul. IAN CROWDER

Popular Churchward 28XX bows out at Toddington

By Robin Jones

THE oldest GWR locomotive in working order – Churchward heavy freight 2-8-0 No. 2807, bowed out of Gloucestershire Warwickshire Railway traffic on New Year's Day, as it was withdrawn from traffic pending a heavy general overhaul.

On what was also the line's last day of the 2019 season – the railway being closed until March 7 – 1905-built No. 2807 was joined in service by WR 4-6-0 No. 7820 *Dinmore Manor*.

Owned by Cotswold Steam Preservation, Swindon-built No. 2807 has been a reliable and popular performer since it entered service a decade ago after a lengthy overhaul, mainly at Toddington. Since then,

No. 2807 has clocked up nearly 42,000 miles, adding to the more than 1.5 million miles it had put under its belt in GWR and BR service.

The footplate crew for what was a chilly and dull last day comprised former BR fireman Chris Smith and Ray O'Hara, who said: "I'll miss the old girl. This is the sort of engine you never have a bad day on – it steams well and runs like clockwork."

Farewell

There were plenty of admirers as families and youngsters crowded round at Broadway and Cheltenham Racecourse hoping for a footplate visit – along with members and supporters of the owning group exchanging stories, all tinged with sadness that No. 2807 was soon to

have its fire dropped for the last time for perhaps two years.

In the heritage era, there are only two standard gauge GWR locomotives that are older than No. 2807 – No. 3440 *City of Truro* and the Dean Goods No. 2516. It is thought that neither of the National Collection-owned locomotives are likely to steam again.

No. 2807 is the oldest locomotive to be rescued from Barry scrapyard. It was the 130th out of 213 to be bought from Woodham Brothers for restoration or heritage purposes and in June 1981 became the first steam locomotive to arrive at Toddington on the nascent heritage line.

Cotswold Steam Preservation has been planning the overhaul of

No. 2807 for several years, and as reported in our last issue, has chosen Riley & Sons, based in Heywood, to carry out the work on the boiler necessary for a new 10-year boiler ticket.

Overhaul plan

The boiler will be lifted at Toddington and transferred to Heywood by the middle of the year.

No. 2807 was based at Pontypool Road, Chester, Bristol, Tyseley, Newton Abbot, Llanelli and Cardiff during its main line career.

The locomotive's last allocation was Severn Tunnel Junction in May 1960, and it was withdrawn from there in March 1963, arriving at Barry scrapyard in November that year.



Above: The crew for the last day of operation of No. 2807, pictured at Toddington, were Ray O'Hara and Chris Smith. IAN CROWDER

Left: The oldest operational GWR locomotive at Broadway on January 1. IAN CROWDER



WR 4-6-0 No. 7820 *Dinmore Manor* catches the sun at it passes Stanton heading for Broadway. JOHN TITLOW

Late December proves magical on the Gloucestershire Warwickshire

By John Titlow

IT WAS one of those magical winter days that starts with a beautiful sunrise but could go either way. The weather forecast was wonderful, so a day out was planned to visit the Gloucestershire Warwickshire Railway six days after its Santa trains had finished on December 24.

The morning mist had not cleared as I made my journey down the M5. However, within five miles of the line it cleared completely.

December 30 began with both locomotives running backwards, WR 4-6-0 No. 7820 *Dinmore Manor* leaving Toddington for Cheltenham Racecourse at 10.10am with one

carmine and cream plus seven GWR coaches.

WR 0-60PT No. 9466 was the second locomotive in steam with a uniform maroon rake of eight coaches running in the opposite direction to Broadway at 10.15am.

Due to the amount of recent rain, it was a sodden walk to get to the field overlooking Stanway viaduct but a worthwhile one, as pictured on pages 2 and 3. No. 9466 departed Broadway at 10.50am the correct way round, running over the viaduct with virtually nothing coming out of it, but opened up just at the end and worked up grade towards Toddington. Had this photographic location been tried

a few days earlier it would have been impossible due to flooding around the nearby farm.

Departing Cheltenham Racecourse at 10.55am, No. 7820 led the next train towards Broadway and worked over Stanway viaduct in the opposite direction, the air was cold for good exhaust and a nice glint helped.

There was a lull before the next chimney-first working with No. 7820 on the 1.55pm from Cheltenham Racecourse. Chicken Curve has weathered in nicely after its replacement in 2012.

So much for best plans because No. 9466 unusually failed on the last train.



No. 7820 *Dinmore Manor* pulls away from Winchcombe at Chicken Curve on December 30. JOHN TITLOW

Two 18in gauge locomotives join Statfold Barn fleet

TWO more locomotives have permanently joined the fleet at the award-winning Statfold Barn Railway near Tamworth, which has one of the world's finest collections of narrow gauge engines and stock.

The Waltham Abbey Royal Gunpowder Mills Company (WARGM), a charity which operates the Historic Royal Gunpowder site in Essex, recently undertook a review of its locomotives and rolling stock and decided to concentrate on its 2ft 6in gauge Gunpowder Railway.

As a result, its 18in gauge locomotives, Avonside 0-4-0T *Woolwich* and Hunslet 0-4-4-0DM *Carnegie* and five carriages, together with powder wagon were rendered surplus to its requirements. However, both the locomotives are unique heritage items and in sore need of restoration and placing in operation.

Ownership transfer

Accordingly, WARGM identified Statfold Narrow Gauge Museum Trust Ltd as the best possible charity to take this unique 18in gauge collection.

Agreement has been reached for WARGM to transfer ownership of *Woolwich*, *Carnegie* and the associated rolling stock to Statfold Barn, which pledged to return all of them back to full operating condition.

Statfold Barn will also extend its 18in gauge line.

WARGM'S Grahame Browne said his group was "very pleased" by the deal with a venue "which has the facilities to bring both locomotives and other items back to their former operational glory and operate them, as per the agreement, for the benefit of future generations".

Statfold trustee Henry Noon said: "We are very happy to accept this generous donation from WARGM. Not only are both locomotives appropriate to our Hunslet group collection, but they also add to the narrow gauge story we are telling here at Statfold.

Exciting addition

"In addition, it means we can add a further gauge to our narrow gauge railway. This is an exciting addition to our extensive narrow gauge collection."

Part of the Heritage Railway Association's 2019 awards, the Mortons Media (*Heritage Railway*) Interpretation Award was won by Statfold Barn for its Grain Store, an outstanding museum of international narrow gauge railways and a repository of information and artefacts relating to the Hunslet Engine Company.

Boston Lodge project in line for Lottery millions

By Robin Jones

A £4.2 million project to redevelop the Ffestiniog Railway's historic workshops at Boston Lodge into a major tourist attraction in its own right is to be supported by the National Lottery Heritage Fund (NLHF), it was announced just before Christmas.

The aims of the project are to improve interpretation of the historical significance of the Ffestiniog & Welsh Highland Railways and to secure the future of the site at Boston Lodge by conserving the remaining 19th century buildings to ensure that they can continue to function effectively into the 21st century.

Significance

Boston Lodge Works is not only one of the oldest railway workshops in the world, but possibly the oldest still operating on its original site. Several of

its earliest buildings survive, although a number are currently very much at risk and in need of urgent intervention.

Indeed, the origins of the works extend back beyond the railway itself, having being built to support the early 1800s construction of the

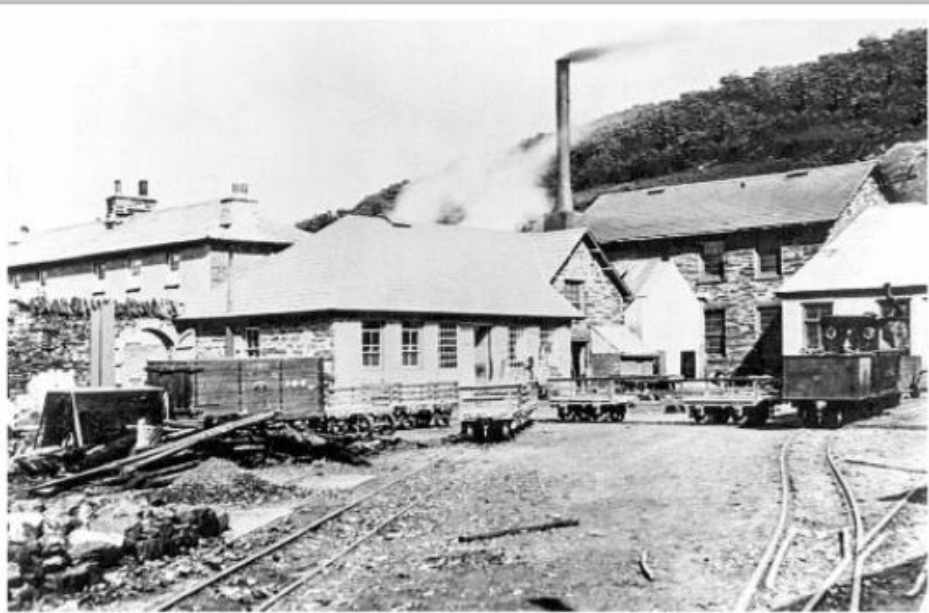
land-reclamation embankment known as the Cob. While more than 250,000 people a year visit the railway, there is concern that with the passing of generations the major national (and international) historical significance of the line and

"Boston Lodge Works is not only one of the oldest railway workshops in the world, but possibly the oldest still operating on its original site."



Then and now: the Old Locomotive Shed in 1887 (above) and here in 2013. FR CO





Boston Lodge Works in 1887. FR CO

matched funding in a proportion yet to be decided – visitors wishing to explore the history of the railway in depth will be given the opportunity to go beyond a normal tourist railway journey and look behind the scenes at the works.

Opportunities

Volunteers will be sought who can lead guided tours and deliver site interpretation to a highly professional standard. The scheme is also intended to offer extended opportunities for volunteer involvement, and the expansion of the line's well-established programme of the passing on of traditional specialist skills. It will also include plans for traineeships in heritage project management and production management within the context of a heritage engineering operation.

Workshops expanded to support the operation of the railway in its early horse-drawn days from the 1830s to the 1860s now comprise the area known as the Top Yard and will be a focal point for conservation redevelopment work.

The project will also include the further restoration of the Old Locomotive Shed that was built to house the original Ffestiniog locomotives, and to which public access will be facilitated.

The project has successfully passed the NLHF's first round Application Stage and the year-long Project Development Phase is planned to start immediately in 2020.

The works is currently the subject of a 34-phase development programme that is expected to extend over more than a decade.

The Lottery-backed project will ensure funding for 14 phases of this programme, building on eight phases that have already been completed over the past six years. The focus of the NLHF support will be on the historic buildings on the site, and the facilities needed to develop volunteer work and

improve access. Project director and Ff&WHR general manager Paul Lewin said: "The Ffestiniog & Welsh Highland Railways have an impressive track record of delivering ambitious projects.

"This project is intended to extend that record, and builds on recent success working with the NLHF Skills for the Future project.

"It has long been felt that day-to-day visitors to the FR enjoy their visit without gaining much more than a fleeting impression of the historical importance of the railway, its connection with the landscape in which it sits, and its importance to the slate industry that has had such a profound effect on the area. This project is intended to change that.

Reputation

"For Boston Lodge Works the project comes not a moment too soon. The reputation and importance of this workshop is known far and wide in the heritage railway and industrial history sectors and yet, before our eyes, the very fabric of the site and its heritage buildings is crumbling.

"This programme will see the creation of appropriate facilities for our employees and volunteers which will help to maintain the all-important skill base. The historic buildings will be conserved and each will have a distinct future role.

"Some new buildings have been included in the plans, with the objective of ensuring that in future these will accommodate the lion's share of heavy engineering work, thus permitting the conservation and more gentle use of the older buildings. The workshops will thus retain their function and character. Opportunities for volunteer input will grow and greater access will be possible in unique new ways."

The railway has been backed by the Ffestiniog & Welsh Highland Railway Trust and the Ffestiniog Railway Society in the development of the project.

New colliery line heritage trail will include tribute to writer J R R Tolkien

THE trackbed of the former colliery line behind Nottinghamshire's long-disused Gedling & Carlton station is being cleared by Network Rail in order to create a new heritage trail.

The Gedling Heritage Way has been designed to connect footpaths across the borough which run past some of the area's most historic sites.

It will follow the former GNR track linking it to Netherfield Lagoons, and also provide a through route to the new Chase Farm housing development, Gedling Country Park and Lambley Dumbles.

It is also planned to transform the station building into a heritage

centre with a tea room named in honour of Lord of the Rings creator J R R Tolkien, for use by walkers and cyclists on the new trail.

It is said locally that Tolkien visited an aunt in Gedling in 1914 and the trip inspired him to write a poem, *The Voyage of Éarendel the Evening Star*, which led to him writing the *Lord of the Rings* trilogy and *The Hobbit*.

An application for National Lottery Heritage Funding may be made.

The station was opened by the GNR in 1875–6 and closed in 1960. The line to the colliery was classed as redundant in 1995, four years after the mine closed.

Historic photographic archive donation welcomed by 813 Fund

THE Severn Valley Railway-based GWR 813 Preservation Fund has received a donation from the late David Rouse's family of a large portion of his photographic archive.

David had been a preservationist since the 1960s and was principal trustee of the 2251 Fund, the owner of Collett 2251 class No. 3205. This 0-6-0 was resident on the SVR and hauled the reopening train in 1970.

Nick Baxter of the 813 Fund said: "We would like to thank the family for their generosity. It will take some time to go through the collection, but an early discovery is an image of GWR Dean Passenger Full Brake No. 933

taken at the SVR. This vehicle came to the SVR in 1968 and was bequeathed to Great Western Society at Didcot, leaving the SVR in 1976."

David was based on the Longmoor Military Railway (LMR) for National Service. A further undated image in the archive shows LMR No. 600 *Gordon*, now SVR-owned and residing in The Engine House at Highley.

In addition to the popular SVR-based 0-6-0ST former Port Talbot & Docks Railway/GWR No. 813, the GWR 813 Fund owns a collection of wagons, based at the SVR, Didcot, Avon Valley, Dean Forest, South Devon and West Somerset railways.

Another five years for Caley 828

CALEDONIAN Railway 812 class 0-6-0 No. 828 is now expected to return to Strathspey Railway traffic in the autumn.

It has been originally intended that a heavy general overhaul would start in April.

However, following discussions between railway officials and the CR 828 Trust, which owns the 1899-built locomotive, the scope

of the planned overhaul will be amended. Because the engine is in generally good mechanical condition, the overhaul will now focus principally on renewing the boiler's 10-year ticket.

After No. 828 comes back in late 2020, it is then intended that it will run for around five years before being withdrawn for heavy overhaul.



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Santa special comes unstuck at Bury

By Robin Jones

IMAGINE if Santa had set off from the North Pole on his annual present delivery round, and the reindeer's reins had not been fastened to his sleigh. The Man With All the Toys would have been left stuck in a snowdrift, with chimneys all round the world unvisited on December 24.

Such a scenario might well have mirrored that at Bury Bolton Street station on the East Lancashire Railway (ELR) on December 22, when visiting LNER A4 4-6-2 No. 60009 *Union of South Africa* uncoupled from a rake of coaches forming a packed Santa special.

Families in festive mood standing on the platform were left startled when the corridor connection between the Pacific's tender and the lead vehicle (an LMS Stove R) was ripped off in spectacular fashion as the streamliner moved forward.

The connection was suddenly stretched over the widening gap between the locomotive and the luggage van as bystanders watched in disbelief, before it tumbled on to the track in an expanded heap.

It appeared that the connection had not been detached before the A4 moved forward.

The incident was captured on video by Brad Hunt, who'd been expecting to capture a 'bog-standard' loco movement. He posted the footage on YouTube, and as we closed for press, the clip went viral and had been watched 140,000 times.

Bystander Steve Toolan said: "You could see through the windows that every table was taken and all the kids were smiling with Santa and his elves."

"They were getting ready for the next trip and we heard a sound and looked up and saw some kind of metal had just fallen off from the carriage."

Passengers had to wait an hour for the damage to be repaired before the train could set off.

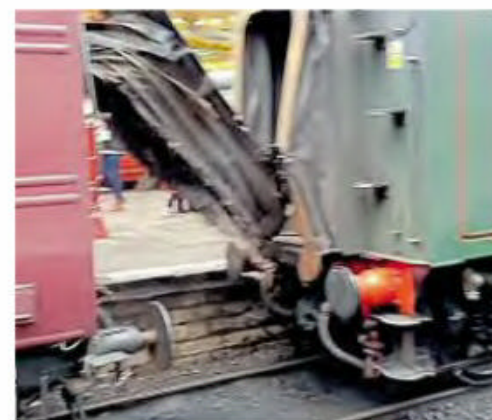
However, nobody was injured and the tender was repaired by the following day, as railway officials carried out an internal investigation.

ELR general manager Tracey Parkinson said: "We're sorry for the delay the Santa special. All the children were very well behaved and our staff did very well in minimising disruption."

"The delay was caused when a part of the train was slightly damaged during an uncoupling of a non-passenger carriage."

"However, everyone kept their Christmas spirit high and after a short delay the Santa special was back on its merry way."

Providing a sense of scale of its festive operation, the ELR said it ran 112 Santa special trains, travelling 1762 miles and carrying over 42,000



The uncoupling incident which saw the corridor connection between A4 No. 60009 *Union of South Africa's* tender and the lead coach of a Santa special ripped off in front of astonished passengers waiting at Bury Bolton Street station, as seen on a still from the YouTube video. BRAD HUNT

passengers. Staff and volunteers handed out over 17,000 presents to children and 25,000 bottles of sherry to the grown-ups.

NYMR prepares for two bridge renewals during winter shutdown

By Roger Melton

DURING November and early December, 1000 hardwood sleepers at Fen Bog on the North Yorkshire Moors Railway (NYMR) were replaced in time for the Santa specials, Northern Lights Express and post-Christmas services to begin.

These sleepers – around half a mile's worth – and the associated rail were replaced around 15 years ago, but the site is often waterlogged (as indeed it was as work was being carried out!) and the sleepers had rotted badly.

It might be asked why wooden sleepers are used in such a wet location, rather than concrete ones. The answer to that dates back over 150 years, when the line was 'floated' across the bog with George Stephenson's technique of using sheepskins and bundles of wood, made famous at Chat Moss on the Liverpool & Manchester Railway. Concrete sleepers are heavier than wooden ones and so have a greater tendency to sink into the underlying terrain, thus wooden sleepers are used to help minimise the weight of the permanent way.

Goathland project

With this work out of the way, the NYMR's civil engineers might have been forgiven for putting their feet up for the festive season, but even as trains started running again, preparations were being made for the main event – the renewal of Bridge 27 at Goathland, where the



LNER K1 2-6-0 No. 62005 is seen approaching the North Yorkshire Moors Railway's summit at Moorgates with the 1.30pm service to Pickering on December 31. MICHAEL ANDERSON

first sign of activity was a 'contractors' village' of portable buildings, installed near the work site. This is in preparation for the replacement of Bridge 27 across the River Esk, which forms part of the NYMR's £9.2m 'Yorkshire's Magnificent Journey' project, which is part-funded by the National Lottery Heritage Fund and is the first tangible sign of progress with this project.

The new bridge structure had

been made over the late Autumn period by the Cleveland Bridge & Engineering Company (famous for constructing the rather larger Sydney Harbour Bridge) and test assembled in its workshops. It is a single span structure weighing around 84 tonnes.

Transported by rail

In mid-December, the completed kit of parts was moved by road to

Dawson's Railfreight terminal at Middlesbrough and loaded onto a train of nine wagons for onward transport by rail to the work site.

Movement took place on December 20, with the train, hauled by DB Cargo Class 66 No. 66137, which was temporarily named *Cleveland Bridge* for the occasion. After arrival at Grosmont, the locomotive ran around its train then hauled it to Goathland, where



The Bo'ness & Kinneil Railway has always run Black Bun specials on the last two days of the year. This time round, as well as running on December 30 and 31, the trains also ran on January 2 and 3. Neilson Reid 0-6-0T No. 1 (formerly named *Lord Roberts*) is seen heading the 10.45am from Bo'ness to Manuel up the climb towards Birkhill on New Year's Eve. The train of five Mk.1 coaches was well loaded and despite the very icy conditions on the rails, No. 1 was sure footed with no slipping. IAN LOTHIAN

it was stabled in the passing loop until work commenced early in January.

When work begins, Volker Rail's 150 ton-capacity Kirov crane will once again be visiting the line to remove the old bridge and lift the new one into place.

Pickering bridge renewal

For good measure, while on the NYMR it will be used to replace a second structure, Bridge 8, which spans Pickering beck on the approaches to the new carriage shed to be constructed at the southern terminus.

This is an unexpected late addition to the programme of works, for although the need for its eventual replacement was identified as part of the planning for that building, it did not form part of the NLHF application as it was thought to have a few years of useful life left. Inspections have shown it to be deteriorating faster than expected so the decision was taken to renew it while the Kirov crane was available. Carrying out the work now also helps to reduce the cost as it is being built as a variation of the Bridge 27 contract.

Work at Goathland is expected to begin early this year. The weather has been relatively mild so far. Experience on previous large civil engineering projects has shown the start of work often coincides with arctic weather, so look out for bad weather to come!

Brunel's 100ft Paddington bridge could become attraction in Pompey

CONSERVATIONISTS have called for a cast-iron bridge designed by GWR engineer Isambard Kingdom Brunel to be installed in Portsmouth, the city of his birth in 1806.

The 100ft modular canal bridge, which comprises interlocking parts, was rediscovered during regeneration work at Paddington station in 2004 before being dismantled and transported to Portsmouth's fort Cumberland on 20 lorries at a cost of about £500,000.

Significant structure

The bridge is owned by Historic England, but Hampshire Buildings Preservation Trust wants to see it become a local tourist attraction in its own right.

Trust chairman Charlie Fraser-Fleming said: "It is the only one of its kind in the world.

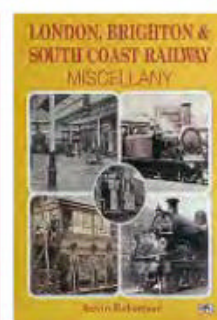
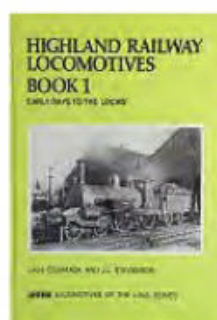
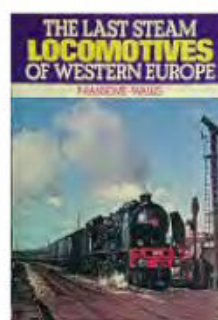
"It was such an important discovery. Brunel was pioneering new techniques that had not been done before."

Historic England is set to make a decision about the future of the bridge imminently.



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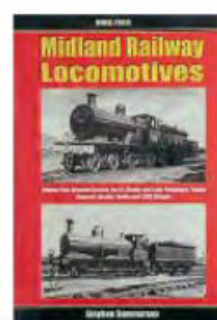
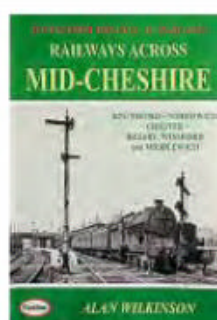
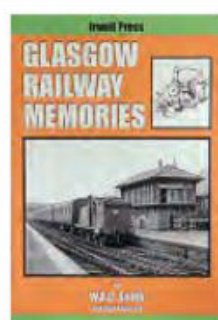
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Left: The 'Brighton Belle' passing Purley Oaks at speed in June 1964. The service was scheduled to take 60 minutes for the 51-mile express journey from London to Brighton. TONY HAGON/5BEL TRUST



Right: The restored 'Brighton Belle' cars on their last day at WH Davies' workshops in Langwith Road, Shirebrook before their move to Crewe. GORDON RUSHTON/5BEL TRUST

Restored 'Brighton Belle' Pullman set for debut on the main line this year

By Robin Jones and Brian Sharpe

THE celebrated 'Brighton Belle' luxury EMU is set to make a comeback to the national network after nearly half a century.

The restored set – widely regarded as potentially having the status equivalent in electric traction to the likes of *Flying Scotsman* in the steam world – will start off as a four-car train and could undertake its commissioning runs in the spring – with the debut public trips later in the year.

The £6 million 5BEL project, backed by multi-millionaire enthusiast and locomotive owner Jeremy Hosking, took a major move forward before Christmas with the four-car set, restored at WH Davies' workshops at Shirebrook in Nottinghamshire, being moved to Jeremy's Locomotive Services Ltd's premises at Crewe maintenance depot.

Crewe move

The first vehicles to be moved to Crewe were trailer cars first class car No. 82 *Doris* and kitchen saloon car No. 85 *Gravetye Manor*. They were followed by the two motor cars No. 88 *Mabel* and No. 91 *Beryl*. This move allows the train to be assembled on the rails once restoration is completed.

The outstanding work to restore the carriages concerns mainly the interior, and will be undertaken by Locomotive Services Ltd. The next task will be the certification of the vehicles to enable the train to run on the main line, which a project spokesman said is likely to take until spring.

The certification process will be followed by commissioning at Arlington Fleet Services at Eastleigh Works, which will see the certified train undertake several test trips on the third-rail electric system with staff on board to ensure that the train will perform as advertised. At the same time, the project will have a far bigger profile as it will be seen running in public for the first time.

It is planned that the reborn 'Brighton Belle' will enter main line traffic later in the year and will run in public excursion service.

These first main line runs will mark the completion of a ground-breaking project officially launched by the 5BEL Trust, a registered charity, in June 2009. Its trustees had long been concerned about the worrying state of electric train preservation in Britain and wanted to raise the profile of the issue. The project was launched at the National Railway Museum in York following the acquisition of two of the surviving 14 cars. By early 2009, four out of the five cars needed to form a complete unit had been acquired and the trust had set in place agreements to cover refurbishment of the cars, which began at Pullman restoration specialists Rampart Engineering at Barrow Hill Engine Shed in February that year.

The 'new' 5BEL will be available for charters across the whole third-rail system. There has previously been talk of it being hauled by a locomotive such as a Class 73 electro diesel when it is booked for trips on routes which do not have third rail pick-up.

The 'Brighton Belle' was introduced

by the Southern Railway in 1932, as part of its first main line electrification programme. Appearing during the height of the Thirties depression, it was designed with a modern iconic Art Deco interior as a Pullman train for the 'great and the good' who lived in Brighton, replacing a steam-hauled Pullman. The 15 cars were built in 1932 by Metropolitan Cammell at its Saltley works in Birmingham.

Named train

With the arrival of the midday London Victoria to Brighton service on June 29, 1934, the mayor of Brighton, Margaret Hardy, renamed the previously-untitled train the 'Brighton Belle.' There were three units and they were technically advanced with their all-steel construction and the luxury was such that the 'Belle' frequently operated as a Royal Train.

However, by the early 1970s, the units were showing their age and were criticised for their poor ride by the standards of the day.

Following their withdrawal despite protests on April 30, 1972, none of the cars were scrapped. Some became used by pubs or as restaurants or ended up on heritage lines. Other examples of the first class cars were restored to service in the Venice-Simplon Orient Express British Pullman.

However, by the start of the 21st century, when it became clear that some of the vehicles faced scrapping as the second-hand use was coming to an end, a group of enthusiasts began looking at reassembling a complete train.

The greatest challenge in the restoration of the cars had been the engineering one, with no source of traction motors and the requirement to run beyond their design speed on the modern main line.

The bogies have been replaced with 1960s stock Southern items which were well-proven, capable of running at 90mph and would deliver a radically improved ride quality. The difficult and expensive challenge was to graft large sections of 4CIG underframe beneath each car; to replace the solebars with larger section items to cope with increased traction and braking forces from the mandated buckeye couplings; and to massively reinforce crash protection around the cab.

The original Art Deco interior has been restored, with the trademark umber and cream paintwork reinstated.

The project's marketing director Gordon Rushton said: "Costs remain very high and the contributions that have come in really help us to make the restored 'Brighton Belle' a high quality Pullman, worthy of the prestigious name and an excellent re-creation of the famous train."

→ Anyone who wishes to come on board with the 'Brighton Belle' project by making a donation is invited to send a cheque payable to The 5BEL Charitable Trust to: The 5BEL Trust, Old Hall, Strethall, Saffron Walden, CB11 4XJ. Alternatively, payment can be made by bank transfer to the 5BEL Charitable Trust, Lloyds TSB Bank plc, Saffron Walden, Essex, CB10 1HF, sort code 30-97-24, account no. 01162176.

Top worldwide award for saved Douglas Bay horse tramway

THE Isle of Man's Douglas Bay Horse Tramway – which in recent years was threatened with closure – has landed a top award.

The tramway was highly commended in the 2019 Global Light Rail Awards for project of the year costing less than €50 million.

The award organisers said that

the tramway was "a well-loved tourist icon", adding: "Taking the horse tramway away from Douglas seafront is as unimaginable as removing the tower from Blackpool."

"Threatened with closure in recent years after 140 years of service, a new project to relay the

rails along Douglas Promenade not only secures its future, but also paves the way for potential extension to the island's electric tramway service."

The award was collected from BBC broadcaster Nicholas Owen at the awards ceremony at the Honourable Artillery Company

HQ in Westminster by Alistair Burroughs of Douglas-based civil engineering contractor Burroughs Stewart Associates and UK Tram technical manager Craig O'Brien.

However, taking the top accolade in the awards was a new tramway in Newcastle, New South Wales.



Great Northern Railway (Ireland) Q class 4-4-0 No. 131 passed milepost 91 with a Railway Preservation Society of Ireland Santa special from Portadown to Lisburn on December 15. The milepost is about half way between Portadown and Lurgan, and in the steam era was situated between the Boilie signal cabin and level crossing and the level crossing at Ballinamoney gates. No. 131 was outshopped by Neilson Reid in Glasgow in February 1901, withdrawn in 1963 and on January 31, 2015, moved under its own steam for the first time in more than half a century. A new tender was built in 2017. CHARLES P FRIEL/RPSI

Help Chinnor complete its engineering centre upgrade

THE Chinnor & Princes Risborough Railway has launched a £100,000 appeal to complete its engineering centre.

The heritage line has finished the construction of the building at Chinnor designed to enable the maintenance, repair, and restoration of locomotives and carriages.

The basic structure is complete, with temporary trackwork installed, engineering and carriage and wagon workshops built, along with a temporary mess room.

However, more funds are needed to lay permanent track on concrete sleepers and to install a pit to facilitate underframe inspections, maintenance and repairs.

It is also intended to concrete the floor with sufficient strength to enable the use of carriage jacks, build a protected stairwell to the first floor and install a fire escape from the first floor.

The railway also wants to build a permanent mess room, offices and a conference room on the first floor for meetings and training courses.

→ Anyone who would like to donate to this project is invited to visit www.gofundme.com/f/chinnorrailwayrec



Photographer: David Clarke

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'Oldest' industrial diesel shunter in service saved

By Robin Jones

WHAT is claimed to be the oldest operational locomotive in industrial use in the UK is set to make its heritage era debut this year.

The Shed47 Railway Restoration Group based at Lathalmond near Dunfermline has been gifted two locomotives by Babcock International at Rosyth Dockyard, including a four-wheel Barclay diesel shunter believed to have been the oldest of its kind still in use before it retired nine years ago.

Allocated to the Ministry of Defence army railway depot at Bicester, MOD No. 236, works No. 372 of 1945, was rebuilt by the Yorkshire Engine Company in 1994. Its original 153hp engine was replaced by a Gardner 195hp unit.

It is also understood that the green-liveried locomotive served at RNAD Trecwm in Pembrokeshire. It was transferred to Rosyth during 1995.

The other locomotive, blue-liveried Barclay 204hp 0-6-0DM No. 385 of 1952, BRIL 001, was supplied new to ICI Dumfries in 1952, and is similar to 10 which BR had built in 1956.

Reunited

Transferred during 1995 to Rosyth Dockyard, it was used to shunt London Underground and Scotrail stock under refurbishment.

The pair were moved from Rosyth by Williamson Haulage in Cowdenbeath on November 27 and taken to Shed47's Lathalmond Railway Museum base in the grounds of the Scottish Vintage Bus Museum, near Dunfermline. MOD236 started up at the second attempt.

At the museum, they were reunited after a gap of 12 years with former stablemates Hunslets MOD250 and



What is believed to be the oldest locomotive still working in industry in the UK, Barclay diesel shunter No. 372 of 1945 MOD236 is delivered to its new home at the Lathalmond Railway Museum in Fife on November 21. SHED47

251, which had made the same journey in 2007.

Until 1993, the bus museum was a Royal Naval Stores Depot (RNSD), built in 1941 as a duplicate stores facility for Rosyth Dockyard, so the locomotives have found a home from home.

Group secretary Grant Robertson said: "The little green one was the oldest locomotive in industrial use in the UK.

"Forty-eight years after the last train ran from Rosyth to Lathalmond, the

last ever trains have been brought from Rosyth to Lathalmond, albeit by lorry."

The group has also just launched an online Crowdfunder campaign website to raise money to refurbish Barclay 0-4-0ST No. 142 of 1908 National Coal Board No. 29. The steam locomotive has an unsurpassed Fife pedigree.

Supplied new to the Fife Coal Company, it entered service at Mary Pit at Lochore as No. 20. It was renumbered as NCB No. 43 after the nationalisation of the coal industry and moved to Cowdenbeath Central Workshops around 1950.

Steam power

In 1954 the locomotive moved to the Lindsay Colliery at Kelty in Fife – and in 1963 it was renumbered 29 at Cowdenbeath Central Workshops.

It briefly served at the Bogside Pit in 1970 and moved to Frances Colliery Dysart early in 1971, and in September 1974 was transferred to Bowhill Colliery.

In 1975 it was sold for scrap but was later acquired for display in a playground in Danderhall in Edinburgh, where it stayed for 14 years.

It was moved to the Prestonpans Mining Museum in the 1980s and

in October 2017 found its way to Shed47, which aims to restore it as the first working steam locomotive on the site.

The appeal has been launched to rebuild the locomotive's tank. As we closed for press, boiler tubes were about to be fitted.

The Lathalmond Railway Museum is one of the newest and lesser-known heritage venues. RNSD Lathalmond ceased to use the railways in 1971, resulting in the closure of the internal rail system and the branch serving it, which was cut back to Lilliehill Junction in Townhill. Trains still ran to Townhill Power Station until 1976.

As part of the post-Cold War contraction of defence sites, Lathalmond closed in 1993, and two years later, half the site was bought by the Scottish Vintage Bus Museum which moved its expanding collection from its previous home at Whitburn.

The Shed47 group was formed in 1997 to re-create a railway presence at the former RNSD, starting with just the original locomotive shed.

Provisional running dates for this year are April 12, May 24, June 14, 21 and 28, July 12 and 26, August 15, 16 and 30 and September 6 and 27.

→ If you wish to donate to the restoration of No. 29, visit www.crowdfunder.co.uk/fire-in-the-belly-1



Barclay 0-6-0DM No. 385 of 1952 BRIL 001 stands in front of MOD236 at the Lathalmond Railway Museum. SHED 47



The two North Norfolk Railway visitors, *Ring Haw* and Y14 No. 564, enter Groombridge station with the Spa Valley's 11.10am Eridge to Tunbridge Wells West service on December 29. In 1985 when the line shut, none of the infrastructure shown existed and it has all been created with the hard labour of volunteers during the last 35 years. It is intended to run a gala in mid summer to mark 35 years since the line was closed by BR. PHIL BARNES



Y14 No. 564 passes Forge Farm with the 2.30pm Eridge to Tunbridge Wells West service on December 29, catching a glint from the low winter sun. PHIL BARNES

Dining cars damaged during New Year vandal raid at Spa Valley Railway

POLICE were investigating arson and vandalism at the Spa Valley Railway's Tunbridge Wells West headquarters between New Year's Eve and New Year's Day.

Two of the line's restored 1960s dining cars, including the award-winning bar car *Kate* were targeted.

Fireworks were set off inside both coaches, mince pies and sandwiches were thrown around, an end door was broken and a card machine and fire extinguisher were stolen. There was evidence of a firework being launched

at the woodwork in *Kate*.

Shocked railway officials immediately set up a GoFundMe online appeal at www.gofundme.com/f/fix-our-dining-cars to cover the costs of rectifying the damage, with a target of £1000 set so that the cars can be returned to service in February. However, within 48 hours, more than £1200 had been raised.

A spokesman for Kent Police said: "Officers are investigating an arson at the Spa Valley Railway, Nevill Terrace, Tunbridge Wells between

6pm on Tuesday, December 31 and 8.45am on Wednesday, January 1.

"Anyone with information is asked to call Kent Police on 01622 604 100, quoting crime reference 46/430/20. Alternatively, you can contact the independent charity Crimestoppers anonymously by calling 0800 555 111 or using the anonymous online form at Crimestoppers-uk.org"

The mindless vandalism occurred after the line's successful December 28/29 Christmas gala which featured three steam locomotives and Class 31 No. 31430 in action.

December 29 saw the last day in traffic of Hunslet 0-6-0ST No. 1982 of 1940 *Ring Haw*, due to the imminent expiry of its boiler certificate prior to its return to the North Norfolk Railway along with fellow visitor GER Y14 0-6-0 No. 564 in early January.

The gala double up as a farewell event for the pair from Sheringham. *Ring Haw* will become the subject of a major overhaul in due course.

Also in action during the gala was Robert Stephenson & Hawthorns No. 62 *Ugly*.

New restoration plans for Hull & Barnsley coaches

By Roger Melton

TUCKED away almost out of sight for half a century in the back siding at Goathland, the Hull & Barnsley Rolling Stock Fund's two non-corridor coaches are likely to have gone unnoticed by many visitors to the North Yorkshire Moors Railway (NYMR).

The fund's two coaches were among the first to arrive on the NYMR 50 years ago and even saw some use on passenger services at the early open days before the railway opened, as well as use for filming contracts for *A Month in the Country* and *South Riding*.

However, it has been many years now since they have left their home at Goathland, and restoration progress has been slow.

Survivors

Rescued from Departmental service in 1968 and 1969, Nos. 50 and 58 were long thought to be the sole surviving examples of Hull & Barnsley Railway (HBR) passenger rolling stock, but the group was subsequently offered the body of HBR coach No. 1, one of the 85 four-wheel carriages and luggage vans, supplied by three different builders for the commencement of

passenger services in 1885. The carriage is from a batch of only three third class brakes and was constructed by the Manchester-based Ashbury Railway Carriage & Iron Co.

In 1919 it was sold, together with five all-third class carriages, for further use on the Neath & Brecon Railway, which together with all the other independent South Wales railways was absorbed into the GWR with the Grouping of January 1, 1923. Then, the GWR acquired 13 HBR four-wheelers, the Cardiff and Rhymney railways also having acquired four and three examples respectively.

No. 1 became GWR No. 257 but was withdrawn in 1925 and its body sold off for use as a shed in the Monmouthshire village of The Narth. In 1986, the carriage body was acquired by the National Museum of Wales as the last known surviving item of Neath & Brecon rolling stock. Initially moved to a museum store in Penarth, it was later transferred to a new collections centre at Nantgarw, eight miles north of Cardiff.

Following a review of its transport collection, the National Museum of Wales decided that No. 1, along with some other carriage bodies, was surplus to requirements. It was thus

available for transfer to the Stock Fund, which moved it to the Elsecar Heritage Railway in Barnsley and commenced its restoration for use as a tearoom.

In late November, coach No. 58 was moved to Pickering, where it was loaded onto a road transporter and taken to Hull College, which required a significant restoration project to pioneer the development of an advanced training and skilling curriculum for its students. The Stock Fund will pay for materials and the students will carry out the majority of the restoration work, using it as the basis for an educational scheme for younger generations to learn traditional methods of joinery, upholstery and decorating.

NYMR return

Upon completion of the restoration project undertaken in Hull, the carriage will return to the NYMR for final mechanical works, after which it will enter traffic for use on special days and film and publicity purposes. The project benefits from key stakeholders of the NYMR and the LNER Carriage Association which are supporting of this welcome initiative.

With the lead set by Hull College, Barnsley College has been quick to

emulate the approach entering into a partnership with the Stock Fund team at Elsecar, restoring carriage No. 1. Rather than the vehicle being located in college premises, this project will see working parties undertaken by local students of construction assisting with the bodywork repairs.

It is anticipated that with these enabling activities, construction of a new underframe may also be effected allowing the carriage to be used for the purpose it was built for.

Although both projects will ultimately benefit from commercial support and sponsorship, funding is required to initiate the respective projects. The Stock Fund needs to raise monies immediately and are therefore appealing to both its members and the wider public to provide an initial financial catalyst to enable future success.

→ If you would like to donate to Project 58, you can make a contribution by Paypal to account johnvwrigley@talktalk.net or by bank transfer to account 02380758, sort code 30-97-44, or by cheque made payable to the Hull & Barnsley Railway Stock Fund, 6 Chequerfield Court, Pontefract, West Yorkshire, WF8 2TQ, also stating donation to Project 58.

ELR50 marks 50 years since 'worst' Beeching closure

By Robin Jones

'It never should have closed' is a remark often made about a particular railway line that fell victim to the Beeching Axe or its aftermath. However, the closure of the East Lincolnshire main line from Grimsby to Boston half a century ago remained top of the 'regrets list' for none other than a member of the late British Railway chairman's planning team.

John Edser, who joined Dr Richard Beeching's planning team 10 weeks after the infamous 1963 report *The Reshaping of British Railways* was published, said the line – part of the Great Northern Railway's main route from Grimsby to London – was earmarked for closure because of the sparsely-populated countryside that it largely ran through.

John, who was part of BR's Central Planning Unit, said: "You had Grimsby to Louth, but between there and Boston, there was no real potential for profitable traffic for miles.

"However, with hindsight, closing it probably was a bad thing."

BR faced a huge fight lasting seven years before the route closed on October 3-4, 1970 – five years after Beeching departed from BR. The Peterborough-Grimsby main line via Boston and Spalding closed, along with the branches from Firsby to Lincoln, Willoughby-Mablethorpe and Woodhall Junction-Horncastle.

Today, the Port of Grimsby and Immingham is the UK's largest port by tonnage, its prime deep-

water location on the Humber Estuary giving companies direct access to mainland Europe and beyond. Immingham has a large railfreight terminal and a substantial petro-chemical industry.

More than four decades after closure, the coast of Lincolnshire south of the Grimsby/Cleethorpes conurbation lacks direct motorway or dual carriageway access. Many of the A roads are windy, which make journeys in or out long-winded affairs, an exception being the A16 running between

Boston and Spalding, and which largely follows the route of the railway between the towns that was closed in 1970. Otherwise, in providing a quick and efficient means of communication along the seaboard side of the county, linking it to and from London, the East Lincolnshire line is still waiting to be bettered.

Such facts were not lost on local councils when the line closed. Indeed, their strong representations led to BR reopening the line from Peterborough to Spalding from June 7, 1971, with a shuttle service of three trains each way per day. This service was improved in 1982 with the closure of the March to Spalding section of the former Great Northern & Great Eastern Joint Railway when the Lincoln to Cambridge service was transformed into the Lincoln to Peterborough

service, which still runs today.

The intermediate stations of Metherringham and Ruskington, north of Spalding, both reopened in 1975, and there are calls to add Donington to that list. The ideas of reopening stations at Littleworth to serve Deeping St Nicholas or Deeping St James for Market Deeping, taking commuters and shoppers into Peterborough, have been mooted. However, to travel from Boston to Peterborough by rail you have to take the long-winded route inland to Sleaford,

rather than the direct route south to Spalding.

The 14-mile section from Grimsby to Louth was retained for freight to the Associated British Maltsters plant, but the line was singled and much of the infrastructure was removed. The last freight working came on December 28, 1982, after which the line closed.

This year recalls the short-sightedness of that closure of 100 route miles with ELR50, a festival to be held across a host of venues in Lincolnshire over two months – for which *Heritage Railway* and our sister title *The Railway Magazine*, published by Lincolnshire-based Mortons Media, are media sponsors.

The landmark event will see LMS 4-6-0 No. 46100 *Royal Scot* (picture, centre spread), which was rescued from the scrapyard in 1962 by Skegness holiday camp magnate

Sir Billy Butlin, return to the resort with a special from King's Cross on September 26, as we reported last issue.

The Lincolnshire Wolds Railway (LWR), which runs over part of the Grimsby-Louth section, will be running steam-hauled trains most weekends between Ludborough and North Thoresby.

Lancashire & Yorkshire Railway Class 27 0-6-0 No. 52322 is booked to make its second visit to the LWR on August 29. It will be the first time any locomotive has pointed in the London direction since the 1970 closure.

The LWR has ramped up its timetable across the summer to cater for the larger numbers expected to visit the county for a string of ELR50 commemorative activities taking place at several venues. Surplus funds raised by ELR50 will help its four-mile extension towards the market town of Louth.

Just 20 miles away from the LWR, the site of the GNR's Mablethorpe station could come alive again for one weekend only under plans to bring in a visiting steam locomotive as the centrepiece of a local family-based gala event on October 3-4.

Although reduced to a humble car park when its buildings were torn down soon after closure, the exact position of the platforms which once catered for thousands of holidaymakers can still easily be detected, and the town's traders are excited about seeing them used for



MABLETHORPE



Crowds of holidaymakers arrived at Mablethorpe by train during the steam era. E J SOAR



Louth station yard in the grips of the big freeze of 1947, the worst winter before 1962/63. In 1961, trains ceased to call at intermediate stations between Grimsby and Louth, two years before the Beeching report. LWR



Lancashire & Yorkshire Railway 0-6-0 No. 52322 departs Ludborough on March 30, 2013, during its first visit to the Lincolnshire Wolds Railway. The loco will be a centrepiece of the ELR50 festival. PHIL ELDRIDGE



B1 4-6-0 No. 61209 arrives at Mablethorpe with a train from Nottingham on September 9, 1961. HORACE GAMBLE

railway purposes once again.

The exhibit will be christened 'Mabel' especially for the occasion. In reality, it is former Vulcan Foundry pilot 0-4-OST *Vulcan*, currently based at Barrow Hill, which will arrive on a low loader. It is also booked to visit nearby Sutton-on-Sea, but the site of the old station there is lost under a new housing development.

Seaside special memories

An ELR50 spokesman said: "After half a century, Mablethorpe still feels sore about losing its railway, particularly as we have been told the branch from Willoughby Junction was actually still making money in its final year. It was simply dragged down by the heavy losses being incurred by the main line.

"We sincerely hope that *Heritage Railway* readers will be among those who come and stay with us again. Many will have fond memories of visits to Mablethorpe and the coast as children."

The visitor centre at fellow sponsor Batemans Brewery at Wainfleet will come alive from August 1 with the story of Lincolnshire's railways, with hundreds of priceless relics from almost every location in the area assembled from collections. On some weekends, there will be

displays of old cars, Lincolnshire Road Car buses, and commercial vehicles – and collectors are expected to flock to Talisman Railwayana Auctions' sale on September 19, as outlined last issue. Owners Roger and Sandra Phipps have spent the last two years accumulating hundreds of Lincolnshire items which are expected to go for exceptional prices.

Today, the Nottingham-Skegness line thrives under the management of East Midlands Railway, one of ELR50's major supporters. It will have its own programme of special activities beginning at a ceremony at Skegness station on Thursday, January 23 when a Class 158 DMU will be named after the festival at a ceremony at Skegness station on Thursday, January 23. A Class 158 has been selected because it represents a type that has held sway on the route for around two decades, and is likely to remain for the foreseeable future.

Other sponsors include Visit Lincs Coast, Stagecoach, Visit the Seaside, the Poacher Line Partnership and Moschatel.

→ More details of ELR50 can be found at www.elrevents.co.uk and www.elr50c.co.uk

Norman moves to Spa Valley as southern trio set for comeback

THREE Southern Locomotives Ltd (SLL) engines are set to return to action this year.

WD Austerity 0-6-OST No. 7086 of 1943 No. 69 *Norman* is to become a long-term resident on the Spa Valley Railway.

Currently undergoing an extensive overhaul following many years of service on the Embsay & Bolton Abbey Railway, a major sponsor of its £140,000 overhaul wished to see it based in the South East.

SLL is aiming to have the overhaul completed during the summer, and it is intended that *Norman* will arrive at Tunbridge Wells in WD blue livery and numbered 75050, as carried when it operated on the Longmoor Military Railway in 1944, before being shipped to France following the D-Day landings.

An SLL spokesman said: "We are sure that this will be a mutually beneficial relationship for both companies and we very much look forward to working together in future years."

It is also intended that Bulleid West Country light Pacific No. 34028 *Eddystone* will return to traffic in the middle of the year. Its boiler was returned to the rolling chassis in the Swanage Railway's Herston Works in November, and most of the boiler cladding has been completed.

Battle of Britain 4-6-2 No. 34070 *Manston* is due back at the same time following its overhaul. Following the removal of its boiler cladding and tubes, an examination has begun, but its overall condition is believed to be good, and no major work is expected to be required.

'Jacobite' star for big Great Central Railway winter gala

LNER K1 2-6-0 No. 62005 is to appear at the Great Central Railway's big January 24-26 winter steam gala.

North Yorkshire Moors Railway-based 'Jacobite' regular No. 62005, owned by the North Eastern Locomotive Preservation Group, will join eight home fleet steam locomotives at the event, which will also feature freight and demonstration TPO workings.

In action will be WR 4-6-0 No. 6990 *Witherslack Hall*, BR Standard 9F No. 92214 *Leicester City*, Stanier 8F

No. 48305, 'Black Five' No. 45305 *Alderman AE Draper*, BR Standard 5MT 4-6-0 No. 73156, BR Standard 2MT 2-6-0 No. 78018, Ivatt 2MT 2-6-0 No. 46521 subject to completion of repairs and LMS 'Jinty' 3F 0-6-0T No. 47406, which is available following a boiler certificate extension.

The line's Metropolitan Cammell Class 101 DMU will be providing additional local services.

A high number of train movements will see up to 90 at Loughborough alone on the Saturday and Sunday.

Cliff railway reopens after pruning

MOTHER Nature forced Bridgnorth Cliff Railway to close for two days in December after vegetation began to encroach on to the track.

Workers from local firm Severn Valley Landscapes carried out vital

tree felling and trimming back.

Railway general manager Karl Braden said: "The response from passengers has been very positive. They have all commented on how much tidier the track now looks."

Keighley launches £120k bridge appeal

A £120,000 appeal has been launched to upgrade Ingrow West Bridge on the Keighley and Worth Valley Railway.

The rail bridge is to be replaced with a new concrete deck that will be cast in readiness for the replacement to take place this spring.

The Bahamas Locomotive Society will assist with the bridge replacement using its 50 ton steam crane to lift the concrete beams into place.

The railway has already just spent more than £125,000 stabilising the banking by Ebor Lane bridge with a further £40,000 to be spent this year.

→ Donations may be made online at <https://cafdonate.cafonline.org/11566#/DonationDetails> or by cheque sent to The Treasurer, KWVR Trust (Bridge Funding Appeal), The Railway Station, Haworth, Keighley, BD22 8NJ.

Enthusiasts seek wider recognition for railway builder Thomas Brassey

By Geoff Courtney

ENTHUSIASTS have formed a society to promote recognition of Cheshire-born Thomas Brassey, a Victorian civil engineering entrepreneur who by the mid-19th century had built a third of Britain's railways and by 1870 one in 20 miles of the world's railways spread over five continents.

Born in 1805, the eldest son of a wealthy farmer in Buerton, a village 12 miles south of what was to become the railway hub of Crewe, he left the prestigious King's School in Chester at 16 to become an articled apprentice to William Lawton, a land surveyor and agent.

In his early career he helped to survey the new Shrewsbury to Holyhead road that is now the A5, in which role he met the civil engineer and architect Thomas Telford, and by the age of 21 he had gone in to partnership with Lawton.

Branch into railways

Their business was based in Birkenhead, where it flourished into areas other than land surveying, including the establishment of a brickworks that supplied the construction of a number of buildings in Liverpool as well as its home town. At this time Brassey had his first involvement with railways, when he devised a gravity train to transport materials to the growing port at Birkenhead from the Wirral sand and stone quarries that the partnership owned.

In 1829, when still in his early 20s, he built his first road bridge, across a brook in the Wirral hamlet of Saughall Massie: It is still in use today and is now Grade II listed. It was a small beginning but a good proving ground for the massive viaducts and bridges he later went on to build throughout the world.

At about this time he met George Stephenson, the 'father of railways' who was then in his late 40s, and

Stephenson advised the young Brassey to become involved in building railways. Brassey took this advice to heart to such an extent that in 1835 the Grand Junction Railway awarded him his first railway contract – to build the Penkridge viaduct and 10 miles of track south of Stafford on what is now the West Coast Main Line.

With that work completed in 1837, he won contracts from the London & Southampton, Chester & Crewe, Glasgow Paisley & Greenock and Sheffield & Manchester railways, but even greater rewards lay overseas.

His first venture on foreign soil was in France where, in a partnership with previous rival William Mackenzie, in 1841 his tender was accepted to build the Paris-Rouen-Le Havre line, which opened in two stages between 1843-47. The pair built three further railways in France, including the 294-mile Orleans to Bordeaux line.

Back home, Brassey's success story continued. In 1844 he began building the Lancaster & Carlisle Railway, a project over inhospitable terrain that, with its highest point at Shap being 914ft, would be an engineering challenge today, let alone in the mid-19th century. Built at a cost of £17,000 per mile, it took up to 10,000 men 2½ years to complete.

The following year alone he won nine contracts totalling nearly 350 miles in England, Scotland and Wales, and by 1847 had built, by the age of 42, one-third of the country's railways.

However, across the Channel storm clouds were gathering, and in 1848 a financial crisis led to investment in French railways coming to a shuddering halt. With his business in the UK booming Brassey could have rested on his laurels, but in true entrepreneurial spirit he decided to

broaden his horizons, and he went on to build railways, viaducts and bridges throughout Europe and in South America, India and Australia.

What was surely the peak of his railway success came in 1852, when he took on the biggest project of his career and the most glittering prize of all – to build the 540 mile Grand Trunk Railway of Canada linking Quebec with Toronto via Montreal, much of it alongside the St Lawrence River.

Apart from the usual financial pressures on such schemes, difficulties faced by Brassey and his engineers and workforce included the severe weather, the waterways freezing for months at a time, and resistance from some Canadian businessmen. However, the biggest

obstacle was crossing the St Lawrence River itself at Montreal, and to achieve this Brassey built a bridge designed by Robert Stephenson. It was a project that caused great excitement among the locals, who dubbed it 'the eighth wonder of the world,' and when it opened to rail traffic in December 1859 it was, at 1¾ miles, the longest bridge in the world and the first to span the river. Named Victoria Bridge, it was formally opened the following year by the 19-year-old Prince of Wales, the future King Edward VII.

Such was the importance of this project, which required Brassey to build not only the bridges but also all the rolling stock, that in 1853 he built a factory at Birkenhead complete with a quay alongside big enough to berth ocean-going ships. Its machine shop was 900ft long, the blacksmiths' shop contained 40 furnaces, anvils and steam hammers, and the fitting shop was designed to manufacture 40 locomotives a year, the first of which

was a 2-2-2 completed in May 1854 and named *Lady Elgin* after the wife of the Governor General of Canada.

Another nod to the significance of the Grand Trunk Railway was the factory being named the Canada Works, and every one of the hundreds of thousands of Victoria Bridge components, for example, were either manufactured there or in other British factories to Brassey's strict specifications.

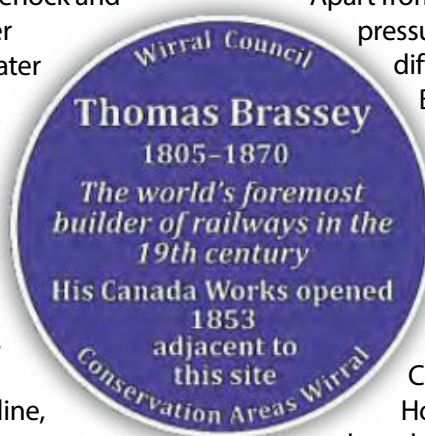
Brassey died of a brain haemorrhage in a St Leonards-on-Sea hotel on December 8, 1870, a month after his 65th birthday, leaving £5.2 million (£613 million today). None of this three sons, two of whom were MPs at the time of his death while the third entered Parliament in 1895, became involved in their father's business, which was therefore wound up.

Impressive statistics

The statistics behind this farmer's son who never had an office or office staff and dealt with all his own correspondence, make impressive reading. They include building railways throughout the UK and mainland Europe, as well as in North and South America, India and Australia, making him the world's most prolific railway builder, and over a period of 30 years employing an average of 80,000 men worldwide. Conservation Areas Wirral recently erected a plaque in his honour at the former site of Canada Works in Birkenhead.

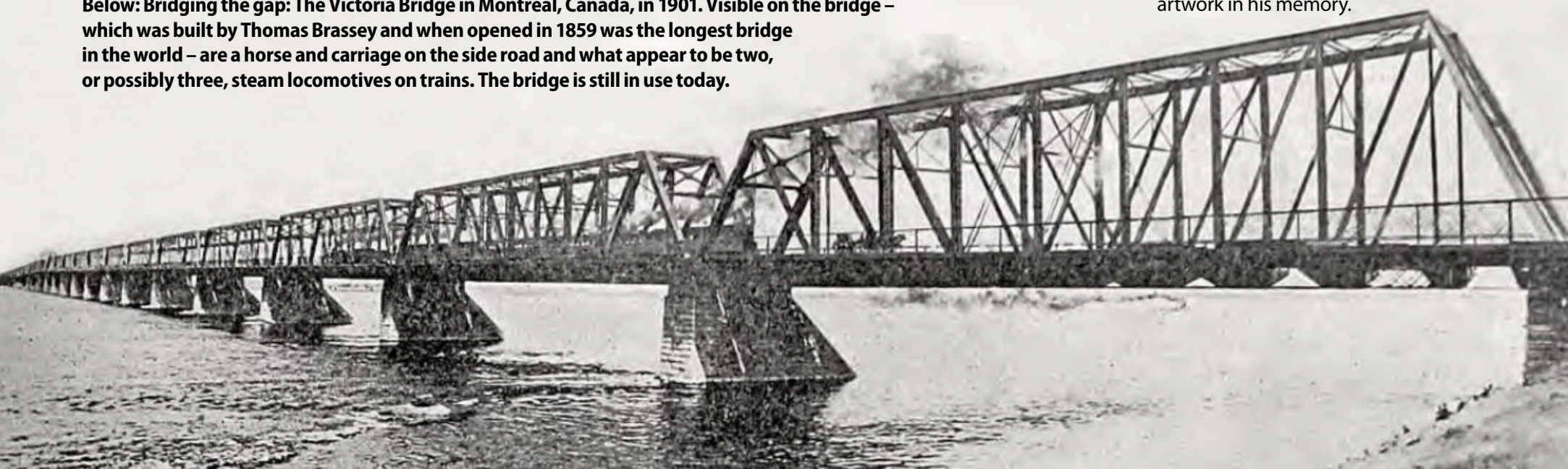
Stephen Langtree, interim chairman of the newly-founded Thomas Brassey Society, said: "Those who hear his story cannot fail to be impressed by his achievements, and we will now continue the work done by the Chester Civic Trust and many long-standing individual enthusiasts to give this modest man the recognition he so clearly deserves."

The society has been raising money via donations to the trust's Brassey Memorial Fund for two interpretation panels for the city station in 2020, the 150th anniversary of his death, and aims to erect either a statue or other artwork in his memory.



Inset above: Railway giant: The plaque to Thomas Brassey at the site of his former works in Birkenhead.

Below: Bridging the gap: The Victoria Bridge in Montreal, Canada, in 1901. Visible on the bridge – which was built by Thomas Brassey and when opened in 1859 was the longest bridge in the world – are a horse and carriage on the side road and what appear to be two, or possibly three, steam locomotives on trains. The bridge is still in use today.





Visiting LMS 'Black Five' No. 44871 catches the sunset emblazoned in gold on the river as it heads an afternoon Santa special service at Wansford on the Nene Valley Railway on December 14. PETER FOSTER



A platform spanning the decades – a modern East Midlands Railway Class 156 DMU pauses at Duffield alongside a first generation Class 101 DMU serving the Ecclesbourne Valley Railway. EVR

Ecclesbourne Valley purchases its freehold

By Robin Jones

CHRISTMAS came early for the Ecclesbourne Valley Railway with the announcement that it has taken full ownership of the nine-mile branch line from Duffield to Wirksworth on the border of the Peak District.

Following several years of negotiations, WyvernRail plc, the owning company, completed the purchase of the 8½-mile line from Network Rail on December 9. The railway is the only heritage line in Derbyshire – and one of only a handful in the country – that owns its infrastructure outright.

In 2005, a lease purchase agreement was agreed but a series of legal hurdles needed to be overcome before full title of the railway could be transferred and this included WyvernRail obtaining a Transport & Works Act Order in 2015.

The 20th anniversary of the start of

restoration of the line will be celebrated in 2020, while the company hopes to implement a programme to develop the railway into a premier tourist attraction.

Chairman John Snell said: "I am delighted that all the hard work of the railway's board of directors has brought the negotiations with Network Rail to a successful conclusion. We now control all of our infrastructure and are poised for expansion."

The railway includes five station sites, two level crossings, a yard with extensive sidings and a mineral branch to the old Middlepeak quarry at Wirksworth, in effect a 'heritage railway within a heritage railway'.

Services run at weekends between February and October and are timed to connect at Duffield with Derwent Valley Line services between Nottingham, Derby and Matlock operated by East Midlands Railway.

Two Norman Wilkinson paintings acquired by Scottish museum

By Hugh Dougherty

TWO water colour paintings by the well-known railway poster artist, Norman Wilkinson, have been bought by the Scottish Maritime Museum (SMM) at Irvine.

Regatta, Oban Bay and Pleasure Steamer, Loch Lomond, were painted in the 1930s, and are believed to have been commissioned by the LMS, although they were never printed as posters.

The Loch Lomond steamer features *PS Prince Edward*, operated jointly by the LMS and LNER, which had taken over the loch steamers after the railway grouping of 1923, and, if used, the poster would have carried the initials of both companies.

SMM curator Matthew Bellhouse Moran said: "We already display railway posters promoting shipping services, such as *The Kyles of Bute*, by Alasdair MacFarlane, painted for British Railways in 1956, and *Rothsay Bay*, by Frank Henry Mason, commissioned by the LNER in 1927, so it was right to acquire these works by such a distinguished artist."

"Railway companies worked hard to promote their steamer services, and the inclusion of these works in our growing art collection, records this important aspect of their business."

Norman Wilkinson CBE RI (1878-



Pleasure Steamer Loch Lomond.
SCOTTISH MARITIME MUSEUM



Regatta, Oban Bay.
SCOTTISH MARITIME MUSEUM

1941) was originally an artist with the *Illustrated London News*. He developed a distinct water colour style and his First World War service in the Royal Navy inspired him to pioneer the famous 'dazzle' camouflage paintwork for warships.

Other railway shipping posters by the artist for the LMS include *Fleetwood Harbour* and the *Belfast mail boat at Heysham*. He also painted a series of location posters in his distinctive style.

Yeovil Railway Centre bids to extend

YEOVIL Junction is set to see the expansion of its facilities as plans for Yeovil Railway Centre's extension to its internal running line and the establishment of a new South Western Railway's depot are completed.

A key link in main line operations, boasting the only 75ft turntable between Southall and Laira, the centre has submitted plans for an extension to its 'Wilderness' branch to landlord Network Rail.

Should these be approved, visitors will be able to enjoy a longer steam-hauled trip within the centre and take advantage of the chance to alight above and alongside the singled Yeovil Pen Mill-Weymouth line for 'station' refreshments.

South Western Railway is in the throes of establishing a new depot adjacent to the centre. When operational, the depot will stable four Class 159 units and locally, accommodate more than 30 drivers and the same number of guards.

Records tumble as public flock to heritage lines

By Robin Jones

THE first reports from several heritage railways suggest they enjoyed a bumper year and festive season.

As we closed for press, most heritage lines were still adding up their passenger figures for 2019, but the Epping Ongar Railway revealed it had set a new record by carrying 45,710 passengers – 3906 more than its previous record set in 2018.

Strong attendances at events including the real ale festival in July and the Ongar Dinosaurs in May contributed to the impressive result, boosted by more than 16,000 people riding on the Santa specials.

New for 2020 will be a Mother's Day breakfast, lunch or afternoon tea offer on board a vintage train on March 22, with on 'on-board street party' to mark VE Day on May 8 and a 1960s day on August 2.

Another record was set at the Kirklees Light Railway, where an increase of 13.5% over 2018 saw passenger numbers soar above 65,000 for the first time.

The Tallylyn Railway carried 49,344 passengers – its best performance since 2007. Although that was only 487 passengers more than in 2018, fare adjustments resulted in a 9.4% increase in ticket revenue – despite running 3% fewer trains than the previous year.

Far better than expected

Secondary spends in both the catering and retail operations matched 2018, which was record breaking in this field. General manager Stuart Williams said: "At the start of the year with the political uncertainty, we could only project a flat year all round – so this performance is far better than we expected."

The National Railway Museum recorded 782,000 visits during the 2018/19 financial year – the second best in a decade, bettered only by its Great Gathering reunion of all six LNER A4s in 2013-14.

The Llangollen Railway's 50 pre-Christmas Santa specials sold out, attracting visitors from beyond the line's traditional catchment area.

Around 8700 seats were sold to

the regular base of family groups and additional strong support came from many first-time visitors, while 21 post-Christmas mince pie specials also brought out the crowds to Llangollen.

In addition, three specials were booked for parties to enjoy a festive meal, a real ale train and an excursion for members of the North Wales narrow gauge railways.

General manager Liz McGuinness said: "We are delighted with the success of this year's festive season."

"On Boxing Day the Llangollen Railway was the only standard gauge railway operating in North Wales, as the main line trains took an extended holiday."

"The number of visitors over the festive period serves to demonstrate the economic benefit the railway produces for the region in what would otherwise be a closed season for attractions."

The Nene Valley Railway recorded its best festive season for several years, reporting that more than 20,000 people travelled on its Santa specials.

IN BRIEF

→ **TWO Class 08 diesel shunters, Nos. 08483 and 08410, are being offered for sale by an online auction run by chartered surveyor Walker Singleton, with the closing date for bids of noon on January 30. Based at Plymouth and Penzance, the shunters belong to Great Western Railway and can be viewed by appointment only. Further details are available on 0207 689768 or by emailing assets@walkersingleton.co.uk**

→ **BOB Norling, who began his career with New Zealand Railways at the Palmerston North steam depot in 1959, was awarded the Queens Service Medal for services to railway heritage and the community in the Ruapehu District in the New Year's Honours list. His projects included the installation of an authentic signalbox at Ōhakune, along with the restoration of Ōhakune station and the Ōhakune coach road.**

→ **THE Invergarry & Fort Augustus Railway Museum has bought a guards van from a private collector, and has appealed for volunteers to help replace some woodwork and repaint the interior.**

→ **NEW cylinders for GWR 2-8-0 No. 3850 were delivered to the Gloucestershire Warwickshire Railway on December 6 following machining by Roach Precision of Brierley Hill.**



Double track now in place on the approach to Corwen. GEORGE JONES

Corwen gets some more trackwork for Christmas

THE festive season saw further trackwork completed at the Llangollen Railway's newly-connected Corwen terminus.

Following the Golden Fishplate ceremony on December 10, as reported last issue, attention switched to the 300ft siding – and by December 24, volunteers had finished laying the sleepers and rails.

On December 28, the track was clipped and connected up, with a pedestrian crossing of Bowmac pads

installed for access to the mess room.

The approach to Corwen now features an impressive length of double track where once there was a void. The remaining construction work will be undertaken by the road rail vehicle operating on the rails through the loop.

Preparations for ballasting were underway using the stockpile of stone at Bonwm Farm, with a ballast train scheduled for January 16.

Three dates to start Saphos Trains season

SAPHOS Trains kicks off its 2020 excursion programme on Saturday, February 1, when the sell-out 'North Wales Coast Express' departs Leicester for Crewe, where steam comes on for the remainder of the journey to Holyhead.

It is anticipated that BR Standard Pacific No. 70000 *Britannia* will be chosen to take the 'Express' to North Wales for the opening Saturday.

On Saturday, February 15, the 'Pennine & Peaks Valley Express' leaves Crewe for a circular tour taking in the Yorkshire Dales, the train then returning via Clitheroe, Whalley and Wilpshire banks.

It is expected that LMS 4-6-0 No. 46100 *Royal Scot* could be selected to haul this day trip.

The 'White Rose' is booked to start from Shrewsbury for a day trip to York on Saturday, March 7.



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Farewell to Ffestiniog's Eileen Clayton – the lady who made it happen

By Gareth Evans

THE Ffestiniog & Welsh Highland Railways lost one of its most respected members on December 27 when Eileen Clayton passed away in Ysbyty Gwynedd, Bangor's district general hospital.

During the mid-1980s, Eileen led the line's parks & gardens department and developed it into a vehicle to enable volunteers of all ages to be involved with the FR. Under her leadership, stations became aesthetically pleasing.

No project became impossible. When it was decided to construct a new volunteer hostel at Minffordd, Eileen's department took on the task, making extensive use of volunteers of all ages.

It's no exaggeration to say that her legacy is immense – not only with projects she led, but also the culture she created in terms of engaging and training volunteers, leading the way for the wider heritage railway sector.

Eileen always seemed to find a way to get things done. Her dedication, commitment, infectious enthusiasm and experience served as an example to us all.

Her contribution was recognised

nationally when she was appointed an MBE in the Queen's Birthday Honours in 2006 for services to the Ffestiniog Railway.

Among her more recent projects has been restoring Gweithdy – the 1920s vintage corrugated iron building located in Minffordd station car park.

The structure has been sympathetically restored to continue its role as a workshop and amenity facility for staff and volunteers.

An article about Gweithdy penned by Eileen can be found in the latest issue of the Ffestiniog Railway magazine. Poignantly, it had been expected she would open the building, which is now approaching completion. I'm sure she'll be keeping a watchful eye over the proceedings from above.

Ffestiniog Railway Society chairman Howard Wilson said: "Eileen was responsible for the creation of Young Volunteers Training Week, otherwise known as Kids Week, and also the 'Bash' weekend working parties.

"We owe her a great deal for encouraging young people to become involved with the railway."

Eileen's funeral was held on January 13.

Two rebuilt L&B bridges relaunched

THE two rebuilt Lynton & Barnstaple (L&B) Railway bridges between Blackmoor Gate and Wistlandpound Reservoir were officially reopened on December 13.

The reconstruction is the first physical manifestation of the L&B Trust's ambitious expansion plans to reinstate another 4½ miles of the 2ft-gauge railway.

Bridge 55 (counting from the Barnstaple end) stands high above a passage between two fields and was still intact more than 80 years after the railway closed, although the deck was life-expired. It was safe to walk across

but not to carry the weight of a train. Now it can do so once again, following the installation of a new deck and new railings.

Bridge 54, which crossed a public bridleway, on the other hand, had long since disappeared, save for one abutment. According to a local farmer, it was blown up by the military during the Second World War.

The work on both bridges was carried out by engineering contractors I&F Brown of Exeter and partly funded by a European Leader 5 grant; the trust has paid the rest. The renewal of both bridges has cost £160,000.

Coun Andrea Davis, the Devon County Council cabinet member for infrastructure (second from left), who officially opened the bridges, and John Barton (who managed the project) in the red and black jacket, standing beneath Bridge 54.

TONY NICHOLSON



Portuguese metre gauge steam returns after an absence of several years: Henschel 2-4-6-0T Mallet No. 19877 of 1923 E214 climbs the steep hill away from Aveiro station on December 14. The 21-mile route between Aveiro and Sernada do Vouga is one of the last metre gauge lines in the country. Much of the system, including the Aveiro line, closed in 1972 after forest fires that were probably caused by sparks from steam locomotives. Regular steam working on the Portuguese metre gauge ended in the 1980s, although a few locomotives were retained for specials in the Nineties. E214 was restored to working order in Porto in 2017. JAMES WAITE

U class for 'Dorset Coast Express' this summer?

By Cedric Johns

MAIN line certificated U class No. 31806 was back in traffic working Santa specials alongside Bulleid 4-6-2s 257 *Squadron* and *Sir Keith Park* during December, its axle boxes having been cleared to run.

Despite its main line ticket, the U is likely to be largely confined to the Swanage Railway, which leases it from John Bunch, because the line lacks the appropriate passenger rolling stock and staff experience in running excursion trains on the national network.

However, the 2-6-0 may be seen working trains along the Dorset coast in the summer months. Both

the Railway Touring Company (RTC) and Steam Dreams have shown an interest in using the engine to head return workings from Weymouth to Southampton where the morning's main locomotive – positioned tender first at the rear – takes over for the final leg of the train's journey back to London via Romsey and the Laverstock loop.

Released, the 2-6-0 would run back to Swanage light engine via the Swanage-Wareham connection.

If RTC uses the mogul, it will appear on the 'Dorset Coast Express' on July 23, August 20 and September 3 and possibly the 'Swanage Belle' on September 10.

Flying Scotsman to visit Dereham

THE Mid-Norfolk Railway (MNR) is to crown its 25th anniversary year with an autumn visit of A3 Pacific No. 60103 *Flying Scotsman*.

George Saville, general manager of the Mid-Norfolk Railway Preservation Trust, said: "This announcement of the world record-breaking locomotive visiting us will certainly make it a tremendous year for the MNR."

The exact dates for the high-profile visit in late September and October are yet to be announced.

The MNR is also planning two special anniversary weekends and

new music trains to join its successful jazz trains.

As reported last issue, *Scotsman* is set to make its debut visit to the Mid-Hants Railway and on February 14 it will officially reopen the full length of the line, which was closed at Alton in January 2019 for the rebuilding of Butts Bridge at Whitedown Lane. Services ran between Alresford and Medstead & Four Marks only while the work took place.

The A3's round trips from Alresford to Alton on February 29 and March 1, 7 and 8 have all sold out.

Severn Valley Railway spreads festive cheer far and wide

STAFF from Severn Valley Railway spread seasonal cheer by delivering sack-loads of toys to Birmingham Children's Hospital, and other charities across the West Midlands.

The railway has donated £4000 worth of toys, including a range of board games, notebooks and more.

Wearing Santa hats, the SVR's marketing and events co-ordinator Lewis Maddox and sales manager Lisa Palmer delivered the toys to the hospital and other children's charities, including Barnardo's, Home-Start Wyre Forest, Crackerjacks Children's Trust, Acorns Children's Hospice, Green Hill Lodge, Bewdley Baptist Church and St Michael's Church of England High School in Rowley Regis.

Charity Santa train

Lisa explained: "Christmas is meant to be a happy, joyful time – especially for children, so we wanted to spread some festive cheer and give something back this year."

Also, the SVR dedicated an entire Santa special train from Bridgnorth to local family-based charities, offering every seat for free at the start of December.

Fenchurch overhaul makes progress

PLANS to overhaul LBSCR Stroudley 'Terrier' 0-6-0T No. 672 *Fenchurch* progressed with the removal of the boiler for assessment at Sheffield Park Works in early December.

The remainder of the 1872-built A1X has since returned to public display in the locomotive shed.

Fenchurch was withdrawn from traffic in 2011 when its 10-year boiler ticket expired.

The aim is to have it running for its 150th anniversary in 2022.

The oldest locomotive on the Bluebell, prior to its acquisition in 1964, for many years it was also the oldest locomotive in BR service.



Like other lines in the Colonel Stephens empire, the Weston, Clevedon & Portishead Railway had much in common with the much later heritage railways, which ran using second-hand locomotives and stock from a variety of sources. Pictured is Dübs 2-4-0T No. 1222 of 1879 *Clevedon* which was supplied new to the Jersey Railway and worked there as *General Don* before the line was converted to 3ft 6in gauge in 1883/4. The locomotive was then used on the North Cornwall Railway and moved to the WCP in 1901. It was refurbished at Avonside Engine Works in 1906, being fitted with vacuum brakes and a new cab and renamed *Clevedon*, the third locomotive on the line to carry that name. It is seen heading a train comprised of American-style carriages built in 1897 by the Lancaster Railway Carriage & Wagon Company as a batch of six for a failed order for Argentina. Sadly, no locomotives from the line survived. COLONEL STEPHENS MUSEUM

Weston, Clevedon & Portishead station to be rebuilt for cycleway

By Robin Jones

A STATION on the legendary Weston, Clevedon & Portishead Railway (WCP) is to be replicated as part of £2.45 million plans to turn part of the trackbed into a cyclepath and walkway, as the realisation of a 40-year dream.

A replica of the former Wick St Lawrence Halt is set to be built as part of North Somerset Council's scheme to establish a 'pier to pier' cycle route between Weston-super-Mare and Clevedon, with building work starting this summer.

The 0.9-mile shared path for use by walkers, cyclists and horse riders will for part of the way use an existing farm track built on the route of the former railway, from Wick Lane in Wick St Lawrence to Yeo Bank Lane at Kingston Seymour. The project will also involve a new agricultural crossing over the Congresbury Yeo river to keep farm animals separate

from path users, plus additional highway works in Kewstoke and Clevedon and road markings.

Planning permission for the scheme was granted in December 2018, and the council has already been granted £645,000 by the Rural Payments Agency to cover the construction costs of the path. The local authority has also asked Highways England for £1.4 million for the agricultural crossing. If this bid is successful, work on the scheme is anticipated to start in July.

Replica halt

Remote Wick St Lawrence Halt lay at the halfway point between Weston and Clevedon nearly a mile from the village, but nonetheless was manned until 1938. It had a passing loop, a wooden waiting room and ticket office. The replica halt is earmarked for the entrance to the cycleway off Wick Road.

The council's executive was due to

be asked to approve a commissioning plan for the cycleway at its meeting on January 7. The project is set to create the first direct link between Weston and Clevedon since the railway closed on May 18, 1940.

The 13.8-mile standard gauge railway had a total of 19 stations or halts, most of which had a small shelter and no platform, and ran through sparsely-populated countryside, using second-hand locomotives and stock. The Weston to Clevedon section opened in 1897, and the extension to Portishead a decade later.

The railway always struggled to make ends meet and entered receivership in 1909. Indeed, it spent 31 of its 43 years in the hands of receivers and was taken over by light railway empire builder Colonel Holman F Stephens in 1911.

The GWR, to which the line was linked at Clevedon and Portishead, bought it for wagon storage. The track was lifted between October 1942 and late 1943 for use in the war effort.

However, the railway might have become one of the UK's first heritage lines. In 1955, Bristol enthusiasts Mr S Jones-Frank and Major WDI Gunn founded the North Somerset Light Railway Company, the first private



Tickets from the Weston, Clevedon & Portishead Railway. ROBIN JONES



Wick St Lawrence station in 1938. It is now set to be rebuilt as a gateway to a long-awaited cyclepath which will make use of the original trackbed.
PETER STRANGE



London Transport Museum's beautifully-restored Metropolitan Railway coach No. 353 which ran on the Weston, Clevedon & Portishead Railway for more than three decades. ROBIN JONES



The remains of the railway wharf at Wick St Lawrence, which was served by a short goods branch north of the Weston, Clevedon & Portishead Railway halt.
JOHN THORN/CREATIVE COMMONS

railway company to be floated since Nationalisation.

It aimed to relay 6½ miles of the line to 2ft 8in gauge and use it to run 12 trains a day between Clevedon and the outskirts of Weston at Worle. In 1956, the company bought Peckett 0-4-2ST No. 1808 of 1930 *Septimus* from the Furzebrook Railway on the Isle of Purbeck.

Surviving carriage

That project failed to take off and the railway was never rebuilt; sadly *Septimus* was scrapped in 1962. However, a coach built in 1892 for the Metropolitan Railway and which was bought by the WCP in 1907 played a part of London Transport Museum's (LTM) Metropolitan Railway 150th anniversary celebrations on London Underground in 2013.

Coach No. 353, which in 1940 was sold by the GWR for use by military tailors at Shrivenham, Wiltshire, and later used as a US military mess room, after the war became a private dwelling and antiques shop and later a farm outbuilding. It was acquired by LTM in 1974 and in 2012 rebuilt by the Ffestiniog Railway using Heritage

Lottery Fund grant aid and money from the museum's Friends group.

The WC&P Railway Group was formed in November 2006 in a bid to preserve what was left of the line. An exhibition about the railway featuring artefacts is being held in Weston Museum in Burlington Street until the end of March.

Once completed, the new cycleway – which was proposed as long ago as 1979 with a group set up to campaign for the project now having more than 1300 supporters – will be promoted as a recreational route from Weston's Grand Pier to Clevedon Pier. When finished, it will reduce the current journey between the two from 17 miles using main roads to 13 miles on minor roads and off-road paths, giving cyclists a quiet and safer route for cyclists avoiding the busy A370 and M5 junction 21. It has been designed to accommodate disabled people.

The project forms the central section of the council's proposed Coastal Towns Cycle Route, linking Bristol, Portishead, Clevedon, Weston and Brean.



The Sidings Hotel and Restaurant at Shipton by Beningbrough. ROBIN JONES

Carriages hotel and restaurant demolition plan turned down

By Gareth Evans and Robin Jones

A PROPOSAL by developers to remove a collection of railway carriages which form a small hotel and restaurant alongside the East Coast Main Line (ECML) and replace it with a large modern hotel have been refused by planners.

The Sidings Hotel and Restaurant at Shipton by Beningbrough, north of York with its five 'Pullman-style' Mk.1 carriages has been a focal point for rail passengers on the ECML since the establishment was founded by a former railwayman in 1985.

However, a planning application by Pinnacle Country Parks for the removal of the coaches, the demolition of the restaurant and the erection of a new 107-bedroom three-storey hotel on the land, near to the site of the closed Beningborough station, was submitted to Hambleton District Council in August. The application included the creation of a new 111-space car park alongside the railway on land that is currently unused.

Refusal

The council's planning committee refused the application on December 9. Opponents had objected on green belt grounds and one local resident criticised the increase of bedrooms from 10 to 107. In a report, planners said that the proposed development would harm the visual amenity of the area.

The local parish council raised concerns about increasing road traffic at a junction where accidents have frequently occurred and the scale of the development.

A planning officer's report said: "The proposed replacement three

storey building is materially larger than the one it replaces which is mainly a single storey building and would therefore have a greater impact on the openness of the green belt, causing substantial harm. The employment opportunities and contribution to the local economy of the proposed hotel have been considered and are not 'very special circumstances' that would outweigh the significant harm to the green belt.

Impacts

"The proposed three storey form, urban design and stark exterior would be an incongruous feature in the landscape that fails to protect the character of the area and the village environment within this countryside setting contrary to Hambleton Local Development Framework policies."

While Network Rail had no objection in principle to the development, it specified a number of requirements to be met, given the proposed hotel's close proximity to an electrified railway. These included maintaining the railway access point and that the potential for train drivers to be dazzled must be eliminated when installing new lighting.

As this issue went to press, it remained to be seen whether the developers would lodge an appeal.

According to the Vintage Carriage Trust's Railway Heritage Register, the five coaches at the site, none of which retain bogies, comprise SK No. 24977, TK No. 24676, SK No. 24434, CK No. 15932 and TSO No. 4663.

Opened in 1841 by the Great North of England Railway, Benington station was rebuilt in 1933 but was closed to passengers in 1958 and goods in 1965.

Mk.3 coaches arrive on Bluebell

A PAIR of modern Mk.3 all-welded mild steel coaches have found a new home on a railway renowned for its pre-Grouping vintage and wooden-bodied stock.

On December 19, two redundant Mk.3 sleeping cars from the Caledonian Sleeper arrived for use as staff accommodation. They will

replace two life-expired sleeping coaches at Sheffield Park station.

Numbered 10690 and 10693, they were delivered by rail from Wembley Inter City Depot top and tailed by GB Railfreight Class 66s Nos. 66701 and 66725 *Sunderland*, to Horsted Keynes sidings.

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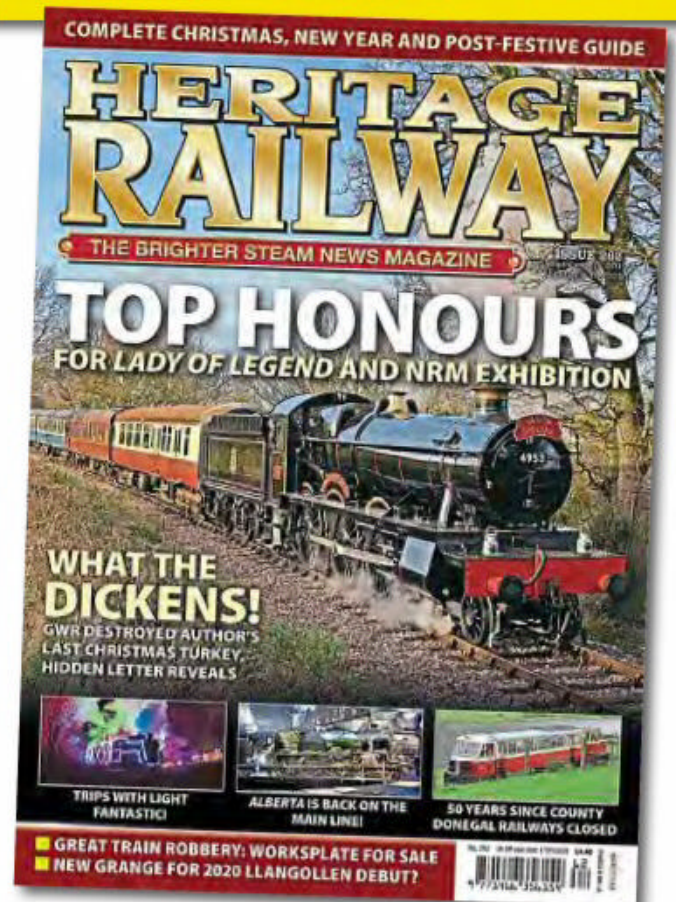
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Austrian 0-6-2T *Zillertal* arrives at Llanfair Caereinion on December 28, with a Mince Pie Special from Castle Caereinion on the Welshpool & Llanfair Railway. The post-Christmas trains have proved so successful that they are being run again in the 2020 season. Trains are next running between Llanfair and Castle in February – see separate story on news pages. GARETH EVANS

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‘Derided’ Pacers getting new lives in the heritage sector

By Robin Jones

THEY have long been lambasted by members of the travelling public – but heritage railways are now queueing up to add a Pacer DMU to their fleets.

A familiar sight to millions of commuters in the north of England, with their distinctive flat front, bus seating and functional design, the first Pacers were built in 1984 to create reliable and affordable trains to replace ageing first generation DMUs from the 1950s and 1960s.

With their low speeds and basic features, the body was based on a Leyland National bus and many fixtures and fittings are shared by both vehicles. Simple to build, run and maintain, with a rarely-surpassed fuel economy of 10 miles per gallon, Pacers quietly provided an essential rail link for commuters in many parts of northern England and Wales – in some cases for over 30 years.

Their use of a long-wheelbase four-wheel freight-wagon-inspired underframe, rather than the conventional arrangement of two four-wheeled bogies, has been regularly criticised for rough riding, and causing loud noise and excessive wear to the wheels and track on tight curves, where a loud squealing can often be heard.

A ministerial directive for the new Northern franchise from the transport secretary in 2015 required that Pacers be removed from service by 2020, stating that the “continued use of these uncomfortable and low-quality vehicles is not compatible with our vision for economic growth and prosperity in the north”.

Pacers have for long divided

passenger opinion, and the fleet is now being withdrawn en masse from the national network, but in heritage terms, nonetheless represent an important part of life on Britain’s railways in recent decades

Now one has joined the National Collection – after being donated by Angel Trains to the National Railway Museum (NRM) and delivered to the Locomotion museum at Shildon for display and eventually to give rides along its running line, once staff and volunteers have been trained how to drive it.

The Chasewater Railway has also acquired one, with reports of a second on its way to Brownhills West, and another is going to the Great Central Railway (Nottingham). Other heritage lines were understood to be negotiating to acquire a Pacer,

Commuter reality

Pacer No. 142001 has been donated to the NRM by owner Angel Trains and was previously operated by Northern. The first of its class of 96 built by British Rail Engineering Limited’s Litchurch Lane Works in Derby between 1985-87, the 142s were a development of the earlier Class 141 introduced in 1984. A 142 can seat between 102 and 120 passengers and has a top speed of 75mph. Subsequent upgrades to fittings and performance followed with the later 143 and 144 classes.

Anthony Coulls, the NRM’s senior curator of rail transport and technology, said: “The last days of the Pacers are now here and the NRM is pleased to add No. 142001 to the National Collection to represent the reality of commuter travel from the 1980s until today.

“Though much derided in recent years, their lightweight bus bodies and simple mechanics have made them a qualified success – otherwise they would not have remained in service for so long. It’s fair to say that they have played their part in saving many rural lines from closure or further cutbacks and there is even a Pacer fan club now.

“People have scoffed at them, lots of people don’t like them but they are the reason lines to places like Saltburn, Bishop Auckland and Carlisle survived. People will look at it to see what train travel here was like in the Eighties, Nineties and Noughties. They are part of our social history.

“We’re very good now at maligning the Pacer but if they had not been a success in moving large numbers of people on the peripheries of the national network, they would not be in service now.

“It will fit very well because the NRM isn’t just about the fastest, the oldest, the most iconic – it’s about the everyday history of the railways. In terms of moving millions of people millions of miles over 30 years, the Pacer has earned its place in history.”

The NRM will also consider loaning its Pacer to heritage lines.

Kevin Tribble, CEO of Angel Trains, said: “We have supported the NRM for many years and take pride in playing our part to preserve the history of our railways by donating a Pacer unit to this prestigious collection. While we continue to move forwards investing in and creating the railway of the future, it is equally important that we

remember the trains that formed part of the journey to getting us to where we are today.

“The first Pacer trains coming off-lease from Northern marks the beginning of replacing the entire fleet and demonstrates commitment to improving customer service and experience.

“Although the Pacers have served the industry well for many years, their scrappage is a significant move towards an improved rail network across the region.”

Fare appeal

Indeed, the addition of a Pacer to the National Collection came only weeks after Greater Manchester mayor Andy Burnham, Sheffield City Region mayor Dan Jarvis and Leeds City Council leader Judith Blake wrote to Northern – one of three operators still using the trains – calling for fare reductions on routes where they remain in operation.

Angel Trains has offered to sell Northern’s out-of-service Class 142 Pacer units to heritage railways and emergency services, for use as training vehicles in anti-terrorism exercises and mock rescue operations, with all proceeds going to charity. Angel Trains’ chosen charity is Railway Children, which works with street children in India, East Africa and the UK, who are often found living on station platforms.

“We believe the discontinued trains could be of value to select organisations,” said Kevin.

However, the majority the Pacers are set to be scrapped and the metal recycled. Awarded the contract for dismantling the units is CF Booth in Rotherham, where redundant Pacers





Class 142 Pacer DMU doyen No. 142001 arrives at the Locomotion museum in Shildon on December 18. NRM

are now waiting in the sidings, Barry scrapyard-style waiting to be broken up.

No. 142001 spent most of its working life travelling around the north west of England in Northern livery. Northern took over from First North Western and Arriva Trains Northern and operated a fleet of 79 Class 142 Pacers. There now is a rolling programme of replacements which will reduce this number throughout 2020.

Northern's managing director David Brown said: "We are delighted to be delivering on our commitments of removing Pacers and introducing a brand-new fleet of 101 trains. Pacers have served the North well, but we know they are old and outdated and not popular with our customers. Fifty-two of our 102 Pacers have now been permanently retired and the remainder will all be gone next year."

The Pacer joins several other recent additions to the collection such as the InterCity 125 power car No. 43002 *Sir Kenneth Grange* – and this year, it is expected that an electric Class 91 high speed electric power car will also be preserved.

Chasewater leads the way

Meanwhile, the Chasewater Railway became the first heritage line to preserve a 142 when unit No. 142029 arrived by road from an Angel Trains storage facility.

Vehicle No. 55570 (DMS) arrived on December 20, with No. 55620 (DMSL) moving on December 23 to avoid the railway's weekend Santa services. Further vehicles are expected to move this month once unit choices are confirmed following further inspections.

Having recently been withdrawn from service by Arriva-owned Northern, the units are expected to require only minor works and

a deep clean in the Chasewater workshops before commencing operational trials and driver training.

No. 142029 was chosen as being one of the most original condition units, having avoided the various refurbishments undertaken on most of the fleet. It is expected to be repainted in one of the earlier liveries.

Chasewater museum curator Barry Bull said: "The units should enable us to offer a lower cost train ride as part of birthday parties, where many local families find a steam train too expensive."

The Great Central Railway (Nottingham) has agreed with leasing company Porterbrook to take one of the later Class 144 Pacers, No. 144003 once its use on the national network has ended in the first half of 2020. Placed in the care of the newly-formed GCR(N) 2nd Generation DMU Group, it will enter regular service there once crew training has been completed.

GCR(N) commercial director Phil Stanway said: "Love or loathe them, since the mid-1980s, Classes 142, 143 and 144 railbuses have been a low-cost and efficient way of transporting passengers to their destination over lines which may otherwise have seen a large decline in services or no services at all.

"We are extremely grateful to our friends at Porterbrook for their support in agreeing to the sale of No. 144003 which will enable us to increase our offering here at Ruddington."

Porterbrook's head of communications and engagement, Rupert Brennan Brown said: "These trains were in many ways the saviour of the social railway, so it is fitting that one of these multiple units will meet the future needs of a community and heritage railway."



Having secured the future of the railway in 2019 with the purchase of its site, the West Lancashire Light Railway ended the season in style with a successful series of sold out Santa trains. On December 21, Kerr Stuart 0-6-0T No. 2405 of 1915 Joffe heads a train away from Delph station. STUART CHAPMAN

Ferryhill Trust to restore historic tamper-liner

THE multiple award-winning Aberdeen-based Ferryhill Railway Heritage Trust took delivery of Plasser and Theurer tamper-liner DX73010 from the Aln Valley Railway on December 18.

Formerly part of the National Collection, it is set to be returned to working order by Ferryhill volunteers.

In tandem with the Smith Rodley diesel crane, it is hoped the tamper will allow trust volunteers to increase the rate at which track can be

reinstated around the site.

As reported last issue, the trust has won two major awards for bringing the A-listed Ferryhill shed turntable back into use to facilitate the visits of steam-hauled charters to Aberdeen. After winning the 2019 principal award from the Aberdeen Civic Society, the trust scooped the Stagecoach Volunteers Award at the 40th National Railway Heritage Awards, presented in London by Princess Anne on December 4.

S15 No. 828 *Harry A. Frith* restoration progress at Ropley

THE overhaul of SR S15 4-6-0 No. 828 *Harry A. Frith* continues to progress steadily at the Mid-Hants Railway's Ropley works.

Some work has been carried out on restoring the ashpan, which dates from the 1980s when No. 828 was restored at Eastleigh Works. Rust has been removed from between the ashpan plates and some welding has been undertaken on the inside of the ashpan. A start has also been made on giving the ashpan some

protective black undercoat.

The insides of the tube holes on the front boiler tubeplate have been cleaned and oiled. The left and right hand back cylinder covers have also been temporarily refitted to the locomotive.

Further work has been done to the smokebox – including cutting holes for the steam pipes and trimming inside the smokebox. The smokebox door has also been cleaned and repainted.

Barclay set for 'repatriation' to Fife

LEVEN-BASED Fife Heritage Railway has reached agreement with the Scottish Railway Preservation Society for the 10-year loan and cosmetic restoration of Barclay 0-4-0ST No. 2046 of 1937 British Aluminum Company No. 3.

An example of the smallest Barclay standard gauge design, with 10in diameter cylinders, its entire working

life was spent at Burntisland, until replaced by diesels in 1971.

Donated to the SRPS in 1989 by the British Aluminum Company, it is currently at the Bo'ness & Kinneil Railway.

The group's Jim Rankin said: "We are really excited about repatriating this loco back to Fife."

Pioneer South African steam society Reefsteamers closes after 24 years

By John Titlow

SOUTH African main line steam operator Reefsteamers entered into voluntary liquidation on December 14.

Its last steam hauled train pulled into the depot at Germiston and finally dropped its fire.

Reefsteamers was one of the major players on the country's national network, running many tours since 1995. It did not just run trains but restored the locomotives and rolling stock inside the old steam shed owned by Transnet Freight Rail (TFR), the equivalent of Network Rail. The shed is in the middle of a huge railway complex

surrounded by sidings so is of little use for anything else: the asbestos roof is unsafe and in a very poor state with bits falling down around the locomotives.

Set up as a non-profit company in 1994, three years after steam was discontinued in 1991, Reefsteamers' aim was to preserve steam locomotives that were rapidly being scrapped and run them on the main line, working closely with the railway museum which is part of the Transnet Heritage Foundation.

No financial help came from TFR, and all work was by dedicated volunteers with funding coming from donations and running trains.

Downfall

Germiston is located in the heavily populated province of Gauteng incorporating the cities of Johannesburg and the capital Pretoria, so had a huge local market.

Part of the Reefsteamers downfall goes back to 2007 when a company

called Setemala hired a train without a signed agreement taking it to Cape Town 850 miles away. Setemala hired some generators to power the train and then collapsed leaving the train stranded and Reefsteamers to foot the bill. After some very poor legal advice and a court case, it cost Reefsteamers dearly.

Reefsteamers has admitted that its management made some very poor decisions several years ago and they still present them with significant financial problems. During the last five years the current management and board of directors had worked hard to put in place sound business

procedures.

The board had discussions with Transnet's senior management, including the chairman of the Transnet board requesting assistance in areas including routes they could run on, YQ charges and

lease of the depot with little avail. Reefsteamers claimed emails and letters were frequently ignored.

A YQ is the equivalent of a Special Traffic Notice issued by train planners announcing a special, an unusual or non-timetable train giving details regarding dates and times. Reefsteamers had to pay up front for the YQ as part of its access agreement to TFR rails.

Ironically, many of the locos at Germiston are owned by Transnet. Therefore, TFR had been charging Reefsteamers rent for storing Transnet's own locomotives on its own property.

Between 2017 and January 2019, Reefsteamers ran tours from Johannesburg to Magaliesburg that were a financial disaster. Frequently

"This situation yet again enforces the need for a viable working heritage railway association which would be able to assist and liaise with the country's authorities."



South African Railways Class 12AR 4-8-2 No. 1535 is prepared inside Germiston shed on March 30, 2019. JOHN TITLOW

the pilot was never in a position to take the train forward, coupled with the failure and theft of signal cables. That caused unprecedented delays, with passengers arriving into Johannesburg late at night after most connecting trains had left, coupled with security issues.

Much time was spent stationary, with some passengers getting off the train hiring taxis to get home. Social media had a field day, which almost killed the business, leading to a dramatic loss of passenger bookings and ticket revenue.

Undeterred, Reefsteamers changed the tours running from Rhodesfield, near Johannesburg airport to Heidelberg instead, but problems continued because the risk assessment for the line was outstanding. The steam locomotive was taken off at Germiston with the train hauled part way by electric, and delays continued. Despite all this there was a dedicated bunch of people fighting hard to keep steam on the main line.

Reefsteamers received the full blame unfairly on social media for the late running of trains and the late arrival of TFR pilots.

Earlier in the year I personally witnessed how bad things were with the debacle of 12AR 1535 running from Bethlehem to Bloemfontein over four days. The line had not been inspected, despite promises from TFR, and was not passable in many places: on the first day the train was stopped at Gumtree less than halfway. Reefsteamers was charged 300,000 Rand (£16,000) by TFR for the YQ and was refused any refunds.

In *Heritage Railway* 256 Transnet

vowed to keep future steam tours on track. TFR spokesman Mike Asefovitz commented in June: "As regards the future of steam excursions in South Africa, TFR will work closely with the various steam bodies and tourism authorities to support this, as we believe this to be important for job creation in this beautiful country".

Recently-restored 12AR No. 1535 owned by TFR celebrated its centenary without one official from TFR attending, despite being invited.

Association needed

Despite all its hard work, Reefsteamers has gone the same way as the Friends of the Rail in Pretoria for similar reasons. This situation yet again enforces the need for a viable working heritage railway association which would be able to assist and liaise with the county authorities.

It is uncertain as to what will happen to the locomotives and stock. However, Wilfred Mole of Sandstone Estates fame is paying for the security at present to protect this important collection of over 10 steam locomotives, carriages, a royal saloon and a Cowans Sheldon crane. One of the locomotives is 15F No. 3052 previously owned by the late wildlife artist and East Somerset Railway founder David Shepherd.

The gate to the old steam shed was locked at 5pm on December 14, closing an era. They went out on a high as the 12AR driven by expat Peter Odell had a good run that day arriving early for once. There were five coaches – but only two had passengers.

As this issue went to press, TFR had yet to respond to requests for a statement on the situation.



The sun shines through the holes in the asbestos roof onto Garratt GMAM 4079 inside Germiston Shed on March 30, 2019, clearly showing a lack of maintenance. JOHN TITLOW

The steam locomotive that became a diesel... then returned from the dead

By Robin Jones

A DIESEL shunter that began life as a steam locomotive nearly a century ago has undergone a major rebuild from dereliction to showpiece condition.

The unique 0-4-0DH No. RS8 *Clockwork Lemon* was built by Avonside as 0-4-0ST No. 1913 of 1923 and supplied new to Craig Quarry of the Denbigh Lime & Stone Company in North Wales. The quarry closed shortly afterwards, and No. 1913 was transferred to Tunstead Quarry in Derbyshire, which opened in 1927 and where it spent the rest of its working life.

The quarry passed by merger into the ownership of ICI which renumbered No. 1913 as RS8, RS standing for Road Service (vehicle). In 1959, RS8 it was chosen as the subject of a unique conversion from steam to diesel, and was completely rebuilt within the quarry workshops, with a Rolls-Royce C6NFL engine fitted. In its new format, RS8 operated successfully within the quarry for the next decade.

Preservation history

Superseded by modern industrial shunters, in 1975 RS8 was donated to a preservation group based at the former Dinting Railway Centre near Glossop. There, it was given the name *Clockwork Lemon*, after the 1971 Stanley Kubrick film *A Clockwork Orange*.

Unrestored, RS8 passed to another group at the National Stone Centre at Wirksworth in 1992. Restoration was started, but the locomotive was sited in an insecure area next to a public footpath where it succumbed to vandalism and theft.

Reduced to near-scrapyard condition, help came in August 2015 when the industrial locomotive enthusiast Pete Briddon and his son Andrew, whose Andrew Briddon Locomotive Collection is based at Darley Dale on Peak Rail, along with Pete's wife Stephanie saw RS8 while on a family day out and realised that it could indeed have a working future.

Enquiries led to the Stone Centre agreeing in Easter 2016 to gift RS8 to the collection. Later that year, Tarmac was approached for sponsorship of the repair of RS8's transmission.

March 2017 saw Tarmac mechanical apprentices, fitters and welders assisting enthusiasts with the stripping down of RS8 to the bare chassis at Darley Dale and that September, parts were transferred to Tunstead. A newer Rolls-Royce C6 engine was purchased.

The painstaking rebuild retains much of the original material. The project was completed in 2019 with the first trial run in April, and on the last weekend of November, RS8 in its



Before: A very much derelict RS8 displayed outside the National Stone Centre at Wirksworth on August 30, 2015. Pete Briddon was horrified to see a father jumping up and down on the cab roof pretending to be Tarzan to entertain his children, despite signs telling the public to keep off. There and then he decided to do all he could to secure the locomotive's future. PETE BRIDDON



After: The magnificently-restored RS8 *Clockwork Lemon* seen during testing on its 'home' ground of Tunstead Quarry on October 14. The building in the background is Tunstead House, Tarmac's HQ at Tunstead. PETE BRIDDON

bright yellow livery was unveiled at a 'homecoming' at Tunstead Quarry.

Guests included members of the team who had carried out the steam to diesel conversion 60 years ago, including Derek Burton, now 96.

Pete said: "The support from Tarmac has been superb."

Seeking a home

Tarmac Tunstead Engineering Services manager Reg Gartside said: "The team here has been enthusiastically involved right from the start and to see it run along the tracks here was the icing on the cake of a long, rewarding project."

"We were particularly pleased that the team was able to restore the very important safety features of the RS8 – innovative at the time they were installed in the late 1950s. These included a safety step and four position controls which enabled the driver to have much better visibility

no matter which way the locomotive was travelling."

RS8 has now returned to Darley Dale for the project to be completed. The vacuum exhaustor and driver's brake which disappeared long ago must be replaced.

After that, the collection will seek a long-term heritage home for RS8 where it will be used, and is now open to invitations for it to attend gala events.

The Briddon collection has now grown to 20 locomotives, all British-built industrial shunters, and includes *Cheedale*, a Thomas Hill 4wDH of 1979 – one of the generation of locomotives that took over from RS8 at Tunstead.

RS8's sister RS16 (Avonside No. 1908 of 1925), the last steam locomotive to leave Tunstead, survives at the Stoomcentrum Maldegem in Belgium, where, in its as-built saddle tank format, it carries the name *Fred*.

IN BRIEF

→ EIGHT former Caledonian Sleeper Mk. 3 sleeping cars are being stored temporarily in a siding outside the Severn Valley Railway's Kidderminster carriage shed for main line operator Locomotive Services Limited. The SVR said it made good commercial sense for the line as the storage period will be until the end of March while the Kidderminster-Bewdley section is closed for the Falling Sands Viaduct repair work to be completed and some of the line's own coaching stock is stabled at the north end of the line.

→ STEVE Backhouse has taken the reins as general manager of Isle of Wight Steam Railway. A volunteer on the line in his younger days, in recent times he worked with Lakeland Arts managing a portfolio of its Cumbrian visitor attractions. His appointment was announced in issue 260.

→ THE Bluebell Railway has appointed long-time member David Burch as its new finance director. He is an associate member of the Chartered Institute of Management Accountants and is currently head of finance and operations for the Institute and Faculty of Actuaries.

Appeal to help build new Corris engine's motion

THE Corris Railway is seeking £22,000 to complete the inside motion of new-build Falcon 0-4-2ST No. 10 and assemble it between the frames.

Funds are already in place to complete the outside motion at a cost of £8000.

The railway has already announced a target of £44,000 to complete the bottom part of the locomotive, so that it can be demonstrated working by means of compressed air during the open day at Alan Keef Ltd's Ross-on-Wye works in September.

Donations can be made online via www.corris.co.uk or with cheques payable to Corris Railway sent to Peter Guest, 38 Underwood Close, Callow Hill, Redditch, B97 5YS.

It is estimated that more than £30,000 from the final overall bill will be saved by railway volunteers constructing other parts of No. 10.

Following a meeting at Alan Keef in November, it has been agreed that a team of volunteers with engineering skills and facilities will construct the brake gear, smokebox, bunker and cab. The cab will have a profile similar to that of the line's original Falcon engines, aided by parts of the original from No. 3 – which are on display at Maespoeth Junction.

Two donkeys and a dog – but little else on site of Bassett-Lowke founder's much-loved garden railway

By Geoff Courtney

NICK Booker has had many memorable moments during his long association with a variety of Britain's railways, but none can have been as quirky and surreal as his recent visit into the rural depths of north Bedfordshire.

There, with Midland main line trains thundering past just yards away, he found himself on a wet and cold November day in a field in the hamlet of Radwell, watched by a curious dog and two donkeys while trying to trace surviving reminders of a long-lost railway associated with a founder and director of the world-famous Bassett-Lowke model company.

Nick, a 74-year-old visitor attraction consultant, is chairman of the Welsh Highland Railway Heritage Group, a director of Ffestioniog & Welsh Highland Railways Heritage Ltd, and a former trustee of Mail Rail, the landmark underground railway near King's Cross station. He is also a member of the Bassett-Lowke Society – and therein lies a clue as to why he was to be found in the field.

"My father had a couple of Bassett-Lowke catalogues from the 1939/40 period, which I still have, and as a boy I pored over pictures of the Bassett-Lowke O-gauge live steam Mogul," he said. "In the past two years I have bought a Corgi Mogul followed by a genuine 1939-made Bassett-Lowke Mogul, and have written a number of articles for the society's magazine."

In addition to Wenman Joseph Bassett-Lowke himself – known as W J – Nick has become fascinated with the history of Harry Franklin, who was a co-founder of the model company and is described by Nick as W J's 'moneymen' who kept out of the limelight.



Little and large: part of the Radwell Miniature Railway in Bedfordshire is on the right while on the main line on the left LMS Beyer-Garratt 2-6-0+0-6-2 No. 4984 (BR No. 47984) heads a Down empty coal train on the St Pancras main line in the early 1930s. Harry Franklin, the owner of the 10¼in gauge miniature railway, used to race main line trains when at the controls of one of his two locomotives. SHRIMPTON COLLECTION

Friendship with W J

Harry was born in 1875, the son of a railway clerk, and at the age of 16 was living in Northampton and working for an accounting firm, one of whose clients was J T Lowke & Sons, a small engineering and boiler repairs company in the town who retained Harry as a bookkeeper.

J T Lowke was run by W J's father, and Harry – a retiring and shy person – struck up a friendship with W J due to their shared interests in model-making, cycling and photography. This friendship blossomed to such an extent that in 1899 they set up Bassett-Lowke & Co, building model railways in a variety of gauges, as well as boats and ships.

Harry was in the background running the business side of this new company while W J was very much the front man, travelling,

networking, and handling publicity.

Within a few years the company was firmly established at its head office and works in Northampton, its success being based on W J's flair and Harry's financial acumen. A shop was opened in London's High Holborn in 1908, and two years later the business was incorporated as a limited company, with W J, Harry and Jack Sears, a successful boot manufacturer who died in 1916, its three founding directors.

Unlike W J, Harry had a hands-on interest in model engineering, and at his home he installed a 2in gauge model railway. He also owned a White steam car and a steam launch, and his philanthropy shone through when both were used for providing trips for convalescing soldiers wounded in the First World War.

In 1922 Harry, by then married

with a son, bought Stanilands, a house in the hamlet of Radwell near Bedford located beside the Midland Railway main line out of St Pancras that came with 12 acres of land. Harry earmarked some of the spare land for the site of a 10¼in gauge miniature railway, and work on this project started in 1925, the year before he and his teenage son Harry Jnr joined the local voluntary service during the general strike to drive and fire trains for the LMS.

Radwell Miniature Railway

The miniature railway, part of which ran parallel with the main line, comprised a ¾ mile circuit and was a professionally-built microcosm of a real railway. It included sidings, station, locomotive and carriage sheds, turntable, water tower, level crossing, signalling with oil-burning lamps, two viaducts, one of which was 65ft long, a 40 yard tunnel, bridge, and a near-8ft high embankment.

It began operations as the Radwell Miniature Railway in 1932 with two locomotives – an Atlantic 4-4-2 named *Stanley Baldwin*, built by the Bassett-Lowke company based on a Raven North Eastern Railway design, and a second-hand 4-4-0 named *Highland Mary* that was rebuilt by the firm.

Rolling stock included a four-seater bogie vehicle, five four-wheeled two-seaters, a Midland Railway-type goods brake, two open well wagons, and a hand-propelled covered inspection coach.



Double delight: Bassett-Lowke co-founder Harry Franklin, in a railwayman's cap, is a passenger on a Radwell Miniature Railway train double-headed by lead loco 4-4-0 *Highland Mary* and 4-4-2 *Stanley Baldwin*. In the background are the loco shed and a bridge crossing the line. NICK BOOKER COLLECTION



Miniature and narrow gauge enthusiast: Bassett-Lowke Society member Nick Booker with 1863-built England 0-4-0STT *Prince* at the West Highland Railway's Tryfan Junction station on August 12, 2018. Nick is dressed as a 1930s tourist as part of the railway's Journey into the Past event, at which he was a main host. NICK BOOKER COLLECTION



NER Atlantic *Stanley Baldwin*, which was a guest at the Tyseley Locomotive Works open weekend on September 28/29, is the sole surviving locomotive from the Radwell Miniature Railway. MICHAEL WHITEHOUSE

Footplate crew amused

Stanley Baldwin, an 11ft 9in long locomotive capable of 25mph, was often driven by Harry to race alongside main line goods trains – much to the amusement of the footplate crews – but the railway wasn't used purely for its owner's enjoyment. It became a church fund-raiser and a magnet for model railway clubs, societies, institutes and youth clubs, and was even used by the Bassett-Lowke factory for locomotive testing.

The railway ceased operating during the Second World War but reopened when the conflict ended and Harry, who had retired in 1938 but continued to take an interest in the Bassett-Lowke business, including attending the company's 50th anniversary celebrations in 1949, returned to running trains. In the 1950s his son Harry was involved running the line on open days, but by the early 1960s it was derelict, although *Highland Mary* was still in the shed, and soon after the two locomotives and rolling stock were sold. The fate of the 4-4-0 is unknown, but *Stanley Baldwin* survives and in September was running at the Tyseley Locomotive Works open day.

Harry died at Stanilands aged 89 in 1965, 12 years after W J, and the Bassett-Lowke and Franklin families sold their shares in the company in 1967. In later years Harry became recognised as the financial brains behind Bassett-Lowke, and it has been said that without his efforts behind the scenes, the company could not have survived.

Nick Booker, who said it was ironic that Harry was better known for a miniature railway than being the financial brains of a famous model engineering firm, found himself in the fields at Stanilands with the permission of the property's current owners and in the company of not only the donkeys and a dog, but that of Christine Sanderson, a volunteer at 78 Derngate, W J's former Northampton home that is now a public museum.

"Sadly, hardly any traces of the Radwell Miniature Railway exist other than the remains of the bridge and viaduct abutments," said Nick.

"Even the embankments of this well-engineered railway have long disappeared – but at least one of the locomotives survives to give pleasure to many."



GWR 4-6-0 No. 6023 *King Edward II* back in the Didcot engine shed on December 22, its main line aspirations curtailed for the foreseeable future. FRANK DUMBLETON

Didcot embarks on masterplan to enhance visitor appeal

THE Great Western Society is taking major steps to boost the visitor appeal of Didcot Railway Centre.

In order to increase visitor numbers to the 21 acre site next door to the town's station, officials aim to widen the access to the society's collection and extend the reach of its activities.

The audience development plan will see the centre's 'static days' reimagined for the main 2020 season as Discovery Days.

These will feature improved site guides for adults and children, a higher profile for the interactive displays on site, and short talks to raise the profile of museum artefacts or highlight aspects of the history of locomotives housed in the original GWR engine shed.

Heritage operation focus

One part of the strategy is to pull back from operating locomotives on the national network in order that they can be viewed close up by the widest possible audience, either at Didcot or on hire to other heritage lines.

This move has seen a U-turn in the society's aim to have blue-liveried GWR 4-6-0 No. 6023 *King Edward II* upgraded to run on the national network.

Last year, the blue King made successful loan visits to the Gloucestershire Warwickshire

Railway and the North Yorkshire Moors Railway. It has now been returned to Didcot, where over the winter, shed staff and volunteers will refit the original cab in place of the cut-down version made for potential main line running, returning the locomotive to an authentic condition – an important consideration as the centre is an Arts Council England Accredited Museum.

The decision means that the society will not have to go to the expense of fitting the obligatory electronic equipment for main line running.

A sustainable future

Chairman Richard Preston said: "Not only have we found that allowing locomotives to visit other heritage lines maximises the number of people that can enjoy the sights, sounds and smells of the locomotives in action, but they are also very accessible to our members and supporters in a way that we cannot achieve with main line running.

"Financially, we have found that by hiring to other railways we can more reliably achieve the level of revenue we had hoped to earn from main line running, so this is undoubtedly the best route for us a responsible charity looking to ensure a sustainable future for the items in our collection."

New tramstop for Seaton Wetlands

A NEW stop is being planned for the Seaton Tramway so that passengers can more easily access the Seaton Wetlands nature reserve.

Seaton Wetlands comprises marshland and reedbeds alongside the River Axe with five bird hides and nearly three miles of level trails and boardwalks suitable for wheelchair,

bike and pushchairs.

East Devon District Council is already working with the tramway on delivering the new tramstop, and is now considering a masterplan to create a new circular walking/cycle route around three of the town's most popular attractions, also including Seaton Jurassic.

Welshpool line's *Sir Drefaldwyn* rebuild now 'on the home straight'

By Gareth Evans

THE Welshpool & Llanfair Railway (WLLR) continues to make progress with the overhaul of its Franco-Belge-built 0-8-0T No. 10/ 699.01 *Sir Drefaldwyn* at the line's Llanfair Caereinion workshop.

After the project was effectively restarted two years ago, the powerful 1944-built locomotive is benefitting from a thorough rebuild, following the 'do it once, do it right' principle.

Recent work has included the fitting of a new handbrake and brake gear, while the much improved bunker is nearly complete. A new cab is under construction at Llanfair. Progress has also been made on the boiler, which remains stored outside in the yard.

No. 10 was built as a tender engine in 1944 by the Société Franco-Belge at Raismes, France, for the German military railways. After the Second World War ended, it ended up on Austria's Salzkammergut Lokalbahn, where it worked for several years on the picturesque Salzburg-Bad Ischl line.

The Styrian Government Railways rebuilt it in 1957 as tank engine No. 699.01 for use on the line from Weiz to Ratten, but it saw little service there and came to Llanfair in 1969. Once restored, it was named after the County of Montgomery, which in Welsh is *Sir Drefaldwyn*.

Its power and adhesive weight, combined with its short wheelbase



***Sir Drefaldwyn* is seen inside Llanfair's workshop on December 28. The new handbrake and coal bunker are readily apparent.** GARETH EVANS

enables it to pull the heaviest trains.

WLLR general manager Charles Spencer told *Heritage Railway*: "*Sir Drefaldwyn* will leave the workshop this year and not go back in except for oil changes. It's being done to a very high standard. With two exceptions, all of the major components found in need of rebuilding, remachining or similar are now on site ready for refitting. I'm pretty confident we are on the home straight."

Other overhauls

Another locomotive overhaul project making progress is that on Beyer Peacock 0-6-0T No. 822 *The Earl* at the Vale of Rheidol Railway's Aberystwyth workshop.

The Earl has had its cylinders separated from the frames for inspection – and the brackets for the spring hangers have had new rivets fabricated and fitted to reattach them to the frames. The wheelsets have been turned and profiled and the throw and quartering has been checked. The next stage is to re-machine the journals.

The boiler, built new by Israel Newton when the loco returned to action at the dawn of the millennium, is being refurbished at the East Lancashire Railway by John Varley.

The line's second original locomotive, No. 823 *The Countess*, is due to remain serviceable until the end of the 2020 season, when it will be withdrawn for overhaul at

the expiry of its boiler certificate. The 1902-built locomotive is due to handle passenger trains alongside visiting Austrian 0-6-2T *Zillertal*, which as previously reported, is on hire from Austria's Zillertalbahn for approximately two years.

Kerr Stuart 0-6-2T No. 12 *Joan* has been failed and with its boiler certificate expiring in April, it has been deemed uneconomic to repair for the limited use it would get.

Popular mince pie specials

Following the successful pilot in 2019, the WLLR has announced its post-Christmas mince pie specials will again operate in 2020 – on December 27 and 29-31. The 2019 trains ran between Llanfair Caereinion and Castle Caereinion, the halfway station, using *The Countess* and *Zillertal*. Trains are next running between Llanfair and Castle during the half-term school holiday on February 15/16, 18-20 and 22/23.

Charles said: "I'm delighted that our mince pie specials have proved to be so popular. Some people said they were really grateful because there are only so many board games you can play before murdering someone!"

"Our catchment area is normally as far as Wolverhampton and Birmingham, but on these trains it has been more local, with many people coming down to see the trains, enjoy a bite to eat in our tea room at Llanfair and have a ride."

→ *Zillertal* – picture, page 30.



Ian Riley's visiting 'Black Five' 4-6-0 No. 44871 approaches Wansford with a Nene Valley Railway Santa special on December 14. PETER FORSTER



A replica waggon from the line on display in the group's museum at Cockenzie. 1722 WAGGONWAY HERITAGE GROUP

One of Scotland's top five digs of 2019

By Hugh Dougherty

THE unearthing of Scotland's earliest railway, the 1722-built Cockenzie and Tranent Waggonway, by the 1722 Waggonway Heritage Group, has been listed as one of the top five digs of 2019 in Scotland by the Scottish Society of Antiquary's archaeology hub, Dig It!

As reported in issue 256, volunteers unearthed a section of the waggonway in June 2019, and discovered that it was laid to 4ft 7in gauge, rather than 3ft 3in, as generally believed up until the dig.

The significance of the find is that the heritage group's work is listed alongside four other archaeological achievements, including Viking, Pictish and early Christian digs.

It is the first railway or industrial heritage find to be recognised in this way by Dig It!

Ed Buthane, chairman of the 1722 Waggonway Heritage Group, said: "We are delighted to have been recognised in this way as we unearthed a significant piece of the early railway and industrial history of Scotland.

"The waggonway was built to transport coal to Cockenzie harbour, using horse power in the up direction and gravity down and we found the remains of wooden rails and sleepers as well as the cobbled path laid to help the horses gain traction."

A spokesperson for Dig It! said: "The waggonway find was significant and carried out very professionally by the group. It is right that railway and industrial archaeology digs of this kind are recognised as much as traditional archaeological work."



Young Rail Professionals get the chance to drive Quarry Hunslet 0-4-0ST Britomart in Boston Lodge yard. CHRIS PARRY/ FF&WHR

Young Professionals pay second visit to Ff&WHR

ESSENTIAL work was carried out by the Young Rail Professionals when they made a welcome return visit to the Ffestiniog & Welsh Highland Railways over the weekend of November 16/17.

During their visit, a year after their first in November 2018, they laid foundation pads for the next section of fence that will be installed after Pen Cob junction – which leads from the Ffestiniog Railway running line into Boston Lodge Works – is completed in January.

Track work

Base ballast for the new headshunt was delivered by train to this location and spread to complete the formation ready to support the new track. The formation against the new wave wall was excavated in readiness for the final concrete pad to be poured to support the point rodding.

Next to the carriage works, two very short lengths of bullhead rail, which had been installed as a temporary measure, were replaced by four-metre closure rails eliminating badly-dipped joints.

In the new carriage shed some of

the pre-curved rails were turned so that the curve on them aligns with the curve on the shed, and then positioned ready to be installed. The tracklaying in the shed is planned for early in the new year.

Memorable experience

The visitors were given the chance to drive resident Quarry Hunslet 0-4-0ST No. 707 of 1899 Britomart – an experience they are unlikely to forget.

Young Rail Professionals was founded in 2009 to promote the railway industry and to inspire and develop the next generation of railway talent. It brings together people from all aspects of the industry, engineering, asset management, train operations, strategic planning, maintenance, franchising, regulation, marketing or human relations, and is open to any young rail professional. To join, visit www.youngrailpro.com/register

An Ff&WHR spokesman said: "We're very grateful for their efforts, and of course we look forward to welcoming them back for their third visit in 2020."

Wemyss Bay honoured by Red Wheel plaque

SCOTLAND'S third Transport Trust Red Wheel was unveiled at Wemyss Bay station on November 29.

Designed by James Miller, the station comprises an Edwardian interchange between the train from Glasgow and the ferry to Rothesay which featured on the front cover of Simon Jenkins' book Britain's 100 Best Railway Stations.

The unveiling was performed by Professor Gordon Masterton, a past president of the Institution of Civil Engineers, the headquarters of which, in London, was also designed by Miller.

The 30 guests enjoyed a tour beforehand by Greg Beecroft, chairman of the Friends of Wemyss Bay Station, who pointed to improvements made by the Friends during its first 10 years of existence.



Friends chairman Greg Beecroft (left) with Professor Gordon Masterton and the Red Wheel plaque at Wemyss Bay on November 29.

JOHN YELLOWLEES/SCOTRAIL

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Tarka line points to bridge

THE Tarka Valley Railway's appeal for £50,000 to purchase a right-handed point so it can expand its running line at Torrington station has led to an order being placed with KGJ Price of Bedwas.

The point will allow the running line will be extended to the first overbridge, No. 136, and the necessary rail and sleepers are already on site.

New research sought for big early railways conference

PAPERS for the seventh International Early Railways Conference are being invited.

The June 10-13, 2021 event at the National Waterfront Museum in Swansea combines the early railways and early main line railway conferences.

Researchers into early railway history, from its 17th century origins through to the developing main line and industrial railways of the 1870s, are invited to submit papers, arising from previously unpublished research, to be delivered at the conference.

One day will be allocated to the pre-main line era, and the remainder of the programme will be devoted to the development of main line railways in their earliest years.

Topics

In particular, papers are particularly sought on political and statutory influences and context, economic evaluation, capitalisation and finance, management, staffing and administration, engineering, including all civil and mechanical aspects, including locomotive and winding engines, rolling stock, infrastructure and buildings, social context and cultural impact.

Papers from around the world are encouraged, in order to provide international context.

Written versions of the papers presented to the conference will be considered for publication in the conference proceedings, Early Railways 7.

Submissions

Proposals for papers, accompanied by short synopses, should be emailed to the organising committee at er7@rchs.org.uk by June 30. Authors subsequently selected to present papers should provide a 200 word abstract by December 31 for assessment by the committee.

The conference is sponsored by the Newcomen Society, the Railway & Canal Historical Society, the National Railway Museum, the Institution of Civil Engineers and the Stephenson Locomotive Society.

West Somerset 'back in black' for 2020, shareholders told

By Robin Jones

REMEDIAL action taken by the West Somerset Railway (WSR) following an £808,000 loss looks set to return the line to profitability during the current financial year.

At West Somerset Railway plc's annual general meeting in Minehead on December 14, the 128 shareholders present were shown figures from April to October 2019 showing a surplus of £160,000 above the budget set, with a significant increase in income combined with reductions in costs.

A statement from the railway said: "We expect to see a modest profit to the end of March 2020 if the Santa season performs to budget too. The WSR is a going concern moving forward and there are some good green shoots of recovery already this year."

The new figures were a stark contrast to those for the 15 months from December 31, 2017 to March 31, 2019, in which losses of £807,909 were reported.

Furthermore, the line's £250,000 appeal to upgrade worn track, thereby allowing heavier guest locomotives to operate, had reached £160,000, the meeting at the Hobby Horse hotel was told.

With an emphasis placed on transparency, the four directors, including chairman Jonathan Jones-Pratt, explained to the shareholders why the accounts showed the significant losses, and took part in a question-and-answer session that

lasted 90 minutes. He said that the losses were due to a combination of the extended accounts period, wage costs increasing, a loss made from the termination of the hire of LMS 4F 0-6-0 No. 44422 and its return to the Churnet Valley Railway, as reported in the last issue of *HR*, and a fall in turnover.

He said: "The 2019 accounts are for an extended period. The year end was changed, purely for commercial reasons, so that the AGM did not fall during the height of the season."

Because the line had been closed for nearly six months while improvements were made following recommendations made by the Office of Rail and Road, including the loss of the 2019 spring steam gala, the 15 month period covered by the accounts included two 'fallow' periods, he said.

Turnaround

Jonathan said that £450,000 would have been needed to restore No. 44422 to the standard needed for it to run on the WSR, so a decision was made to end the hire early – but the £142,000 already spent had added to the losses. Also, he explained wages had doubled since 2009 – with drastic action needed by the management to remedy the situation.

"Despite the fact action was taken prior to March 31, the damage was already done and the benefit is being felt in the current year," he said.

"Turnover has decreased during the period by £85,000. This is not a true reflection of year-on-year activities as last year's turnover was enhanced

by the visit of *Flying Scotsman*, which increased last year's turnover by some £430,000 on fares alone.

"However, turnover in the 15 month period fell short of the budget set by more than £250,000. Turnover was too low and costs were too high throughout."

All four directors were elected and the accounts accepted.

In a new bid to enhance visitor facilities, the railway has bought a strip of historic woodland flanking the rear of the tea garden at Stogumber station.

As well as being a natural haven for wildlife, the land contains mature oak trees believed to date back to 1862 when the station first opened, and forms a backdrop to the picturesque garden.

The purchase was made possible by fundraising activities by the Friends of Stogumber Station.

In another progressive development, the trustees of the WSR Association have established a new fund to provide covered storage space to preserve and protect the line's most valuable historic carriages.

The trustees are looking at the possibility of building a new shed or relocating an existing heritage shed, currently on the national network, to the WSR. The trustees want to start raising finance through the new Preserve and Protect Fund for Heritage Carriages to take advantage of any such opportunities that arise and have set up the will be a restricted fund in the WSRA accounts.

Sutherland restored for museum display

THE Isle of Man Railway's first locomotive has been cosmetically restored so it can return to public display after many years.

Built by Beyer Peacock in Manchester for the opening of the railway on July 1, 1873, No. 1 *Sutherland* was named after the Duke of Sutherland, a director of the line in its formative years. No.1 hauled the first official train to Peel and remained in service until 1964.

In 1967, when the Marquess of Ailsa took over the railway, No.1. was repainted spring green and placed on static display at St John's.

In 1975, No.1 was displayed in the then-new Port Erin railway museum, but in 1998 was returned to steam at Douglas for the Steam 125 celebrations the following year, carrying the boiler from privately-owned No. 8 *Fenella*. During the event, No. 1 travelled to the Manx Electric Railway, over which it steamed from Laxey to Fairy Cottage, and was



No.1 *Sutherland* at Castletown station while being moved for winter storage prior to display in the museum next to Port Erin station. IOMR

taken back briefly to Peel station to commemorate the opening of the Peel line.

No. 1 was repainted to Indian red and withdrawn when the boiler was removed and lifted back into the frames of No. 8.

It was then stored undercover at Douglas station until late 2018 when

the cosmetic restoration began.

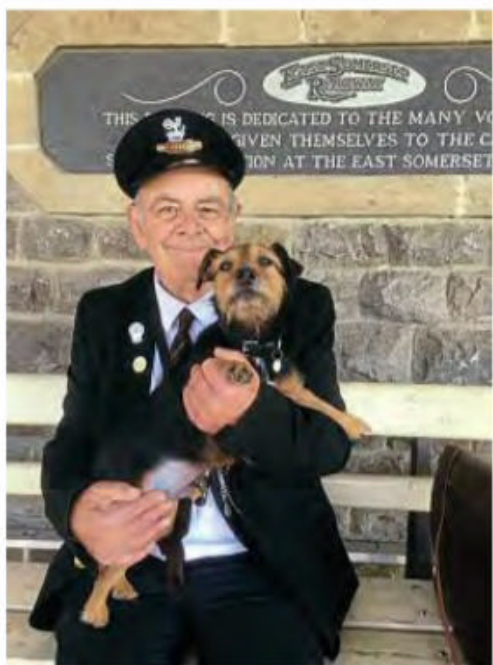
The railway sent the water tanks to be overhauled on the mainland, while the cabs and boiler were reunited with the frames.

Once back together again, No. 1 was repainted and lined out.

Sutherland will now return to the museum for permanent display.



In a delightful silhouette, Hunslet Austerity 0-6-0ST No. 68012 Lord Phil (No. 2868 of 1944, rebuilt as No. 3883 of 1963, and formerly WD No. 168) is seen on the causeway over Butterley Reservoir at the Midland Railway-Butterley on December 8 with the last train of the day. ALAN WEAVER



Barney with Cranmore stationmaster Kerry Haine. ESR

All set to be a dog's life at Cranmore

By Robin Jones and Gareth Evans

BARNEY the station dog will be barking out all the orders during two special days at the East Somerset Railway this year.

For the cute canine, who has his own Facebook page, has been credited with masterminding the line's Take your Dog by Rail events at Cranmore.

On the special 'dog days' of Sunday, May 3, and Saturday, August 15, there will be fun competitions and classes on the trains for passengers' pooches to enter.

One will be a search for the 'dog with the waggiest tail' on each of the four trains to run each day.

There will be dog friendly exhibitors,

such local dog rescue charity stalls, retailer Orvis and other doggy goodies.

A railway spokesman said: "Barney gives a warm welcome to all, whether they have two or four legs – and generally keeps all of the volunteers and staff in order, as well as entertaining visitors.

"There are plenty of dog walking opportunities round and about – so come and make a day of it. There is a picnic area and plenty of space for exercising.

"It is free for dogs to travel on the train – as long as they don't take up a seat. They are allowed everywhere, apart from inside the dining carriages

and inside the café.

"We do ask that you keep your dog on a lead at all times as with all the other waggy canines around, who knows what may happen!"



Barney in control as always at the East Somerset Railway. ESR

Poole Park miniature line 'back by summer' says council

THE problem-hit Poole Park Railway is set to be reopened this summer, a year later than planned, the local authority said.

The 10½in gauge half-mile line, which began operating in 1949, is being regauged to 12½in as part of £350,000 investment programme by Bournemouth, Christchurch and Poole (BCP) Council.

The 'new' line will also have a new locomotive and carriages, improved access and safety features and improvements to the train shed and storage compound.

Planning permission has been granted for the demolition and

replacement of the existing engine shed.

As reported in issue 252, in 2017, the former Borough of Poole Council ousted Chris Bullen, who had operated the line for 13 years, and awarded a 30-year contract to run it to the Friends of Poole Park.

However, the contract was ended less than a year later, after a series of derailments and a mass walkout of staff and volunteers. Trains have not run on the line since May 2018.

The council subsequently decided to take the line back into its ownership and has issued tenders for delivering the new

track, engine shed and rolling stock. The contract listing for the rolling stock outlined that the council requires an electric engine with three carriages.

The shed will be 60ft long, larger than the existing structure, to safely house the new stock.

The line is to be relaid by Track Systems Ltd of Wolverhampton.

A council statement said: "Plans to reopen it in time for summer 2020 include several enhancements to the service. It will be managed by BCP Council staff working alongside dedicated local volunteer enthusiasts."

A Deltic back on Severn Valley

CLASS 55 Deltic No. 55019 Royal Highland Fusilier has been booked to make a return visit to the Severn Valley Railway as the main guest for the May 14-17 spring diesel festival.

The locomotive, bought by the Deltic Preservation Society shortly after its withdrawal by BR on December 21, 1981, and subsequently returned to the main line, will also take part in footplate experience days.



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Snap up places to shoot the Moors

A SERIES of one-day workshops for photographers of all abilities has been arranged by the North Yorkshire Moors Railway.

The courses are aimed at people aged 18 and over seeking to use their digital cameras more creatively, while photographing trains, stations, people and landscapes along what is Britain's most popular heritage line.

They are being run by professional landscape photographer, author and teacher John Potter, and are offered with a choice of beginner (six participants) or intermediate (eight participants) level, tailored to the exact learning needs of those taking part.

The morning is spent at Pickering station, working both in the Learning Centre and on the station platforms. Participants will be shown how to take control of ISO settings, exposure, depth of field, white balance and shutter speeds, and given expert guidance on composition.

Afterwards, participants travel to Goathland for steam and diesel locomotive, landscape and station photography, and John will show the best techniques for top quality landscape images. A 15 minute walk across the moor will lead to a viewing location for capturing trains passing through Darnholme, and there will be opportunities to photograph trains and railway staff as they come and go at Goathland station.

Back at Pickering, there will be a short wrap-up session and participants will be given course notes to take away. Afterwards, John can offer email feedback on images taken during the workshop.

→ The £125 per person course fee includes train travel and refreshments. More details are available at www.nymr.co.uk/digital-photography-workshops

'Parallel' bid to reopen Sharpness branch emerges

By Robin Jones

THE target of the volunteer-led Vale of Berkeley Railway Trust – a second scheme to reopen the Sharpness branch – has been unveiled.

On October 22, Stroud District Council announced a draft plan which included the building of a station in Sharpness, to support housebuilding plans.

A major housing consortium aims to build up to 5000 houses in the Sharpness, Berkeley and Newtown areas over the next two decades, adding thousands of daily car movements to local roads and increasing traffic loads on Junctions 13 and 14 of the M5.

Under the draft proposal, the new station would allow regular public services including commuter and shopper trains to run over the former GWR/Midland Railway joint line from Sharpness to Cam and Gloucester.

Public services

Trust chairman Howard Parker revealed that trustees have met with the agents of the developer and found there was much goodwill and common ground between the two potential revival schemes.

"We have agreed a joint paper with the developer that we will be presenting jointly to Network Rail," he said.

"In it, we agree there does not need to be any contradiction between running both a heritage leisure rail service for tourists and local families and a commuter service that takes people to and from the Vale of

Berkeley and Sharpness area, keeping cars off the roads in the process.

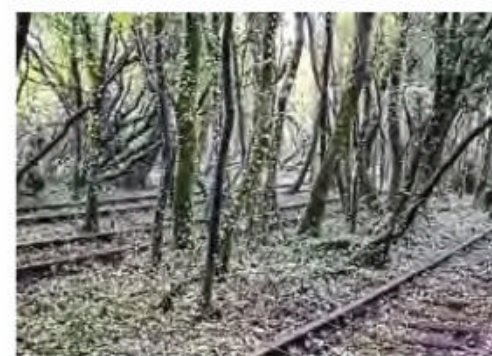
"As a group with considerable railway experience, we believe we are well placed to play a key and leading role in the creation of a rail service that can, over the next decade or longer, be developed to provide services for both leisure and work travel."

The trust is already close to obtaining a lease of its four-acre Oldminster Sidings site, where a landmark was reached on December 27. After three years of hard graft, the last of around 1800 tree stumps was removed by volunteers.

The work had to be carried out with only the assistance of hand tools in accordance with the conditions of the Network Rail licence. What started out as a jungle of trees and undergrowth is now recognisable once more as the exchange sidings between BR and the Sharpness branch that were last used around 1981.

The trust is now working towards signing a more durable leasing arrangement with NR, which should be concluded in the next few months. Oldminster Sidings will then be developed as a base from which it is hoped the trust will eventually be able to operate and maintain the four-mile branch.

Howard said he believed that within the next three years, the revived branch will become a popular leisure attraction. The trust hopes to complete the restoration of the platforms at Berkeley station and Newtown by the end of 2021,



Before the afternoon: the jungle that Oldminster Sidings had become before Vale of Berkeley Railway Trust volunteers began clearance, and the last stump being removed on December 27. VOBRT



allowing a passenger rail connection with the Bristol to Gloucester main line.

"This will put us in a good position to test out how best to go forward to the next stage, of how to plan for providing a service for the wider general public who may wish to use the railway to travel further afield for work," said Howard.

History

The branch line to Sharpness opened on August 1, 1876, and three years later linked to the Severn Bridge Railway providing a direct rail link to Lydney on the opposite bank of the River Severn.

In October 1960, an accident involving petroleum barges on the River Severn brought down part of the bridge, which was judged to be beyond economic repair, so the Sharpness line resumed its earlier status as a branch.

Passenger services withdrawn in November 1964, and the stations at Sharpness and Berkeley were closed, but the branch remained open for freight traffic to Sharpness Docks.

Help new London line reach historic pumping station

LONDON'S newest heritage railway is seeking £9500 to complete the construction of its new terminus station.

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

Crossness Pumping Station was designed by the Metropolitan Board of Works' chief engineer Sir Joseph Bazalgette and architect Charles Henry Driver for the eastern end of the capital's Southern Outfall Sewer. Built between 1859-65, as part of Bazalgette's redevelopment

of the London sewage system, it features spectacular ornamental cast ironwork. Architectural scholar and art historian Nikolaus Pevsner described it as "a masterpiece of engineering – a Victorian cathedral of ironwork".

Route

To cross marshland, building contractor Lucas & Aird laid a 2½-mile standard gauge line from Plumstead. The course of that railway, which was secretly relaid in the Second World War, remains largely intact today, and is largely followed by RANG, close to the route of the 18in gauge Royal Arsenal Railway.

Last year a crowdfunding appeal raised £13,386 which provided nearly all the track materials and as reported in issue 257, a limited line passenger service was first run on June 23, behind 1986-built restored Severn Lamb steam-outline 4WDH *Busy Basil* which was renamed *Bazalgette* by Sir Peter Bazalgette, chairman of ITV and president of the Crossness Engines Trust.

A second appeal has now been launched at www.crowdfunder.co.uk/rang-railway-at-crossness to fund the completion of the lower station run-round loop.

Two sets of points, a few more track frames, ballast and timber



The lower station of the Royal Arsenal Narrow Gauge Railway now under construction. RANG

sleepers to build the station platforms are required.

"We are so nearly there," said a RANG spokesman.

A series of incentives will reward donors.

Extended Minehead gala shows light touch

By Robin Jones

LATE December is the darkest time of the year – but that did not stop the West Somerset Railway extending its daylight running hours.

For the line's December 29-30 Winter Steam Festival, officials decided to extend the timetable by making an early start so they could begin running trains between 8.30am and 9am.

Boosted by superb sunshine (although no snow) and clear blue skies, the enterprising initiative was well received by the public, with queues forming at the ticket office windows before 9am, and these early trains well patronised. Overall, trains were busy during both days.

Services were worked by the home-based fleet of WR 4-6-0 No. 7828 *Odney Manor*, WSR mogul No. 9351, GWR pannier No. 7752 (on long-term loan from Tyseley Locomotive Works) and the ever-popular Somerset & Dorset 7F 2-8-0 No. 53808.

Goodwill

The West Somerset Railway Association-owned Hawksworth inspection saloon was also used on services hauled by No. 9351 as a 'thank you' gesture to members who had donated to the 2018/19 appeal to return the locomotive to traffic.

After the successful seasonal event, officials began finalising plans for the return of the line's big spring steam gala after a two-year absence.

The event will take place on April 23-26, held slightly later than in previous years in order to allow for more time for track renewal work



Tyseley's GWR 0-6-0PT No. 7752 approaches Leigh Woods crossing with a Minehead to Norton Fitzwarren service on December 30. DON BISHOP



An ultimate line for all seasons, with the absence of snow and ice and the azure skies maybe suggesting summertime rather than December 30! With no passengers to alight or board, WR 4-6-0 No. 7828 *Odney Manor* accelerates through Donniford Halt with the 1.35pm Minehead to Bishops Lydeard service. STEPHEN GINN

to take place during the winter close down.

The event will have a BR Standards theme. As previously reported, now-unique single chimney 9F No. 92134 – one of the finalists in the

Heritage Railway Association's 2020 awards, the winners of which will be announced at the Burlington Hotel in Birmingham on February 8 – will be visiting from its North Yorkshire Moors Railway home.

As we closed for press, the gala planning team was concluding negotiating with the owners of three as-yet-unidentified BR Standards and remained hopeful that all will attend the event.

Somerset & Dorset Joint Railway 7F 2-8-0 No. 53808 approaches Williton with the 12.35pm passenger service from Bishops Lydeard to Minehead on December 30. STEPHEN GINN





New P2 2-8-2 No. 2007 *Prince of Wales* under construction in Darlington on June 15, 2019. The plans for the new Rail Heritage Quarter include the possibility of a new home for builder The A1 Steam Locomotive Trust with public viewing facilities and a main line connection. ROBIN JONES



Locomotion No. 1 (originally named *Active*) was the world's first steam locomotive to haul a passenger carrying train on a public railway, the Stockton & Darlington, for which major plans to mark its bicentenary in 2025 are in hand. Part of the National Collection, it is a star exhibit inside Darlington Head of Steam Museum, which is based in the same building as North Road station. ROBIN JONES

Darlington Rail Heritage Quarter could include new A1 Trust base

By Robin Jones

A £50 million bid to convert Darlington into a major international visitor destination in time for the 200th anniversary of the Stockton & Darlington Railway in 2025 is being considered by councillors.

Darlington Borough Council has already secured an initial £20 million in provisional funding from the Tees Valley Combined Authority to develop a Rail Heritage Quarter in the town's North Road area, building on the region's historic status as the 'cradle of the railways'.

The plans centre around the Head of Steam museum and include the possibility of a new home for The A1 Steam Locomotive Trust, complete with access to the main line network.

The trust has its base and workshop at the nearby former Hopetown Carriage Works, but the proposal includes new premises which will allow visitors to watch engineers at work on steam locomotive projects such as new-build Gresley P2 2-8-2 No. 2007 *Prince of Wales*.

At the museum, the town's rail heritage and the current exhibits will be brought to life using virtual and augmented reality, including an immersive ride that will showcase the history of the Stockton & Darlington Railway.

A huge outdoor play experience

will be built to celebrate the line's bicentenary and bring engineering to life for children. Live steam experiences will return to the site for special events. Once renovations to the museum are completed, admission will be free.

The rail quarter will also include the 1823-built Stockton & Darlington goods shed at North road station. Believed to be the world's oldest railway building still in railway use, it was added to the Historic England Heritage at risk register last October.

Cabinet debate

Currently home to the Darlington Railway Preservation Society, Historic England has allocated £100,000 to cover nearly half the cost of essential repairs. It is proposed to convert it to a visitor facility, including a café and toilets to serve the rail quarters.

As we closed for press, the masterplan was being debated by members of Darlington Borough Council's cabinet on January 7. Councillors were being invited to allow the plan to progress to a more detailed phase and to release the funds allocated by Tees Valley, which has already released £2 million to the council to prepare the first stages of the project.

A report to the council said that the scheme could lead to Darlington being "recognised as the world's most historic railway town". It has

been speculated that the new Rail Heritage Quarter could even rival the National Railway Museum in York in many aspects.

Council leader Coun Heather Scott said: "It's wonderful to be able to share our initial plans for the future of the Head of Steam Museum and the creation of the Rail Heritage Quarter.

"The consultation feedback was extremely encouraging and people have been very positive about how we can progress with the redevelopment.

"We're also delighted that the regeneration offers the opportunity for all of our rail heritage partners on the site to play a more active role in welcoming visitors and raising awareness of the important rail engineering work that continues to this day.

"We look forward to progressing with the plans and engaging with the local community to ensure they are involved in creating an attraction that is as welcoming to local people as it is to tourists and rail enthusiasts."

She said that the raft of measures that the cabinet was asked to consider was "just the beginning" of a programme that would aim to harness the enthusiasm, resources and skills of the borough's industry and community. "If you are not ambitious nothing happens. I think Darlington is very well placed to achieve the ambitions we have," she said.

A statement from the council said: "Our unique and authentic heritage will be reimagined with a strong narrative, varied interpretation, reimagined spaces and new experiences to engage a wider audience, including local residents, businesses and visitors from around the globe.

Regeneration catalyst

"This site will act as a catalyst for heritage-led regeneration and social cohesion, empowering our communities and businesses to be part of the next transformational change.

"To realise the ambition, the project will focus on revealing and conserving, heritage on site, retaining live engineering, using past, current and future innovation, creating bespoke play experiences, developing an events and activity programme and providing an educational programme.

"It is hoped the site will act as a catalyst for economic growth by attracting local, national and international visitors, investment and spend, and creating employment and enterprise opportunities for the local community."

Councillors have been asked to delegate authority to officers to negotiate and agree terms to buy properties with a value of up to £1 million to enable the scheme to proceed.

Could small screen star Ivor the Engine be set to resteam 60 years on?

SIXTY years since one-time Thomas the Tank Engine 'rival' Ivor the Engine was launched, plans are afoot to bring it back again.

Ivor, the little green locomotive which was part of the Merioneth and Llantysilly Rail Traction Company Limited fleet, was the creation of animator and puppeteer Oliver

Postgate who visited North Wales on holiday.

The adventures enthralled the UK public in black and white on ITV in the Fifties and Sixties and the show returned in colour in the Eighties.

Oliver died in 2008, now his son Daniel has said that he wants to make a live-action version of Ivor, and has produced some film ideas.

"It would be good to bring back Ivor in a different way, not as an animation as that has already been done," he told the BBC.

If Ivor returns to the big screen, in theory it could spawn a series of fundraising special family-oriented special events on heritage railways.

2020 GALAS AND SPECIAL EVENTS

Compiled by Gareth Evans



BR 5MT 4-6-0 No. 73156 makes an atmospheric sight at Loughborough during the Great Central Railway's autumn steam gala on October 3.
ALAN WEAVER

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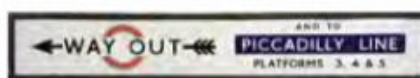
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HIGH STREET



The complete 2020 *Heritage Railway* guide to special events at preserved lines and museum centres.

EVENTS are listed here in chronological order, concentrating on those of interest to the enthusiast.

All railways will be holding additional events to those listed here, which are aimed more towards the family market, details of which can be obtained direct from the railway, but Thomas and similar events are included in the listing.

The information was correct at the time of going to press, however we strongly advise that you confirm details of a particular event with the railway concerned to avoid disappointment.

GWR 'Modified Hall' 4-6-0 No. 6960 *Raveningham Hall* climbs to Foley Park tunnel during the Severn Valley Railway's 2019 Autumn Steam Gala on September 20.

ALAN WEAVER

JANUARY

24-26: Great Central Railway: Winter Steam Gala ■

FEBRUARY

2: Abbey Pumping Station: Steam Toys in Action
15,16: Didcot Railway Centre: Delivering the Goods
17-21: Romney, Hythe & Dymchurch Railway: Children's Week ■
19,20: Keighley & Worth Valley Railway: Jurassic specials ■
23: Epping Ongar Railway: 50 Years of London Country Bus Services – Bus Running Day

MARCH

1: Bala Lake Railway: St David's Day
6-8: East Lancashire Railway: Spring Steam Gala ■
6-8: Keighley & Worth Valley Railway: Spring Steam Gala ■
7,8: Didcot Railway Centre: Day Out With Thomas ■
7,8: Kirklees Light Railway: *Sian & Katie* Weekend
7,8: Somerset & Dorset Railway Heritage Trust: Diesel Spring Gala ■
8: Buckinghamshire Railway Centre: Wedding Fair
14: Cleethorpes Coast Light Railway: Volunteer Recruitment Day
14,15: Ecclesbourne Valley Railway: Multiple Memories railcar gala ■
14,15: South Devon Railway: Half Price Weekend
15: Mid-Norfolk Railway: Wedding Fair

21: Avon Valley Railway: RSH 7151 Day
21: Crewe Heritage Centre: Crewe Heritage Craft Fair
21: Statfold Barn Railway: Enthusiast Day ■
21,22: East Somerset Railway: Steam Gala
21,22: Ravenglass & Eskdale Railway: Gruffalo ■
21-22: Spa Valley Railway: Spring Diesel & Beer Weekend ■
22: Embsay & Bolton Abbey Steam Railway: Mother's Day
22: Isle of Wight Steam Railway: Mother's Day Specials
22: Lynton & Barnstaple Railway: Mother's Day
27-29: Chinnor & Princess Risborough Railway: Diesel Gala ■
27-29: North Norfolk Railway: Spring Steam Gala ■
28: Heaton Park Tramway: 40th anniversary celebrations of the opening of the tramway. ■
28,29: Great Central Railway: Goods Galore Gala ■
28,29: Swindon & Cricklade Railway: Steam Gala
29: Leighton Buzzard Railway: Bedfordshire Gin & Whisky Festival
29: Whitwell & Reepham Railway: Forgotten Fabrics Clear out Sale
APRIL
2-5: Beamish: Great North Steam Fair
3-5: Bluebell Railway: Branch Line Weekend ■
4: Abbey Pumping Station: Railway Day

with Classic Cars
4: Bala Lake Railway: Race the Train
4: Isle of Wight Steam Railway: Playday & Volunteer Recruitment Day
4: Whitwell & Reepham Railway: 1940s Weekend
4: West Lancashire Railway: Friendly Engines Day ■
4,5: Aln Valley Railway: Greenrigg Extension launch Weekend ■
4,5: Mid-Norfolk Railway: Diesel Event ■
10: Talyllyn Railway: Stations at Stations
10-13: Avon Valley Railway: Chocolate Train
10-13: Didcot Railway Centre: Railcar Rendezvous
10-13: Great Central Railway: Easter Vintage Festival
10-13: Cleethorpes Coast Light Railway: Easter Eggspress ■
10-13: Isle of Man Railways: Rush Hour of the Railways ■
10-13: Lincolnshire Wolds Railway: Easter Rock & Roll Weekend
10-19: Mid-Hants Railway: Day Out With Thomas ■
11,12: Ravenglass & Eskdale Railway: Easter with Peter Rabbit ■
11-13: Aln Valley Railway: Easter Steam Weekend
11-13: Apedale Valley Light Railway: Easter Egg Hunt ■
12: Lynton & Barnstaple Railway: Easter Sunday Fun Day ■
12: West Lancashire Railway: Easter Egg Hunt ■
12,13: Chatham Historic Dockyard: Festival of Steam and Transport

12,13: Crich Tramway Village: World War II Home Front
12,13: South Devon Railway: Behind the Scenes and Recruitment Days
13: Talyllyn Railway: Cader Explorer/ Monday Market Train
16-19: Severn Valley Railway: Spring Steam Gala ■
17-19: Llangollen Railway: A Day out with Thomas ■
18: Ffestiniog & Welsh Highland Railways: The Snowdonian ■
18: Spa Valley Railway: Class 31 Running Day ■
18,19: Avon Valley Railway: Farmyard Friends ■
18,19: Epping Ongar Railway: Spring Diesel Gala ■
23-26: West Somerset Railway: Spring Steam Gala ■
24-26: Ecclesbourne Valley Railway: Spring Diesel Gala ■
24-26: Swanage Railway: Diesel Gala & Beer Festival ■
25: Welshpool & Llanfair Railway: Sierra Leone Independence Day
25,26: Avon Valley Railway: Model Railway Weekend
25,26: Cleethorpes Coast Light Railway: Family Fun Weekend ■
25,26: Embsay & Bolton Abbey Steam Railway: Mixed Traction
25,26: Ffestiniog & Welsh Highland Railways: Join the Volunteers Weekend
25,26: Gloucestershire Warwickshire Railway: Wartime in the Cotswolds
25,26: London Transport Museum: Acton Depot Open Weekend

26: Bala Lake Railway: Volunteer Recruitment Day
26: Great Central Railway – Nottingham: Road Transport Event
26: Lincolnshire Wolds Railway: Making Tracks for Louth Day

MAY

2: Bluebell Railway: Toy & Rail Fair
2,3: Severn Valley Railway: Open House Weekend ■
3: East Somerset Railway: Take your Dog by Rail
8: Bluebell Railway: VE Day
8: Gloucestershire Warwickshire Railway: 75th Anniversary of VE Day
8: Great Central Railway – Nottingham: Bank Holiday Diesel Running ■
8: Gwili Railway: VE Day Special
8: Mid-Norfolk Railway: VE Day Celebrations
8: Somerset & Dorset Railway Heritage Trust: VE Day Commemorations
8-10: Beamish: Victory in Europe Day Activities
8-10: Bodmin & Wenford Railway: VE Day Anniversary weekend
8-10: Bressingham Steam Museum: Heritage Steam Gala
8-10: Crich Tramway Village: VE Day Beer and Bands
8-10: Didcot Railway Centre: Bank Holiday Steam-Up
8-10: Isle of Wight Steam Railway: 15th Annual Isle of Wight Real Ale Festival
8-10: Lincolnshire Wolds Railway: Bank Holiday Wild West Weekend
8-10: Mid-Hants Railway: VE day event
8-10: Nene Valley Railway: VE Day 2020
8-10: Peak Rail: Victory in Europe Event Day
9: Ffestiniog & Welsh Highland Railways: Caernarfon Food Festival
9,10: Apedale Valley Light Railway: Railway Gala
9,10: Lynton & Barnstaple Railway: Spring Steam Up ■
9,10: Ravenglass & Eskdale Railway: Steam & Diesel Gala – 60 Years of Preservation ■
9,10: Statfold Barn Railway: Giant Miniature Weekend
9: Somerset & Dorset Railway Heritage Trust: Real Ale Trains
10: Mid-Norfolk Railway: Vintage Bus Day
14-17: Severn Valley Railway: Spring Diesel Festival ■
16,17: Keighley & Worth Valley Railway: Haworth 1940s
16,17: Romney, Hythe & Dymchurch Railway: Steam & Diesel Gala ■
17: Apedale Valley Light Railway: Potteries Bus Running Day
17: Isle of Wight Steam Railway: Isle of Wight Festival of Transport
17: Mid-Hants Railway: Watercress Festival
17: West Lancashire Railway: Teddy Bears Day
22-25: South Devon Railway: Spring Rails & Ales
23,24: Bala Lake Railway: Great Little Trains Model Show
23,24: Bluebell Railway: STEM Weekend
23-25: Bure Valley Railway: Everything Goes
23-25: Cleethorpes Coast Light Railway: Cleethorpes Folk & Cider Festival ➔

LMS 'Black Five' 4-6-0 No. 44871 is seen with the 11.30am departure from Rawtenstall on October 20 during the East Lancashire Railway's 2019 autumn steam gala. The 2020 event is due to be held on October 9-11. KEVIN WHITEHURST

KEY ■ Major or featured galas ■ Diesel and/or electric galas ■ Thomas or family event





23-25: Didcot Railway Centre: Bank Holiday Steam-Up ■
23-25: Fairbourne Railway: Twins Reunited Gala ■
23-25: Gloucestershire Warwickshire Railway: Cotswold Festival of Steam ■
23-25: Lincolnshire Wolds Railway: Spring Bank Holiday Victorian Weekend
23-25: Severn Valley Railway: SVR 50th Anniversary Celebrations ■
23-25: Swindon & Cricklade Railway: Real Ale and Cider Festival
23-31: Crich Tramway Village: Beside the Seaside Sat
24: Corris Railway: Special Gala Day
24,25: Aln Valley Railway: Music Festival
24,25: Buckinghamshire Railway Centre: Spring Steam Gala
24,25: Helston Railway: Return to the 40s
24,25: North Norfolk Railway: Dad's Army Live
24,25: Keighley & Worth Valley Railway: Keighley Transport Festival
25: East Somerset Railway: Paddington Bear ■
29-31: Isle of Wight Steam Railway: Spring Gala ■
30,31: Kirklees Light Railway: Volunteer Recruitment Weekend
31: Didcot Railway Centre: Historic Transport Rally

JUNE

4-6: North Yorkshire Moors Railway:

Diesel Gala ■
5,6: Avon Valley Railway: Beer Festival
5-7: Epping Ongar Railway: Steam Gala ■
5-7: Ffestiniog & Welsh Highland Railways: Rail-Ale Festival
5-7: Great Central Railway: 1940s Wartime Weekend
6: Bodmin & Wenford Railway: Volunteer Day
6: Ravenglass & Eskdale Railway: Volunteer Recruitment Day
6,7: Aln Valley Railway: AVR Silver Jubilee Celebration ■
6,7: Buckinghamshire Railway Centre: 1940s Weekend
6,7: Embsay & Bolton Abbey Steam Railway: Food & Drink Festival
6,7: Swindon & Cricklade Railway: Diesel Gala ■
7: Avon Valley Railway: Bricks Express ■
7: Keighley & Worth Valley Railway: Vintage Train Sunday
12-14: Bo'ness & Kinneil Railway: Summer Diesel Gala ■
12-14: North Norfolk Railway: Mixed Traffic Gala
13,14: East Lancashire Railway: DMU Weekend ■
13,14: Ecclesbourne Valley Railway: Steam in the Valley ■
13,14: Mid-Hants Railway: War on the line weekend
13: Talylyn Railway: Gin Masterclass Train

13: Statfold Barn Railway: Enthusiast Day ■
13,14: Apedale Valley Light Railway: Military Weekend
13,14: Bala Lake Railway: Bala Town Station Site Open Weekend
13,14: Bluebell Railway: Road Meets Rail ■
13,14: Cleethorpes Coast Light Railway: Teddy Bears Picnic ■
13,14: Kirklees Light Railway: *Sian & Katie* Weekend
13,14: Ravenglass & Eskdale Railway: Peter's Railway Young Engineers' Day ■
14: Gloucestershire Warwickshire Railway: Classic Vehicle Clubs' Day
19-21: Ffestiniog & Welsh Highland Railways: Fairlie Eventful ■
19-21: Gloucestershire Warwickshire Railway: Steam and Real Ale Festival ■
19-21: Great Central Railway: GCR Model Event ■

20: Spa Valley Railway: Class 33 Running Day ■
20: Welshpool & Llanfair Railway: Welshpool Transport Festival
20,21: Aln Valley Railway: Classic & Vintage Vehicles Weekend
20,21: Didcot Railway Centre: Midsummer Festival of Family Fun ■
20,21: Gwili Railway: Steam & Diesel Gala
20,21: Isle of Wight Steam Railway: SteamPunk

20: Peak Rail: Derbyshire Bus & Beer Running Day
21: Bressingham Steam Museum: 1940s Weekend
21: Corris Railway: Father's Day
21: East Somerset Railway: Teddy Bear's Picnic ■
21: Epping Ongar Railway: Father's Day Classic Car Show
21: Peak Rail: Peak Park Preserved Bus Gathering
21: Romney, Hythe & Dymchurch Railway: Father's Day Beer Festival
21: West Lancashire Railway: Strawberries and Steam

26-28: Mid-Norfolk Railway: 25th Anniversary of the MNR ■
27,28: Avon Valley Railway: Teddy Bears Picnic ■
27,28: Bluebell Railway: Model Railway Weekend
27-28: Crich Tramway Village: Vintage Weekend – 1950s-1960s
27,28: Embsay & Bolton Abbey Steam Railway: Vintage Vehicle Weekend
27,28: Great Central Railway – Nottingham: Great Central Nottingham: Model Rail 2020
27,28: Severn Valley Railway: Step Back to the 1940s
27,28: Whitwell & Reepham Railway: Fiftiesfest
28: Leighton Buzzard Railway: Vintage Vehicles Rally

KEY ■ Major or featured galas ■ Diesel and/or electric galas ■ Thomas or family event

In 2020, the Llangollen Railway (LR) is holding its Diesel Weekend on September 26/27. The 2019 event featured visiting Class 25 D7535 from the South Devon Railway. Re-creating a scene from the past, the 'Rat' is seen with a ballast train on October 13, during the LR's Foxcote Manor returns gala. MARTYN TATTAM





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.

Silver Street, Midsomer Norton, BA3 2EY

**DRIVER
EXPERIENCE
NEW DATES
21 MARCH,
APRIL 4 &
JULY 4**



STEAM DRIVER Experience Days

We offer Full and Taster Steam Driver Experience Days, it's the perfect present for the person in your life who loves Steam Locomotives. Purchase a voucher for one of the experiences from December 2019 and the recipient can contact the booking office to choose from one of the dates on offer. Taster Driver Experience Days are a light engine and family members can watch from the platform or Tea Rooms. Full Driver Experience Days - 8 family members can travel on the train, food is served for drivers, family members pay £7.00 for food.

25th April, 4th July, 3rd October - Driver Experience Full Day £325.00

21st March, 4th April, 16th May and 5th September - Taster Driver Exp..... £95.00

Please book via our website or by telephone. The full day experience gives you the opportunity to learn the craft of driving and firing a train, signalling and being a guard for the day. See website for full details.

www.gwili-railway.co.uk

Bronwydd Arms Station, Carmarthen, SA33 6HT Tel: 01267 238213 email - info@gwili-railway.co.uk
The Gwili Railway can accept no liability for failure to operate advertised services or attractions. A diesel locomotive may have to be substituted for steam locomotive at short notice for operational reasons. Information correct at time of going to print.

Events for 2020



SPRING STEAM GALA

Sunday 24th and Bank Holiday Monday 25th May

DIESEL DAY

Sunday 31st May

1940s WEEKEND

Saturday 6th & Sunday 7th June

FATHER'S DAY: RIDGEWAY RUN

Sunday 21st June

AUGUST BANK HOLIDAY GALA

Sunday 30th & Monday 31st August

STEAM & AGRICULTURAL SHOW

Saturday 26th & Sunday 27th September

For all event details, please visit www.bucksrailcentre.org or find us on Facebook

Buckinghamshire Railway Centre, Station Road, Quainton HP22 4BY
01296 655720

Winter Steam Gala

Starring special guest K1 62005

Up to
9
locos



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



Ghostly goings-on in the valley: LMS Ivatt Class 4 2-6-0 Mogul No. 43106 'The Flying Pig' prepares to depart Arley with a ghost train returning to Kidderminster on October 27, 2019. KENNY FELSTEAD

2020 STRUMPSHAW STEAM ENGINE RALLY

Saturday 23rd, Sunday 24th and Monday 25th May

Strumpshaw Steam Museum, Low Road, Strumpshaw, Norwich NR13 4HR

www.strumpshawsteammuseum.co.uk

Contact Mike Curtis on 07753 182065 or michael.curtis@gmail.com



48th SHEFFIELD STEAM & VINTAGE RALLY

Rackford Road, North Anston, Nr Sheffield S25 4DF

SAT 27th JUNE & SUN 28th JUNE 2020

For information - contact the Rally Secretary, Sheffield Steam & Vintage Club Limited on (Tel) 01709 545047 or by email to shefsteamvcl@gmail.com



MID-SUFFOLK LIGHT RAILWAY

Vintage steam trains every Summer Sunday and Bank Holiday 24th May - 6th September



- PLUS Easter Steam Up 12th & 13th April.
- Middy in the War Years & VE Day Celebration 8th, 9th & 10th May
- 26th July Norfolk & Suffolk Narrow Gauge Modellers visit
- 30th & 31st August Model Mania & Hornby Collectors
- 5th & 6th September Country Railway Gala

Suffolk's award winning and only preserved standard gauge railway MSLR museum, café, shop and real ale bar 10.30a.m. – 5.00p.m.

For full details visit www.mslr.org.uk or call 01449 766874/766899
Brockford Station, Wetheringsett, Stowmarket, Suffolk IP14 5PW

JULY

2-4: East Lancashire Railway: Summer Diesel Spectacular ■
3-5: Talylyn Railway: Llechfan Garden Railway Weekend and Beer, Cider and Gin Festival
4: Abbey Pumping Station: Railway Day, Print and Ride
4: Gwili Railway: Superhero Day ■
4: Lincolnshire Coast Light Railway: Skegness Water Leisure Park Anniversary Day
4: North Norfolk Railway: Vintage Bus Rally
4: West Lancashire Railway: Friends and new Volunteers' day
4,5: Bressingham Steam Museum: Steampunk Weekend
4,5: Isle of Wight Steam Railway: The 1940s Experience
4,5: Leighton Buzzard Railway: Buzzrail Ale Trail
4,5: Llangollen Railway: Classic Transport Weekend
4,5: London Transport Museum: Acton Depot Open Weekend
4,5: Mid-Hants Railway: 1950s event
4,5: Mid-Norfolk Railway: 25th Anniversary of the MNR ■
4,5: North Yorkshire Moors Railway: 60s Fest
4,5: Severn Valley Railway: Step Back to the 1940s
4,5: Spa Valley Railway: 35th Anniversary of Line Closure Weekend ■
4,5: South Devon Railway: South Devon

1940s Festival
5: Gloucestershire Warwickshire Railway: Classic Bus Rally
5: Crich Tramway Village: Classic Motorcycle Day
5: Lincolnshire Wolds Railway: Carnival Sunday
5: North Norfolk Railway: Vintage Transport Day
6: Crich Tramway Village: Crich Tramway Well Dressing
11: Bluebell Railway: Trak Trek
11,12: Aln Valley Railway: 1940s Weekend
11,12: Cleethorpes Coast Light Railway: Summer Steam Extravaganza ■
11,12: Didcot Railway Centre: Railway Modellers' Weekend
11,12: Isle of Wight Steam Railway: The Island Motor Show
12: Somerset & Dorset Railway Heritage Trust: Emergency Services Day
12: Peak Rail: Midlands Lotus Owners' Rally
17-19: Epping Ongar Railway: Real Ale Festival
17-19: North Norfolk Railway: Beer Festival
18: Lincolnshire Coast Light Railway: 60th Anniversary commemoration
18: East Somerset Railway: Children's Favourites through the Years ■
18: Isle of Wight Steam Railway: Real Ale Train
18,19: Blackpool Trams: Tram Sunday Weekend

18,19: Romney, Hythe & Dymchurch Railway: Junior Engineering Weekend ■
19: Great Central Railway – Nottingham: Nottingham Area Bus Society gathering & running day
19: Gwili Railway: Classic Car Show
19: Mid-Hants Railway: Alton Bus rally
24-26: Gloucestershire Warwickshire Railway: Heritage Diesel Gala ■
25: Bluebell Railway: Toy & Rail Fair
25,26: Aln Valley Railway: Steam Weekend
25,26: Didcot Railway Centre: Sixties Weekend
25,26: Statfold Barn Railway: 1940s Weekend
26: Aln Valley Railway: Grand North Motorbike Weekend
26: Keighley & Worth Valley Railway: Vintage Train Sunday
July 29-August 2: Isle of Man Railways: Manx Heritage Transport Festival ■
July 30-August 2: Llangollen Railway: Sensational Sixties and Seventies Themed Event + Ale + Music

AUGUST

1: Abbey Pumping Station: Railway Day, Railway Gala
1: Bala Lake Railway: A Day with 'Alice the Little Welsh Engine' ■
1,2: Corris Railway: Victorians Weekend
1,2: Dover Transport Museum: Models & Miniatures Weekend
1,2: Mid-Norfolk Railway: 1940s Weekend

1,2: Somerset & Dorset Railway Heritage Trust: Volunteers' Weekend
1,2: Whitwell & Reepham Railway: Steam Rally
7-9: Bluebell Railway: Steaming Through 60
7-9: Ecclesbourne Valley Railway: Summer Diesel Gala ■
7-9: Llangollen Railway: A Day out with Thomas ■
7-9: Talylyn Railway: Beer, Cider and Gin Festival
7-9: Spa Valley Railway: Summer Diesel Gala ■
8: Talylyn Railway: Anything Goes Gala
8: East Somerset Railway: Peppa Pig & George ■
8,9: Aln Valley Railway: Teddy Bear's Picnic ■
8,9: Apedale Valley Light Railway: Teddy Bears' Outing ■
8,9: Bressingham Steam Museum: Steam in Miniature Weekend
8,9: Crich Tramway Village: World War II Home Front
8,9: Embsay & Bolton Abbey Steam Railway: Beer Fest
8,9: Gloucestershire Warwickshire Railway: Cotswold Bricks and Trains and Heritage Skills Weekend ■
8,9: Peak Rail: Mixed Traffic Gala
8,9: Severn Valley Railway: Steam on the Road ■
8,9: West Lancashire Railway: 2020 Summer Steam Gala ■
9: Great Central Railway – Nottingham: ➔

Among the 'must attend' enthusiast events of 2020 will be the North Yorkshire Moors Railway's Annual Steam Gala on September 25-27. Pictured during the 2019 event, LNER B1 4-6-0 No. 1264 is seen with a goods train climbing towards Goathland on September 28. ROBERT FALCONER





HERITAGE RAILWAY

An atmospheric seasonal scene: Royal Scot class 4-6-0 No. 46115 *Scots Guardsman* looks the part at the head of West Coast Railways' circular 'Santa Special' on December 15. The train, which ran from Lancaster and Carnforth via Blackburn and Preston, is seen at Long Preston on the southern edge of the Yorkshire Dales National Park. Class 47 No. 47746 *Chris Fudge* 29.7.70 - 22.6.10 can be seen at the rear of the train. Compositionally, the scene is enhanced by the light covering of snow, the broadleaf trees, the locomotive's exhaust and the stone farm building in the background – while the straight lines of the stone wall and field contrasting with the curves of the double track and cutting provide welcome additional foreground interest. FRED KERR





Re-created atmospheric scenes from the past are a feature of the Ffestiniog Railway's annual Victorian Vintage Weekend, which in 2020 takes place on October 9-11. Pictured at the 2019 event is Double Fairlie *Merddin Emrys* at Minffordd station with a passenger train, passing empty slate wagons, complete with brake van in the loop. CHRIS PARRY/FFWHR

A four day celebration of Isle of Man Railways

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ON THE RAILWAYS

1895 2020
SNAEFELL MOUNTAIN RAILWAY
125TH
ANNIVERSARY

10-13 APRIL 2020

Isle of Man
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Bridlington Railway Buffet & Restrooms Auction

Friday 14th February starting at 10am
On view Wed 10.00 - 6.00, Thurs 10.00 - 4.00

York InterCity Control

InterCity Executive Class 47/6,
47673 "York Intercity Control" locomotive nameplate.

T: 01377 593593 E: andy@spicersauctioneers.com
www.spicersauctioneers.com

Stewart Classic Vehicle Register Summer Gathering

11: Talylyn Railway: Floral Train

14,16: Statfold Barn Railway: Statfold Barn Festival ■

15: Talylyn Railway: Race the Train

15: East Somerset Railway: Take your Dog by Rail

15,16: Crich Tramway Village: Models Weekend

15,16: Epping Ongar Railway: Vintage Steam Rally

15,16: Kirklees Light Railway: *Sian & Katie* Weekend

16: Somerset & Dorset Railway Heritage Trust: Family Fun Day ■

22,23: Bluebell Railway: Teddy Bears' Picnic

22,23: Crich Tramway Village: Laugh and Listen Music and Comedy Weekend

22,23: Rhyl Miniature Railway: Wild West Weekend

22,23: Welshpool & Llanfair Railway: Ham Radio Weekend

26,27: Talylyn Railway: Peter Sam's 65th Birthday ■

27: Lincolnshire Coast Light Railway: 'It's 1960' LCLR/World First 60th Anniversary of opening ■

27-31: Great Dorset Steam Fair

28-31: Isle of Wight Steam Railway: 46th Island Steam Show ■

28-31: Mid-Norfolk Railway: Ales by Rails – Beer & Music Festival

28-31: South Devon Railway: August Rails & Ales

29: Bo'ness & Kinneil Railway: 1940s & 50s Event

29,30: Apedale Valley Light Railway: Leafers at t'pit

29,30: Corris Railway: Model Railway Exhibition

29-31: Avon Valley Railway: Grandparents Weekend

29-31: Bala Lake Railway: August Steam Gala ■

29-31: Didcot Railway Centre: Bank Holiday Steam-Up ■

29-31: East Somerset Railway: The Way We Were ■

29-31: Lincolnshire Wolds Railway: Bank Holiday Big Steam gala ■

30: Apedale Valley Light Railway: Classic Cars and Steam Trains day

30: Epping Ongar Railway: Classic Car Rally

30: Talylyn Railway: Series 1 Land Rover Gathering

30,31: Buckinghamshire Railway Centre: August Bank Holiday Gala

30,31: Shrewsbury Steam Rally

31: Rhyl Miniature Railway: Double Header Day

SEPTEMBER

4-6: North Norfolk Railway: Autumn Steam Gala ■

4-6: Welshpool & Llanfair Railway: Annual Steam Gala ■

5: Severn Valley Railway: On The Buses

5,6: Somerset & Dorset Railway Heritage Trust: Mixed Traffic Gala

6: Aln Valley Railway: 6th Model RailEx

6: Avon Valley Railway: Valuation Day

6: Bressingham Steam Museum: Model Railway Day

6: Isle of Wight Steam Railway: Morris

Minor Rally

6: Romney, Hythe & Dymchurch Railway: Bus Rally Day

6: Severn Valley Railway: Classic Car Day

12: Ffestiniog & Welsh Highland Railways: The Snowdonian Limited ■

12,13: Apedale Valley Light Railway: Farewell *Joffre*

12,13: Avon Valley Railway: Teddy Bears' Picnic ■

12,13: Bluebell Railway: See Behind the Steam ■

12,13: Bodmin & Wenford Railway: Diesel Gala ■

12,13: Cambrian Heritage Railways: Heritage Open Days at Oswestry and Llynclys

12,13: Crich Tramway Village: Steampunk Weekend

12,13: Epping Ongar Railway: Autumn Diesel Gala ■

12,13: Embsay & Bolton Abbey Steam Railway: 1940s Weekend

12,13: Helston Railway: Classic Transport Weekend

12,13: Llangollen Railway: Heritage Railcar Gala ■

12,13: Mid-Hants Railway: Open Weekend ■

12,13: South Devon Railway: Models & Miniatures

12,13: Statfold Barn Railway: Road, Rail & Ale

13: Gloucestershire Warwickshire Railway: Classic Vehicle Day

13-15: Isle of Wight Steam Railway: Mixed Traction ■

15: East Somerset Railway: Diesel Day ■

17-20: Severn Valley Railway: Autumn Steam Gala ■

18,19: East Lancashire Railway: Autumn Diesel Gala ■

18-20: Cleethorpes Coast Light Railway: Cleethorpes Rail, Ale & Blues Festival

18-20: Crewe Heritage Centre: Crewe Rail Ale Festival

19: Crich Tramway Village: Tram Day

19,20: Avon Valley Railway: 1940s Weekend

19,20: Bodmin & Wenford Railway: Heritage Open Days

19,20: Cambrian Heritage Railways: Heritage Open Days at Oswestry and Llynclys

19,20: Chatham Historic Dockyard: Salute to the 40s

19,20: Didcot Railway Centre: Victorian Weekend

19,20: Isle of Wight Steam Railway: 4th Isle of Wight Cider & Cheese Festival

19,20: Great Central Railway – Nottingham: Autumn Diesel Event ■

19,20: Llangollen Railway: 1940's Weekend

19,20: North Norfolk Railway: 1940s Weekend

20: Lincolnshire Coast Light Railway: Classic Wheels Shows

25-27: Bluebell Railway: Giants of Steam ■

25-27: North Yorkshire Moors Railway: Annual Steam Gala ■

26,27: Aln Valley Railway: End of Season Gala ■

26,27: Blackpool Trams: September Spectacular (135 Anniversary Weekend) ■

FFESTINIOG & WELSH HIGHLAND RAILWAYS

SPECIAL EVENTS

Dates for your 2020 Diary

'THE SNOWDONIAN'

18th April Details @ www.snowdonian.org.uk

'JOIN THE F&WHR VOLUNTEERS'

25th - 26th April

CAERNARFON FOOD FESTIVAL

9th May Details @ www.gwylfwydcaernarfon.cymru

'CWRW AR Y CLEDRAU' • 'RAIL-ALE FESTIVAL'

5th - 7th June



'FAIRLIE EVENTFUL' GALA WEEKEND

19th - 21st June

'JOURNEY INTO THE PAST' HERITAGE TOURS

2nd, 9th, 16th, 23rd, 30th August

'SUPER-POWER' GALA WEEKEND

11th - 13th September

'VICTORIAN VINTAGE WEEKEND'

9th - 11th October



'HALLOWEEN TRAINS'

29th - 31st October

'SANTA TRAINS'

Various dates in December

Our website will be updated with details of these events as plans are finalised. Come along and share a railway adventure with us this year.

Ffestiniog & Welsh Highland Railways

Gorsaf yr Harbwr • Harbour Station, Porthmadog LL49 9NF



01766 516024



www.festrail.co.uk



26,27: Buckinghamshire Railway Centre: Steam & Agricultural Show
26,27: Crewe Heritage Centre: Wheels of War Weekend
26,27: Gloucestershire Warwickshire Railway: Autumn Diesel Weekend ■
26,27: Isle of Wight Steam Railway: Autumn Gala ■
26,27: Llangollen Railway: Diesel Weekend ■
26,27: London Transport Museum: Acton Depot Open Weekend
26,27: Lynton & Barnstaple Railway: Autumn Gala ■
26,27: Swindon & Cricklade Railway: Military Weekend

OCTOBER

1-4: Severn Valley Railway: Autumn Diesel Gala ■
2-4: Whitwell & Reepham Railway: World Record Attempt for Stationary Engines ■
3,4: Apedale Valley Light Railway: Diesel Event ■
3,4: Cleethorpes Coast Light Railway: PAW Patrol ■
3,4: North Norfolk Railway: Home Fleet Weekend ■
4: Bluebell Railway: Vintage Bus Running Day
4: Great Central Railway – Nottingham: Transport Event
4: West Lancashire Railway: October Working Engines Gala
9-11: East Lancashire Railway: Autumn



The Keighley & Worth Valley Railway is holding its Spring Steam Gala on March 6-8. The first locomotive to be saved from Woodham's Barry scrapyards, MR 4F No. 43924 leads Ivatt 2MT 2-6-2T No. 41241, carrying its KWVR red livery. ALAN WEAVER

Steam Gala ■
9-11: Ffestiniog & Welsh Highland Railways: Victorian Vintage Weekend
9-11: North Yorkshire Moors Railway: Railway in Wartime
9-11: Swanage Railway: Autumn Steam Gala ■
10,11: Isle of Wight Steam Railway: Beer & Buses
11: Mid-Norfolk Railway: Classic Vehicles Day

11: Whitwell & Reepham Railway: Model exhibition
16-18: Llangollen Railway: Autumn Steam Gala ■
16-18: Mid-Hants Railway: Autumn Gala ■
16-18: Spa Valley Railway: 10th CAMRA Real Ale & Cider Festival!
17,18: Bodmin & Wenford Railway: China Clay Weekend
17,18: Gloucestershire Warwickshire

Railway: Cotswolds Food & Drink Fayre
17-18: Isle of Wight Steam Railway: Costume Character Days – Paddington ■
18: Rocks by Rail: Museum Gala Day
21-25: Isle of Wight Steam Railway: Teddy Bear Days ■
24: Somerset & Dorset Railway Heritage Trust: Real Ale Trains
October 24-Nov 1: Mid-Hants Railway: Wizard Week ■



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Classic Car Show	30 August
Bus Rally	6 September
Autumn Diesel Gala	12, 13 September



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A sight proving anything is possible for modellers of heritage lines is this rather unusual train set during the North Norfolk Railway's appropriately-named Anything Goes gala. WD 2-10-0 No. 90775 *The Royal Norfolk Regiment* is seen with the vintage train set at Sheringham station on October 5, 2019. At the rear of the 2.35pm service to Holt is restored Great Eastern Railway coach No. 853, last seen in traffic in 1927. PAUL BIGGS



Dates for your Diary 2020

Spring Steam Gala
Friday 27th to Sunday 29th March

Mixed Traction Gala
Friday 12th to Sunday 14th June

Bus Rally
Saturday 4th July

Vintage Transport Day
Sunday 5th July

Beer Festival
Saturday 18th to Sunday 19th July

Autumn Steam Gala
Friday 4th to Sunday 6th September

40's event
19th and 20th September

Norfolk Lights Express
Selected dates from 25th November

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25: Somerset & Dorset Railway Heritage Trust: Pumpkins on the platform
25: West Lancashire Railway: Pumpkin Express
27: Embsay & Bolton Abbey Steam Railway: Halloween
28-31: Cleethorpes Coast Light Railway: Hallowscream Express
29-11: Ffestiniog & Welsh Highland Railways: Halloween Trains
29-31: Severn Valley Railway: Ghost Trains
30-31: Bala Lake Railway: Halloween
October 30- November 1: Bo'ness & Kinneil Railway: Steam Gala ■
October 30-November 1: Llangollen Railway: A Day out with Thomas ■
31: Cambrian Heritage Railways: Halloween specials at Oswestry
31: Corris Railway: Halloween Specials
31: Romney, Hythe & Dymchurch Railway: End of Season Parade
31: Gloucestershire Warwickshire Railway: Halloween 'Steam & Scream' Special
31: West Lancashire Railway: Halloween
October 31-Nov 1: Aln Valley Railway: Halloween Ghost Trains
Oct 31-Nov 1: Apedale Valley Light Railway: Halloween Specials
October 31-Nov 1: Embsay & Bolton Abbey Steam Railway: Halloween
October 31-November 1: Great Central Railway – Nottingham: Anything Goes Weekend ■



The superbly restored 1903 North Eastern Railway Electric Autocar waits at Bolton Abbey station on November 10 with the 11.15am departure to Embsay on the Embsay and Bolton Abbey Railway. The delightful vehicle is to star in the Didcot Railway Centre's April 10-13 Railcar Rendezvous. PAUL BIGGS

NOVEMBER

1: West Lancashire Railway: Children in Need ■
7: South Devon Railway: Driver for Armistice
7: Great Central Railway – Nottingham: GCRN Firework Spectacular
7: Whitwell & Reepham Railway: Armistice Service
8: Lynton & Barnstaple Railway: Remembrance Sunday
14,15: Severn Valley Railway: Christmas Gift Fayre
21: Cleethorpes Coast Light Railway:

Christmas Fair
28,29: Warley National Model Railway Exhibition

DECEMBER

5: Bluebell Railway: Christmas Carols
26: Isle of Wight Steam Railway: Boxing Day Specials
26-January 1: Llangollen Railway: Mince Pie Specials
26-January 3: Tallylyn Railway: Mince Pie Specials
27,29-31: Welshpool & Llanfair Railway: Mince Pie Specials

27,28: Great Central Railway – Nottingham: Winter Holiday Trains
27,28: Mid-Hants Railway: Wartime Christmas Leave event
27-31: Bure Valley Railway: Mince Pie Specials
28: Bo'ness & Kinneil Railway: Winter Diesel Gala ■
28-30: Aln Valley Railway: Mince Pie Specials
29: Great Central Railway – Nottingham: End of Year Anything Goes
29: Lynton & Barnstaple Railway: Mince Pie Specials **HR**

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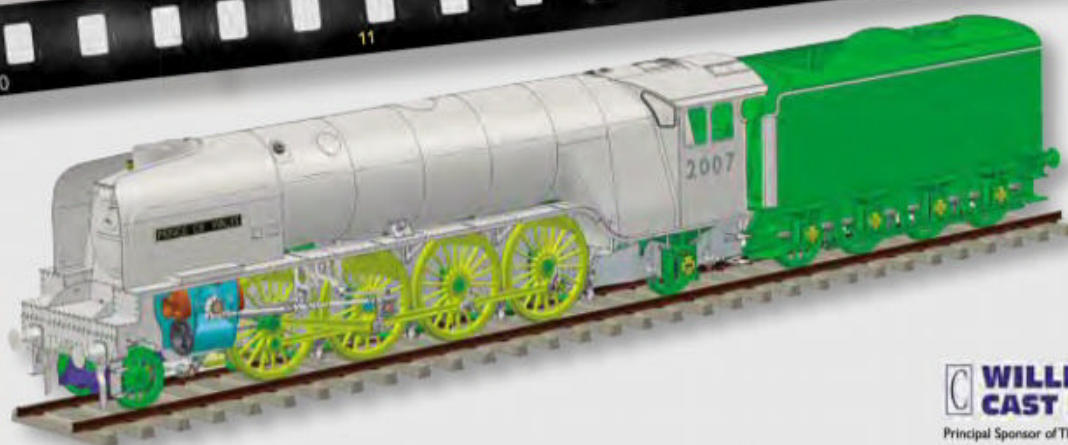
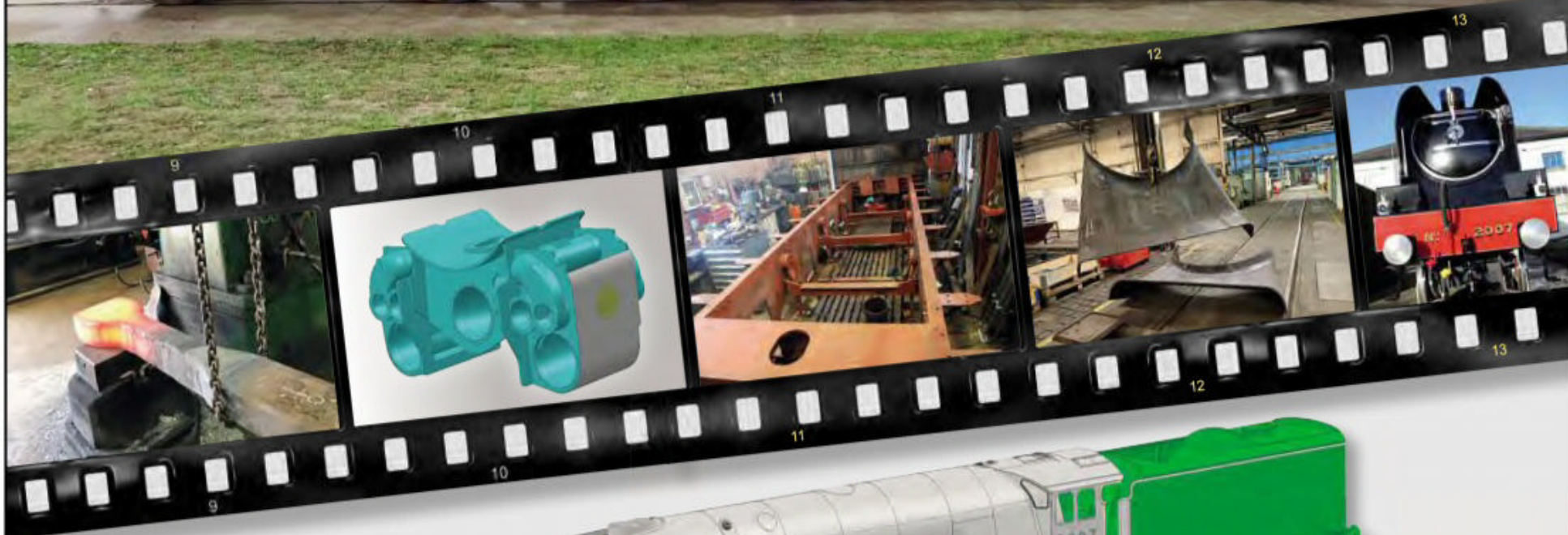
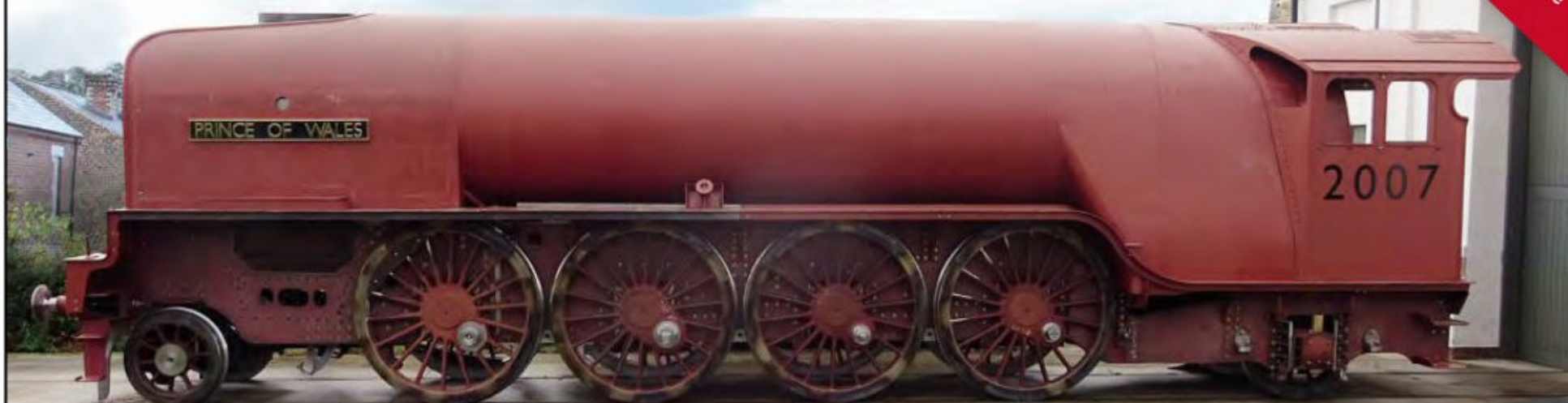
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NOTTINGHAM VICTORIA £1870	Scafell £2860		157 £352	ENFIELD LOCK £1210
ASCOT WEST £1871			2679 £1760	ARNSIDE £1430
CRANLARICH UPPER £1000			Nº 1050 GORTON 1952 £1540	LAMPETER £2090
RIDE A BSA BICYCLE £605				ROCHDALE £1650
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LNER A1 Pacific No. 60163 *Tornado* hauled the Railway Touring Company's 'The Edinburgh Christmas Market' from York on December 21. In this delightful reflective scene, the 4-6-2 is seen crossing the Grade I listed Royal Border Bridge over the River Tweed at Berwick-upon-Tweed. SANDY SMEATON

Tornado saves the day for RTC

By Brian Sharpe

THE Railway Touring Company (RTC) always ends the year with an impressive programme of main line tours during the festive season, many destined for various Christmas markets around the country.

As in previous years, the mainstays of the December 2019 programme were the two Class 8 Pacifics, LMS Princess Coronation No. 6233 *Duchess of Sutherland* and LNER A4 No. 60009 *Union of South Africa*. For the first time though, LNER A1 Pacific No. 60163 *Tornado* was scheduled to feature in a couple of trips.

Kick-off

The Christmas programme kicked off with a Slough-Shrewsbury tour on November 23, advertised for No. 60009, which was undergoing attention to its boiler at Riley & Sons' works in the days leading up to the trip.

With this work completed, on November 21 the A4 headed south for

Southall. Unfortunately, it was declared a failure at Rugby with an overheated tender axlebox bearing.

The engine was taken to Wolverton works and the tender sent by road to Bury for repair and LMS 'Black Five' 4-6-0 No. 44871 took charge of the tour to Shrewsbury, albeit with diesel assistance. No. 44871 also substituted on November 28 on the 'York Yuletide Express' from Norwich. The 'Black Five' left the train at Peterborough to move to the Nene Valley Railway, where it was booked to assist with Santa special operations.

On November 30, *Duchess of Sutherland* entered the fray; moving from Butterley to York to head the return leg of a London to York tour. With No. 60009 still under repair however, the outward leg was diesel-hauled with the train routed via Lincoln in both directions.

Duchess of Sutherland was then scheduled to work a Swanage-Bristol tour on December 5. However, an OTMR fault which required specialist attention led to the engine being unavailable and

with no substitute power the train had to be cancelled. It had also been found on the run south from York that the reverser became progressively tighter to operate which required investigation by the owners' engineers.

While this also precluded the *Duchess* from working the 'Lindum Fayre' trip on December 7, it was expected that No. 60009's tender would be repaired in time for the A4 to substitute.

The tender was returned to Wolverton on December 5 and the engine set off for Southall next day. The problem resurfaced near King's Langley though and the engine ran into a siding at Watford Junction from where engine, tender and support coach were transported to Bury by road. The Lincoln trip ran with diesel haulage throughout.

A1 Power

Steam Dreams had a steam tour from London to Lincoln the next day, which went ahead with haulage by No. 60163 *Tornado*. Two days later on December 10, a Paddington-Cardiff tour

for RTC saw *Tornado* substituting for the still unavailable No. 60009. The schedule was altered on the outward run after a service train broke down in the Severn Tunnel, but departure from Cardiff for the return was on time.

December 14 saw another London-York tour which was booked for No. 60163 outward and No. 60009 on the return, but it was agreed that *Tornado* would work the train in both directions as the A4 could not be made available.

This put *Tornado* in position to work a Stevenage-Chester tour on December 19. The A1 was detached at Leicester on the return to run light engine to York. Two days later, the York to Edinburgh Christmas market tour, which would have been one of the last opportunities for *Union of South Africa* to stretch its legs on the East Coast Main line, was also headed throughout by *Tornado*.

Meanwhile, the A4 had been quickly repaired at Bury and put to work on East Lancashire Railway Santa specials; also taking turns on post-Christmas services.

Celebrity status for High Speed Train as it bows out of East Coast service

By Robin Jones

LINESIDERS turned out in droves to see the modern-day LNER Class 43 High Speed Trains bow out of East Coast Main Line service after 41 years.

Acclaimed relivery artists from Heritage Painting were hired to paint a full set into the distinctive British Rail livery of blue, grey and yellow that the HSTS carried from the Seventies into the Eighties.

Nicknamed 'The Journey Shrinker' for the reduction in journey times it brought about, the first InterCity High Speed Train made its public debut in October 1976, and in 1978 the sets were officially introduced onto the ECML.

LNER's fleet of HSTs has travelled more than 242.5 million miles, the equivalent of 507 trips to the moon and back.

The final public ECML InterCity 125 passenger service was the 7.35pm King's Cross to Leeds on December 15.

Farewell tour

LNER organised a special four-day farewell tour from December 18-21 using the repainted unit to mark the end of their ECML service and their replacement – along with that of the Class 91 electrics – on the route by the new Hitachi Class 800 Azumas.

The power cars repainted were No. 43102 (43302), which still holds the world speed record for diesel traction – 144mph with passengers and 148mph without set in 1987, and No. 43112 (43312).

LNER managing director David Horne said: "After four decades of service, it's brilliant to be recognising the contribution of the InterCity 125 trains with one last trip along the East Coast.



Resplendent in its mid-Seventies BR glory, 'The West Riding Limited' heads through East Markham on December 21. MICHAEL ANDERSON

"These trains had a huge impact when they were first introduced, no more so than in Scotland where they reduced journey times between Edinburgh and London King's Cross by up to an hour. Launching our farewell tour at Edinburgh was therefore a perfect way to begin our goodbye to these iconic machines."

The tour was split into four legs. December 18 saw the leg titled 'The Northern Lights' run from Edinburgh Waverley to Dundee, Aberdeen and Inverness, with press, enthusiasts and LNER staff on board.

Day 2 saw 'The Highland Chieftain' run from Inverness over Slochd and Druim Uachdar summits to Perth, Stirling and Edinburgh.

On December 20, 'The Northumbrian' ran from Edinburgh to Newcastle, York and Leeds. On the final day, 'The West

Riding Limited', ran from Leeds via Doncaster and Peterborough, stopping at most of the stations en route, before arriving at King's Cross after 3pm.

Fanfare

Throughout the four days, the special was greeted by photographers and admirers lining platforms, overbridges and other vantage points, with many ardent steam fans turning out to capture the historic moment too.

The last day was also very special in another way which went unnoticed by the mainstream press. Paul Simpson, who works for the LNER travel centre at York, and who travelled on the last two legs of the tour, arranged with the York Normandy Veterans Association to carry a commemorative wreath in the cab of the driving car on its last journey.

The wreath was signed by the four surviving veterans, two aged 97, one aged 95 and the other 94.

On arrival at King's Cross, Paul removed the wreath and persuaded David Horne and the HST's designer, Sir Kenneth Grange, to place it at the King's Cross war memorial.

Money raised from the tour has gone towards LNER's partner charity, Campaign Against Living Miserably, which works to prevent male suicide and has already benefitted from more than £100,000 in donations from LNER passengers donating 'Delay Repay' claims to help support the campaign.

There has been unsubstantiated speculation that the repainted set, now a celebrity in its own right, might now be privately bought for railtours. It is currently stored at Ely.



LNER A1 Pacific No. 60163 *Tornado* exchanges whistles with the HST farewell special at York.

RICHARD PEARSON/A1SLT



The York Normandy Veterans Association wreath carried in the High Speed Train power car to London King's Cross. PAUL SIMPSON



Vintage Trains operated two 'Christmas White Rose' excursions from Dorridge to York on December 14 and 21. Both trains were steam-hauled throughout by WR 4-6-0 No. 7029 *Clun Castle*, with heating assistance provided by Class 47 No. 47773. In between heavy showers, this dramatic scene was caught on camera at South Milford on Saturday, December 14. DAVE COLLIER

West Coast's 'Dalesman' and 'SSE' programme all set for 2020 season

By Gareth Evans

WEST Coast Railways (WCR) has confirmed the dates of operation for two of its regular main line excursions in the north of England for the 2020 season.

As in previous years, 'The Dalesman' offers a choice of two journeys to Carlisle – from York and Chester. Departing York on April 28, May 26, June 23, July 7 and 21, August 4 and 18 and September 1, steam will work the trains from Hellifield.

Chester departures will run on May 12,

June 9 and 30, July 14 and 28, August 11 and 25, September. The outward leg will be via the West Coast Main Line, with steam from Carnforth. The return journey is via the Settle to Carlisle line, with steam to Preston.

Meanwhile, 'The Scarborough Spa Express' is to run on Thursdays again this summer with a choice of two

journeys from Carnforth. The variant which calls at Skipton and Keighley will run on June 18, July 9 and 23, August 6 and 20 and September 3. The other variant, which runs via Preston and Hebden Bridge, will operate on June 25, July 16 and 30, August 13 and 27. Steam will haul York to Scarborough and return – with diesels working the remainder.



Carnforth-based Merchant Navy Pacific No. 35018 *British India Line* is seen at the head of the Carlisle - York 'The Dalesman' at Ais Gill on August 20. SIMON KERRY

Steam Dreams offers new extended holiday trains

By Cedric Johns

EVER aware of new marketing opportunities, Steam Dreams' chairman David Buck has broadened the scope of his business by introducing extended holiday tours, in addition to day excursions programmed for the coming months.

The first of these is the 'Moors & Mountains Explorer' – a nine-day tour which departs London Victoria on May 7, initially bound for the Dartmouth Steam Railway's Kingswear terminus via Salisbury.

From there, the 'Explorer' moves on to Carmarthen, via Bristol, Gloucester and Cardiff.

An LMS 'Black Five' is due to double-head with LNER B1 No. 61306 *Mayflower* over the Central Wales line to Shrewsbury.

The tour then heads along the Cambrian Coast Line for a three-night

stop at Porthmadog. Monday and Tuesday, May 11/12, are spent exploring Snowdonia and include opportunities to travel on the Ffestiniog, Talylyn, the Welsh Highland and Snowdon Mountain railways.

From North Wales, the 'Explorer' proceeds to Chester and then Carlisle, via Shap, before turning south through Skipton, Sheffield and Melton Mowbray. Upon its return to London Victoria on May 15, the tour will have covered more than 1000 miles, which apart from the Cambrian line, is due to be steam-hauled throughout. The ERTMS signalling system in use on Cambrian lines is not compatible with steam locomotives.

On May 28, No. 60103 *Flying Scotsman* enters the scene with what is fast becoming an annual pilgrimage to Salisbury. Before taking the main train back to London Victoria, the A3 is set to work an afternoon cream tea circular tour.

The National Collection-owned Pacific departs London Paddington for Oxford on May 31 – and as with the Salisbury trip, takes a cream tea circular tour of the local area before returning to Paddington.

These two-day trips are a prelude to *Scotsman* working a four-day weekend break to Edinburgh on July 2.

Departing London King's Cross behind a heritage diesel, the train allows passengers a two-hour break at York before heading over the border with the A3 in charge for the first of two night stops.

On day two, passengers are offered the option of travelling over the Forth Bridge as *Flying Scotsman* takes a trip over the Forth circular route.

On the final day, Sunday, July 5, the train returns via the Settle and Carlisle line to Crewe, where the A3 comes off, giving way to modern traction for the home run.

As exclusively mentioned last issue, two B1 4-6-0s, No. 61264 and No. 61306 are booked to double-head the 'Mayflower 400' four-day Pilgrim Fathers celebratory trip to Penzance via Hants & Berks line.

Prior to that, No. 61306 is due to work a day trip to Southampton on August 14 to join the seaport's maritime festival marking the sailing of the SS *Mayflower* to America via Plymouth.

Mayflower the locomotive will work a cream tea circular tour during the afternoon before heading the main train back to London Victoria.

Other news from Steam Dreams is that a trip to Goodwood has been arranged to coincide with the annual festival of motoring on September 12. Starting from London Victoria, the train calls at Wimbledon and Woking en route to Chichester. An afternoon cream tea circular tour is due to run while the main event takes place.

'Torbay Express' suspended for 2020

IN A surprise move, Riviera Trains has announced that its popular 'Torbay Express' summer holiday excursions from Bristol Temple Meads to Kingswear will not run this year – and is blaming a shortage of available locomotives.

A statement published on the Torbay Express website said: "We regret to announce that due to the limited number of steam locomotives available to haul trains in 2020, Torbay Express Limited will not be able to run a full programme this summer.

"However, we will be working with our sister company Pathfinder Railtours to produce a small series of steam-hauled summer trains to other destinations."

Riviera director Barry Cordell revealed that having suffered some disappointments when DB Cargo failed to produce steam on required dates, causing cancellations, the Torbay operation was switched to West Coast Railways, but as experienced in 2019 it too was unable to meet all of Riviera's dates.

"We are looking for opportunities with Pathfinder's Peter Watts to establish new destinations and find steam to match our needs," he said.

According to Peter, some Pathfinder trains will use the Class 50 Alliance pair of 'Hoovers', No. 50049 *Defiance* and No. 50007 *Hercules*, typically Pathfinder's annual trip from the Midlands to Cornwall for the summer carnival at Penzance on June 27.

In terms of steam, negotiations are currently taking place with owners of a Pacific, which cannot be named until an agreement is reached.

No. 46100 *Royal Scot* looked the part on December 11, with the 'Irish Mail' private charter, which ran from Crewe to Holyhead and back. It is seen in the dying light a mile east of Prestatyn on the return leg. HYWEL EVANS





With the sun weakly showing through the clouds, LNER A3 Pacific No. 60103 *Flying Scotsman* passes over Docker viaduct with the Manchester Victoria to Carlisle 'Christmas Dalesman' on December 18. ANDREW SOUTHWELL

Duchess of Sutherland heads anniversary train

OLD-HAND enginemmen often described locomotives as being comparable to highly-bred race horses – up one day, down the next and so it proved with LMS Princess Coronation Class Pacific No. 6233 *Duchess of Sutherland*, albeit in reverse.

As reported on p63, the 4-6-2 was declared a failure with reverser and OTMR problems on returning to Southall, having worked the Railway Touring Company's 'York Yuletide Express' back to London on November 30.

At that juncture it was planned to withdraw the engine and return it to its Butterley base for examination and remedial work.

Having taken a second look at the situation, chief engineer Simon Scott decided that repairs could be undertaken at Southall – after which the *Duchess* was declared fit to run.

This news came as a massive relief to Steam Dreams operations manager Charlie Robertson, who was casting

around to find an engine to replace the tour promoter's Thompson B1 No. 61306 *Mayflower* after the 4-6-0 was stopped at Southall with a leaking stay.

Charlie needed an engine to work Steam Dreams' 'Anniversary Special' marking 20 years since BR Standard 5 4-6-0 No. 73096 departed Waterloo with a test train to Salisbury, the forerunner of the 'Cathedrals Express' rail tours enterprise.

Due to depart Waterloo on December 17, the anniversary special was booked to call at Woking, but instead of terminating at Salisbury, it continued to Sherborne for carols in the abbey. From there it ran to Yeovil Junction for turning on the railway centre's turntable.

It all happened following a telephone call to Charlie revealing that the *Duchess* was available for the trip. As a bonus he was able to travel on the train as a reward for his determination to find a replacement for the important occasion.



LMS Princess Coronation Class Pacific No. 6233 *Duchess of Sutherland* is seen at Woking at the head of Steam Dreams' anniversary special on December 17. STEAM DREAMS/ CALLUM MAGUIRE

Princess Elizabeth booked for VE Day London weekend excursion

WHILE negotiations are taking place with railtour promoters seeking the use of Stanier 4-6-2 No. 6201 *Princess Elizabeth*, the big red engine has secured a prestigious trip for a weekend in London over May 7-9.

Booked by Arena Rail Holidays, the Pacific is down to work a train celebrating the 75th

anniversary of VE Day on May 8.

Beginning its journey at Preston, the 'Victory Special' calls at Warrington and Stafford, then runs south to London Victoria.

As this is a three-day trip. No. 6201 will be stabled at Southall over two nights, before making the return journey.

Prior to this high-profile event, 'Lizzie's' owning society chairman Clive Mojonier is hoping that the Pacific will have several main line runs in its diary. He anticipates that the locomotive will be repeating last year's forays over the Settle to Carlisle line and perhaps further 'Northern Belle' outings.

Now that the LMS Princess Royal Class has proved to be a reliable runner, it is possible that more trips in the south of England will come No. 6201's way, repeating its well-received previous past appearances on the Railway Touring Company's London-Weymouth trips.



Rebuilt Merchant Navy Pacific No. 35028 *Clan Line* worked its final trip of 2019 on December 14, when it hauled the Venice Simplon Orient Express from London Victoria to Shalford. The 4-6-2 is seen at Lyne, near Chertsey. Members of the Merchant Navy Locomotive Preservation Society are currently undertaking their locomotive's annual maintenance, which includes mechanical attention and a visit from a boiler inspector. *Clan Line's* next duty is due to be on February 8, when it is booked to haul Belmond's 'The Golden Age of Travel by Steam' via the familiar Shalford circular route from London Victoria. JAMIE SQUIBBS

BLS offers three-day 'Crompton' tour

By Gareth Evans

THE Branch Line Society (BLS) has put together an itinerary that will see Class 33 'Cromptons' returning to their former stomping ground in March. In the best tradition of the BLS, the charter is expected to run over track rarely traversed by passenger trains.

Named 'The Fenny Crompton', the March 7 positioning move railtour will be operated by West Coast Railways (WCR) and is due to be hauled by a WCR Class

33. A Class 47 will also be provided on the rear for train heating.

Departing Lancaster, it will head via Crewe, Hednesford, Bescot and Birmingham International, before making for the Chiltern main line and then London Paddington.

Rare track highlights are set to include Fenny Compton Down loop in the Up direction and Bescot Up & Down Through Siding (No. 1 road requested).

Titled 'The Devonian Crompton', the following day's excursions will feature

a pair of 'Cromptons' at the sharp end, hauled by 71A Locomotive Group's No. 33012 and a WCR Class 33. Departing London Victoria, the tour will cover classic Class 33 routes via Yeovil Junction to Exeter St Davids, terminating at Coleford Junction on the line to Okehampton. Photo stops are to be provided along the way. The return leg will run via Bristol Temple Meads and Salisbury to London Waterloo.

The return repositioning move railtour will be hauled by a WCR Class 33, with

a Class 47 on the rear. Named 'The Park Royal Parkinson', the excursion will head to Lancaster via Leamington, Coventry, Nuneaton and the Trent Valley. Rare track highlights are set to include Royal Oak Siding, Old Oak Common Reception Line, Coventry Carriage Sidings, Coventry North Yard and Sideway Loop.

The BLS has also revealed it is planning to organise what it calls 'an unusual London area railtour' on Sunday, April 26. Further details are expected to be announced in due course.

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On December 8, LNER A1 Pacific No. 60163 *Tornado* worked Steam Dreams' Ealing Broadway to Lincoln excursion. The photo was taken from behind a fence at a public crossing at Donington. SIMON KERRY

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

SAT 22: 'Bahamas Railtour to Carlisle'

Oxenhope, Carlisle, Keighley.
Steam-hauled throughout.
Loco: No. 45596 *Bahamas*. KWVR

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

SAT 7: 'The White Rose'

Shrewsbury, York & return.
Steam-hauled: TBA.
Loco: TBA. ST

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 21: 'The Edinburgh Flyer'

York, Edinburgh & return.
Steam-hauled throughout.
Loco: No. 60163 *Tornado*. RTC

SAT 21: 'The Cheshireman'

London Euston, Chester & return.
Steam-hauled throughout.

Loco: No. 6233 *Duchess of Sutherland*. RTC

SUN 22: 'London to Winchester'

London Paddington, Winchester & return.
Steam-hauled throughout.
Loco: TBA. SD

SUN 22: 'Hampshire & Sussex Coastal Tour'

Winchester, Littlehampton & return.
Steam-hauled: Winchester, Littlehampton, Fratton, Winchester.

Loco: TBA. SD

SUN 22: 'Pennine Peaks & Valleys Mother's Day Explorer'

Crewe, Carnforth & return.
Steam-hauled: TBA.

Loco: TBA. ST

WED 25: 'The Salopian Express'

Dumfries, Shrewsbury & return.
Steam-hauled: Carnforth, Shrewsbury & return.
Loco: TBA. WCR

Tour promoters

A1SLT	A1 Steam Locomotive Trust Railtours 01325 488215
BEL	Belmond Pullman 0845 077 2222
KWVR	Keighley and Worth Valley Railway 01535 645214
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

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.



Above: No. 5043 *Earl of Mount Edgcumbe* awaits departure from Newbury Racecourse on October 15, 2011. DON BENN



LNER A1 Pacific No. 60163 *Tornado* is seen removing its support coach at Bristol Temple Meads on December 7, 2019. An HST can be seen in the background with the 12.07pm Taunton to Cardiff GWR service. DON BENN

TABLE ONE: LEAMINGTON SPA TO HINKSEY

Date	Saturday, December 7, 2019
Train	8.03am Wolverhampton to Bristol Temple Meads
Loco	A1 class 4-6-2 No. 60163 <i>Tornado</i>
Load	10 coaches, 367 tons tare 390 tons gross
Driver	Graham Ward
Fireman	Steve Hanczar
Position	10th coach
Recorder	Don Benn
Weather	Sunny periods, calm

	miles	sched	mins	secs	speed
Leamington Spa	0.00	0.00	00	00	3 mins late
MP 105	1.03		03	12	44½
Fosse Road	3.78		06	22	58½
MP 102	4.03		06	37	59/60
MP 101	5.03		07	38	59½
Harbury Tunnel	5.38		07	59	58½
MP 100	6.03		08	39	60
Southam Road	6.22		08	54	62½
MP 97	9.03		11	22	69
Fenny Compton	11.03	10.00	13	05	68½
MP 94	12.03		13	58	67½
MP 93	13.03		14	49	72½
MP 91	15.03		16	32	66/69½
Cropredy	16.32		17	42	67
Banbury	19.84	22/29	24	52	14* sigs
Kings Sutton	23.37		30	00	62½
Aynho Jct	24.84	36.00	31	22	67½
MP 80	26.03		32	28	65½/62½
Heyford	30.81		36	56	71
MP 73	33.03		38	45	62½
Tackley	33.43		39	06	64
Bletchington	34.96		40	28	67
MP 70	36.03		41	26	66½/67½
Kiddlington	36.97		42	22	63
Wolvercote Jct	39.70	53.00	45	42	37* sigs
Wolvercote	40.27		46	42	42½
Oxford N Jct	41.54	55.00	48	29	38½
Oxford	42.58	57.00	50	10	26
			sigs stop		
MP 63¼	42.82		52	09	0*
			52	31	
Hinksey	44.00	62.00	59	12	right time

*brakes or speed restriction

WITH FULL REGULATOR

LOCOMOTIVE PERFORMANCE THEN AND NOW

In his latest column, **Don Benn** reports on The A1 Steam Locomotive Trust's 'Christmas Express' from Wolverhampton to Bristol, comparing No. 60163 *Tornado's* excellent climb of Fosse Road bank with those by No. 35028 *Clan Line* and No. 5043 *Earl of Mount Edgcumbe* – plus a high class performance on the Great Western main line by No. 6024 *King Edward I*.

DECEMBER isn't generally a good month for pure steam locomotive performance but one train stood out as not to be missed, at least once the A1 Steam Locomotive Trust's commercial director Graeme Bunker-James (GB-J) had confirmed that the 'Christmas Express' from Wolverhampton would be operated by DB Cargo as that operator does not tend to use diesel assistance.

In any case, leaf fall was nearly over after weeks of heavy rain and high winds and the load looked like being only nine coaches. We decided to miss all the first pick up points to join the train at Solihull at 9.20am. No. 60163 *Tornado* duly rolled in slightly early on a fine, dry morning.

The load was a respectable 10 coaches, including support coach and generator car for 367 tons tare and no more than 390 tons gross as it wasn't full. In fact, for the first time in many years of travelling on steam-hauled charters, we were able to choose our seats and move sides to match the milepost change after Didcot. I wasn't able to check who the engine crew were as we were in the last coach, but a quick text message to the aforesaid GB-J got the information that Graham Ward was driving with Steve Hanczar on the shovel.

Fosse Road bank stormed

I didn't know it at the time, but Graham Ward told me at Bristol that *Tornado* had a poor lot of coal so what followed was all the more remarkable. We were away from Solihull on time and then looped before Dorridge for a service train to pass prior to making our call there and setting off down Hatton bank on time.

Speed just touched 70mph at Warwick Parkway, before adverse signals severely checked our approach to the Leamington Spa stop. This is a very interesting station, stuck in a GWR time warp and still retaining its centre road. Table one shows the running on to the Hinksey water stop, an easy schedule of 62 minutes for the 44 miles, though this allowed for a stop at Banbury for a Cross Country train to pass. The start was brisk and by the time we hit the 1-in-187 of Fosse Road bank, speed was well into the fifties, increasing to 60mph just after milepost 102 and then holding close to this rate until the 1-in-143 to Harbury tunnel, entered at 58.7mph.

This excellent work continued to the summit at milepost 94, after Fenny Compton where speed was 67½mph after touching 69mph on the easier stretch after Southam Road. Table three shows the full detail of this testing 12-mile section, which is better than



No. 6024 King Edward I is seen after arrival at London Paddington with Pathfinder Tours' 'The Bristolian' on March 3, 2012. DON BENN

anything I can find in the Railway Performance Society archives with King class 4-6-0s on similar loads in the days of steam. Alongside the run with *Tornado* is the previously published effort by No. 35028 *Clan Line* on the 495 ton British Pullman from Stratford-upon-Avon to London on July 10, 2019. This was another great climb with the same driver, Graham Ward and the two power outputs at 1820 and 1780 Equivalent Drawbar

Horsepower (edbh) were almost the same, *Tornado* just edging it by dint of its higher speed.

The third column in table three shows the work of a Great Western engine on home ground – No. 5043 *Earl of Mount Edgcumbe* with an eight-coach train on October 15, 2011. The climb was hampered by a temporary speed restriction to 45mph at the site of Fosse Road signalbox but the Castle still managed to

“I can clearly remember this lovely sprint through the morning mist with the sun breaking through and the concentration needed to see the mileposts sitting back, to the engine with speed challenging the 75mph limit. The net time for the 44.35 miles from Warwick Parkway to the Oxford loop stop was no more than 43 minutes; excellent work.”

TABLE TWO: SOLIHULL TO OXFORD

Date	Saturday, October 15, 2011
Train	7.05am Solihull to Bristol Temple Meads
Loco	Castle Class 4-6-0 No. 5043 <i>Earl of Mount Edgcumbe</i>
Load	8 coaches 287½ tons tare, 305 tons gross
Driver	Bill Warriner
Fireman	Dean Morris
Position	6 of 8
Recorder	Don Benn
Weather	Sunny periods, calm

	miles	sched	mins	secs	speed
Solihull	0.00	0.00	00	00	
Widney Manor	1.48		03	35	42/48
Dorridge	3.33	7.00	06	51	
	0.00	0.00	00	00	
Lapworth	2.56		04	13	60/66
Hatton North Jct	6.20		07	45	57½
Hatton	6.78	8.00	08	18	64/69½
Warwick Parkway	9.67	11.00	11	51	
	0.00	0.00	00	00	
Warwick	1.30		03	09	35
			sigs stop		
MP 106½	2.63		08	02	0*
			14	00	
Leamington Spa	3.27	10.00	16	09	34
MP 105	4.30		17	57	45½
MP 103½	5.80		19	42	55
Fosse Road	7.05		21	16	45* tsr
MP 102	7.30		21	35	50½
MP 101	8.30		22	42	54
Harbury Tunnel	8.65		23	05	56
Southam Road	9.49		23	55	60
MP 97	12.30		26	33	69
Fenny Compton	14.15	21.00	28	12	64½
MP 94	15.30		29	16	64
MP 91	18.30		31	51	76
Cropredy	19.59		32	48	79
Banbury	23.11	29.00	35	27	60*/tsr 52*
Kings Sutton	26.64		39	04	67½
Aynho Jct	28.13	35.00	40	42	52*
Fritwell	31.18		41	27	69/74½
Heyford	34.08	40.00	45	55	73
Tackley	36.70		48	10	55*/tsr 39*
Kiddlington	40.24		52	07	68/74
Wolvercote Jct	42.95	54.00	54	27	53*
Oxford UPL	44.35	60.00	57	38	

net time 43 minutes

*brakes or speed restriction



No. 60163 *Tornado* enters Solihull station on December 7, 2019 with the 8.03am Wolverhampton to Bristol ‘The Christmas Bath and Bristol Express’, organised by The A1 Steam Locomotive Trust. DON BENN

“Graham gave the engine a little steam to lift speed to 76mph ready for the similarly graded climb to Box tunnel. However, we then caught the Bristol service train in front as it was getting away from its Chippenham call on time and adverse signals brought speed back to 44mph, before a very good recovery to maintain 63-64mph up to the tunnel entrance.”

TABLE THREE: FOSSE ROAD BANK												
Date	Saturday, December 7, 2019					Wednesday, July 10, 2019				Saturday, October 15, 2011		
Train	8.03am Wolverhampton to Bristol Temple Meads					British Pullman from Stratford-upon-Avon				7.05am Solihull to Bristol Temple Meads		
Loco	A1 class 4-6-2 No. 60163 <i>Tornado</i>					Rblt MN Class 4-6-2 No. 35028 <i>Clan Line</i>				4-6-0 No. 5043 <i>Earl of Mount Edgcumbe</i>		
Load	10 coaches, 390 tons					12 coaches, 495 tons				8 coaches, 305 tons		
Driver	Graham Ward					Graham Ward				Bill Warriner		
Fireman	Steve Hanczar					Vince Henderson				Dean Morris		
Position	10th coach					First coach				6th coach		
Recorder	Don Benn					Alan Rawlings				Don Benn		
Weather	Sunny periods, calm					Dry				Sunny periods, calm		
	miles	gradient	mins	secs	speed	mins	secs	speed	mins	secs	speed	
Leamington Spa	0.00	level	00	00		00	00	27	00	00	34	
MP 105	1.03	240R/L/375R	03	12	44½	01	45	43	01	48	45½	
MP 103*	3.03	512/235/187R	05	35	56½	04	12	54	03	33	55	
Fosse Road	3.78	187R	06	22	58½				05	07	45* tsr	
MP 102	4.03	187R	06	37	59/59½	05	19	54	05	26	50½	
MP 101½	4.53	187R	07	08	59/60			53				
MP 101	5.03	187R	07	38	59½	06	26	54	06	33	54	
Harbury Tunnel	5.38	143R	07	59	58½	06	49	54	06	56	56	
MP 100	6.03	260R	08	39	60	07	34	56				
Southam Road	6.22	779R	08	54	62½				07	46	60	
MP 98	8.03	451F/L/835R	10	29	68	09	30	66	09	31	67½	
MP 97	9.03	L/265R	11	22	69			66	10	24	69	
MP 96	10.03	251R	12	14	69	11	19	65	11	16	67	
Fenny Compton	11.03	251R	13	05	68½	12	17	62	12	03	64½	
MP 94	12.03	239R	13	58	67½			61	13	07	64	
Power output		edbh	1,820			1,780			1,420			
MP 103 to 101		ihp	2,340			2,230			1,800			

The 1-in-187 in continuous from just after milepost 104 to milepost 101
* times and speeds for No. 5043 are at milepost 103½

reach 56mph at Harbury tunnel and 60 at the Southam Road bridge. The edbh at 1420 was moderate for a class 7 engine but Bill Warriner had things well in hand. Of these three runs only *Tornado* had the disadvantage of a Leamington Spa start.

Back with *Tornado*, speed reached 72½mph on the downhill stretch before the engine was eased past Cropredy ready for the expected stop at Banbury. Table two shows the running of No. 5043 in full from Solihull to Oxford and Bill Warriner allowed ‘The Earl’ to run very fast down to Cropredy before a temporary speed restriction intervened near Banbury. I can clearly remember this lovely sprint through the morning mist with the sun breaking through and the concentration needed to see the mileposts sitting back, to the engine with speed challenging the 75mph limit. The net time for the 44.35 miles from Warwick Parkway to the Oxford loop stop was no more than 43 minutes; excellent work.

Banbury and Challow stops not needed

On the December 7 run the approach to Banbury, where we were due to call from 10.16 to 10.23am, was slow and drawn out through the platform four loop, but we didn’t stop as the 6.23am Newcastle to Reading Cross Country service, due to call at 10.20am had been cancelled and so we were now running ahead of schedule and more easy running followed; speed mainly being in the mid-sixties. Despite this, the train was seven minutes inside schedule and four minutes early at Wolvercote Junction and on time as we drew up to the water stop at the south end of Hinksey Reception Lines after a brief stop for signals.

Table four shows the continuation to Bath, once again on an easy schedule. The restart was two minutes late and speed was soon up to the mid-sixties by Culham before adverse signals forced a slow approach to the Didcot west curve, meaning a loss of over two minutes by Foxhall Junction. Steam activity was noted on the site of the Didcot Railway Centre. Reaching 66½mph after Steventon was a prelude to diversion to the down relief line at Wantage Road to enable the 11am Paddington to Bristol Temple Meads to get past. We should have stopped at Challow but as the service train was clear, we accelerated from our 15mph minimum to 31½mph past the bridge at the end of the loop to regain the main line and quickly got speed up to the mid-sixties by Knighton.

From there speed gradually rose as *Tornado* climbed the gentle grades and mile of level to reach 69½ after Shivenham before declining slowly to 67mph on the 1-in-834/660 at Swindon, no doubt making a fine spectacle to those on the crowded platforms.

Speed continued to decline on the level and downhill section to pass Wootton Bassett Junction, but no worries as we were now over five minutes inside schedule and three minutes early, plus the 1100 from Paddington was only seven minutes ahead of us after its Swindon call.

Down the 1-in-100 to Dauntsey, speed continued to be held back and dark smoke could be seen drifting past the windows. Quite probably in addition to recovering steam pressure, the engine crew were aware of the service train a short distance ahead and so easy running was the order of the day.

Once on the easier 1-in-660 down to the Avon Viaduct, Graham gave the engine a little steam to lift speed to 76mph ready for the similarly graded climb to Box tunnel. However, we then caught the Bristol service train in front as it was getting away from its Chippenham call on time and adverse signals brought speed back to 44mph, before a very good recovery to maintain 63-64mph up to the tunnel entrance. More adverse signals from the service train leaving Bath Spa three minutes late brought our speed down to a crawl before we ran into the platform in 74 minutes 52 seconds from Hinksey for the 62.12 miles, just over four minutes early and six minutes inside schedule, a very satisfactory performance.



Above: A close-up of the headboard of the Oxford University Railway Society on No. 5043 Earl of Mount Edgumbe on October 15, 2011. DON BENN

Right: GWR King class 4-6-0, No. 6024 King Edward I awaits departure from Bristol Temple Meads with Pathfinder Tours’ ‘The Bristolian’ to London Paddington on March 3, 2012. DON BENN

Early into Bristol Temple Meads

After a four-minute stop to set down most of the passengers, the train left just over three minutes early for the last leg to Bristol Temple Meads, which was reached in 16 minutes 54 seconds for the 11.49 miles – three-and-a-half minutes early, maximum 69.7mph before Keynsham. Here I chatted to Graham Ward about the run and to Wayne Thompson, who had relieved Graham for the stock moves and the journey back as far as Reading, where *Tornado* would be replaced by a diesel locomotive for the remainder of the trip.

While *Tornado* was waiting to move its stock, an HST, lead by No. 43172 arrived in Platform three on the 12.07pm Taunton to Cardiff service, which I assume is now very unusual or is it? We then tried to catch the 1.22pm GWR service home to Southampton, but it wasn’t possible to board the train as it was crammed to the doors throughout, many of those catching the train from Bristol only going as far as Bath. An announcement was made advising that another Bath train would leave in eight minutes, but that didn’t help us as our next train was an hour later. GWR has made a big play about its new services from December 15, but it really ought to do something about the Cardiff to Portsmouth service which is often overloaded and late.

Finally this time, table five shows the details of my last run on the main line with a GWR King class 4-6-0, No. 6024 *King Edward 1* working Pathfinder Tours’ ‘Bristolian’ appropriately from Bristol Temple Meads to London Paddington. Fred Lewis and Vince Henderson had a heavy 13 coach load of 505 tons full to contend with on a bright but blustery March 3, 2012. The log shows the fine running from the Wantage Road water stop, where we left just over three minutes late, to Paddington, 60.32 miles, booked in 67 minutes.

Speed was up to 70mph by Milton and stayed above that rate, reaching a maximum of 74mph in the Cholsey area, before braking for Reading. We passed there on the centre road (last time ever with steam?) at 51mph, before once again accelerating into the 70s and averaging a fraction under 75mph from just after Shottesbrook to West Drayton. There we had covered the 47.23 miles from the start in 43 minutes seven seconds, but caught a Heathrow Express service which had been put in front of us bringing speed down to 8mph.

The recovery was very robust to say the least and the superb four cylinder roar from No. 6024 was great to hear from my place three coaches back. At Acton, 71mph was touched before another severe check intervened, though we still ran into Paddington over half a minute under the booking, with an estimated net time of 58 minutes for the 60.32 miles.

The beautifully engineered GWR main line has much to offer the steam train timing enthusiast, but how many paths will still be available in the new timetable? [HR](#)



TABLE FOUR: HINKSEY TO BATH SPA

Date	Saturday, December 7, 2019
Train	8.03am Wolverhampton to Bristol Temple Meads
Loco	A1 class 4-6-2 No. 60163 <i>Tornado</i>
Load	10 coaches, 367 tons tare 390 tons gross
Driver	Graham Ward
Fireman	Steve Hanczar
Position	10th coach
Recorder	Don Benn
Weather	Cloudy

	miles	sched	mins	secs	speed
Hinksey	0.00	0.00	00	00	2 mins late
Kennington Jct	1.08	4.00	03	02	34½
Radley	3.68		06	25	59
Culham	5.89		08	33	64½
Appleford	6.93		09	47	42* sigs
Didcot N Jct	8.19	11.00	12	31	13* sigs
Foxhall Jct	8.92	13.00	15	21	21½
Milton	10.23		17	29	49½
Steventon	11.71		19	04	60½
MP 58	13.23		20	31	66½
Wantage Road	15.58	21.00	22	54	59*/15* sigs
Challow	19.07	25/30	29	02	31½
MP 65	20.23		30	49	49
Uffington	21.84	35.00	32	29	57½
MP 68	23.23		33	59	62½
Knighton	24.23		34	55	65
MP 70	25.23		35	52	67
Shivenham	26.69		37	12	68
MP 72	27.23		37	36	69½
MP 74	29.23		38	28	68
Stratton Green	31.01		40	58	67
Swindon	32.52	46.00	42	16	67½
Hay Lane	35.23		44	41	66
MP 81	36.23		45	35	65
Wootton Bassett Jct	38.32	53.00	47	27	66½
MP 85	40.23		49	12	65½
MP 87	42.23		51	00	69½
Dauntsey	42.97		51	39	68½
Christian Malford	45.32		53	35	74
Avon Viaduct	46.20		54	21	76
MP 92	47.23		55	10	72
Chippenham	49.18	64.00	57	14	44* sigs
Thingley Jct	50.67	65.00	59	05	60
MP 97	52.23		60	38	60½
MP 98	53.23		61	35	63½
Corsham	53.58		61	55	62½/64½
MP 99	54.23		62	32	63½
Box Tunnel East	54.38		62	40	64
Box Tunnel West	56.21		64	18	72½
Box	57.19		65	08	70
Bathampton Jct	59.81	77.00	67	48	51*
MP 105½	60.73		69	04	35/2* sigs
Bath Spa	62.12	81.00	74	52	

*brakes or speed restriction

TABLE FIVE: WANTAGE ROAD TO PADDINGTON

Date	Saturday, March 3, 2012
Train	9.33am Bristol Temple Meads to Paddington, ‘The Bristolian’
Loco	King Class 4-6-0 No. 6024 <i>King Edward I</i>
Load	13 coaches 468½ tons tare, 505 tons gross
Driver	Fred Lewis
Fireman	Vince Henderson
Inspector	Geof Ewans
Timed by	Don Benn
Position	3rd coach
Weather	Sunny periods, moderate south west wind

	miles	sched	mins	secs	speed
Wantage Road	0.00	0.00	00	00	3¼ mins late
MP 58	2.47		04	44	54
Steventon	3.99		06	15	63
MP 55	5.47		07	36	68
Foxhall Junction	6.57		08	39	71
Didcot	7.33	10.00	09	17	72½
Moreton Cutting	9.08		10	39	73½
MP 50	10.47		11	47	74
Cholsey	12.03		13	01	73½
MP 47	13.47		14	13	74
Goring	15.72		16	02	73
MP 43	17.47		17	31	71
Pangbourne	18.93		18	46	70½
MP 40	20.47		20	02	71½
Tilehurst	21.82		21	12	72
Reading	24.49	26.00	23	48	51*
Sonning GF	26.49		25	55	58½
MP 32	28.47		27	51	65½
Twyford	29.44	31.00	28	43	68
Ruscombe	30.79		29	54	70
Shottesbrook	32.43		31	26	72
MP 27	33.47		32	06	74
MP 25	35.47		33	43	75
Maidenhead	36.21	39.00	34	19	76
Taplow	38.02		35	44	76
MP 22	38.47		36	07	75½
Burnham	39.54		36	57	75
MP 20	40.47		37	41	75½
Slough	42.03	45.00	38	54	75
MP 17	43.47		40	04	75
Langley	44.19		40	41	74
Iver	45.76		41	54	74½
West Drayton	47.23		43	07	73
				sigs	8*
Hayes & Harlington	49.54		48	47	24
Southall	51.39	53.00	51	36	52
Hanwell	53.12		53	22	61½
West Ealing	53.93		54	07	64½
Ealing Broadway	54.78		54	54	67
Acton West Jct	55.31	57.00	55	31	68
Acton ML	56.23		56	11	71
Old Oak Common	57.68		57	31	50*
				sigs	7*/20½
Paddington	60.32	67.00	66	22	

net time 58 minutes
average speed MP 27 to West Drayton 74.94 mph
average speed 43.24 miles Steventon to West Drayton 70.37 mph
*brakes or speed restriction

Wild Swan flies the nameplate flag while worksplate heads all others

IT WAS not so much a victory for nameplate *Wild Swan* in Great Central's December 7 auction at Stoneleigh, but rather total domination, for the £30,000 realisation achieved by this LNER representative from A4 No. 60021 was nearly four times the £8000 hammer price of the category runner-up, *Hermit* from another Gresley Pacific, A3 No. 60109.

Snapping at the wheels of the A3 was a trio of closely-matched plates, comprising *Ulster* from LMS Jubilee No. 45739 (£7600), *Beachamwell Hall* (GWR No. 6934 – £7300) and *Lechlade Manor* from WR Manor class No. 7825, which realised £7200 – its cabside numberplate going to the same bidder immediately after for £2300.

Some way behind was GWR No. 5957, whose *Hutton Hall* nameplate sold for £5800 and was also followed straight after by its matching cabside numberplate, which was bought by the nameplate's new owner for £1550. Bringing up the rear was a third LNER plate, *Sir William Gray* from B1 No. 61189, which fetched £5000, leaving three non-sellers – *Sir Urre of the Mount* (SR King Arthur No. 30788), *The Royal Dragoon* (LMS Royal Scot No. 46153), and *Queen Mary* from GWR Star class No. 4031.

On the industrial front, *Beryl* from an Andrew Barclay 0-4-OST built in 1902 for Bell Brothers' steel works in Port Clarence, Co Durham, went for £3250. Numbered 16 by the works, the locomotive ended its days in 1962 when based at Burley ironstone quarries in Rutland.

An illustration that mainline steam nameplates are no longer able to brush everything aside unchallenged in the realisation stakes came in the form of an LNER Doncaster 1936/rebuilt 1944 worksplate from A2 Pacific No. 60506 *Wolf of Badenoch*, whose £8500 selling price was beaten overall by only nameplate *Wild Swan*.

The runner-up in this category, a Glasgow & South Western Railway Kilmarnock example from 1898-built 160 class 0-6-0 No. 173, provided the A2 with strong support by selling for £5200 after determined bidding in the room.

Talking of strength, the totem station signs put on a good show for the audience, as is their habit these days, and top of the tree at £4800

was BR(M) Penruddock, an ex-Cockermouth Keswick & Penrith Railway station, with BR(S) Lancing and Eastern Region's Peterborough North, following at £3800 and £3400 respectively. Top Southern Railway target station sign was Plymouth Friary, home to loco shed 72D, whose £1750 was matched by London Underground platform roundel Marble Arch.

In addition to Nos. 5957 and 7825, other four-figure GWR cabside numberplates included 5097 from *Sarum Castle* (£3800); 3395 from *Bulldog* 4-4-0 *Tasmania* (£1500); 4901 from *Adderley Hall* (£1300), and 5945 from *Leckhampton Hall* (£1250). The last realisation was matched by 2043 from SR Class B4X No. 32043.

Leading smokebox numberplate was 60065 from LNER A3 Pacific *Knight*



of *Thistle* (£4000), some way ahead of runner-up 51212 from a Lancashire & Yorkshire Railway 'Pug' Class 0F 0-4-OST built at Horwich in 1894 and withdrawn by BR in 1957 (£1700). The nameboard from Hunstanton signalbox, which closed in 1969, fetched £4200, and other category winners were LNER poster 'Giants Refreshed' by Terence Cuneo featuring A4 *Sir Ronald Matthews* and A2 *Owen Tudor* (£2050), and a GWR 12in dial dropcase clock that went for £1650.

Also on an artistic theme was a painting by Owen Jones of LMS Jubilee No. 45662 *Kempfenfelt* at Sheffield Millhouses that sold for £1500.

Other items worthy of mention are a coin-operated working model of Stephenson's *Rocket* that was located at Edinburgh Waverley to raise funds for the Railway Servants' Orphanage at Derby (£2600); headboard 'The Aberdonian' (£2200); a BR(W) Tinkers Green Halt lamp tablet from the Oswestry to Whitchurch line (£1800); and a decorative Great Eastern Railway

fireman's helmet as worn by officers (£1550). Prices exclude buyer's premium of 15% (+ VAT).

Auctioneer Mike Soden, who struggled throughout proceedings with a heavy cold that resulted in occasional loss of voice – surely an auctioneer's worst nightmare – said: "To sell seven out of 10 main line nameplates is a good result in today's market. Totems and other enamels did incredibly well, and also brass cab sides. Overall the prices were pretty good."

→ A feature of Great Central's auction of general railwayana on February 22 will be more than 100 OO-gauge models from various collections. Also among the 1000 lots will be signalling items, cast-iron and large enamel signs, mileposts, shedplates, carriage prints, handlamps and worksplates.

Kick-off at The Warriner School in Bloxham will be at 9.30am, and as usual proceedings will be hustled along due to the absence of reserves, and commission or telephone bids.



TINKERS GREEN HALT

Collector is on the wagon with mid-Victorian railway opening gift

A SILVER railway wagon model presented to Pauline, Lady Trevelyan, in 1862 to mark the opening of the first section of the Wansbeck Railway in Northumberland, sold for £4600 at an Anderson & Garland jewellery and silver auction in Newcastle on December 3.

As featured in *Heritage Railway* issue 261, the single-track line ran for 26 miles between Morpeth and Reedsmouth, and was opened in stages from 1862 to 1865. Trains were worked by the North British Railway, the majority shareholder in the new line, and was absorbed by them in 1864 before completion a year later. In November 1870 a 13 mile branch from the line's Scotsgap station

northwards to Rothbury was opened by the Northumberland Central Railway, and in 1872 this too was absorbed by the NBR.

On Grouping in 1923 the railway became part of the LNER and on Nationalisation in 1948 part of the Scottish Region. Its route through a sparsely-populated area meant passenger numbers were always low, and this service was withdrawn by BR in September 1952, while freight ended in October 1966.

Lady Trevelyan lived at Wallington Hall, 12 miles west of Morpeth, with her husband Sir Walter Trevelyan, who was a financial backer and one of the driving

forces of the line, which he believed would bring benefits to his 13,000 acre estate. She was a patron of the arts and turned her 17th century home, which is now Grade I listed and owned by the National Trust, into a centre of high Victorian cultural life.

The silver wagon, which was presented to her on April 21, 1862, was made by Edward and John Barnard of London, one of the world's top silversmiths, and was inscribed with the Trevelyan crest on both sides and the initials of Lady Trevelyan and Wansbeck Railway on the ends. Its price excludes buyer's premium of 22% (+ VAT).



Estate agents, solicitors or nameplate register compilers? Who were they?

WITH the names of Hobday, Summers and Wooliscroft, they could be estate agents or, perhaps more likely, partners in a firm of solicitors. They were neither, but rather the authors of a locomotive nameplate register that was part of the very early railwayana scene but has now become a footnote, a publication virtually lost in the mists of time.

The enigmatic trio has fascinated long-time railwayana collector Paul Tilley for decades. Who, he ponders, were Hobday, Summers and Wooliscroft, and why did they use just their surnames on the register's cover? Why did they combine to publish a register that aimed to record virtually every surviving pre- and post-Nationalisation steam locomotive mainline nameplate and their owners? And in the days before the internet, Wikipedia and others, how did they gather the information?

In the foreword of their launch register dated 1964-65, the authors provided

only a few clues about their background or reasons for compiling the register.

"For some time past the authors of this register have been collecting from many sources information as to the ownership of locomotive nameplates," they write.

"It was thought originally that details of perhaps 200 plates could be recorded, but as time went on it became clear that this estimate was too modest.

"Publication of the register was postponed from time to time because of this, but now that the whereabouts of over 1000 nameplates are known, it was decided to issue the first edition." The foreword warns that there may be some errors due to plates changing hands, adding: "It is impossible to maintain an accurate record of all those changes of ownership."

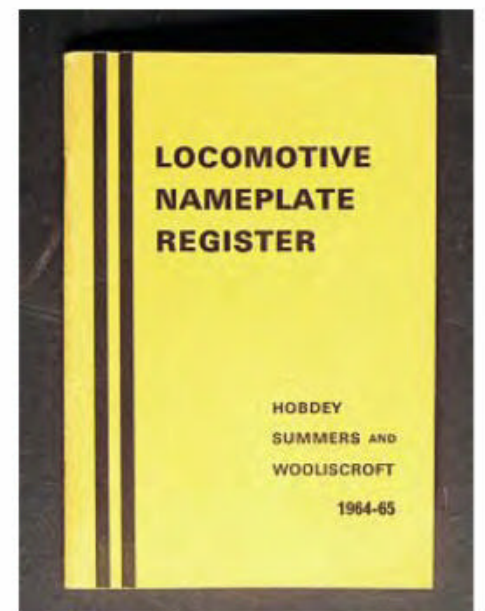
Steam locomotive nameplates were few in number, continued the foreword, and should never be allowed to be destroyed, and many owners had

already made arrangements for them to be preserved for future generations.

The authors said the first edition was published in the realisation that there must be many other plates besides those recorded, and it was hoped the owners of such plates would allow details to be included in the future.

It ended with thanks to nameplate owners who had provided details of their ownership, while there was also acknowledgement of help provided by John Scholes, curator of historical relics, the BR board, officers of Clapham and York museums, and Harold Jolliffe, borough librarian and curator at Swindon.

The register was divided into seven sections, the first four covering the GWR, SR, LMS and LNER, and three more listing Irish, industrial and minor railways. The names were listed in the numerical order of the locomotives that carried them, and the owners' names



were accompanied in most cases by the village or town, and county, in which they lived.

Paul said: "I started collecting in the mid-1960s, and in the 1980s, when I became interested in nameplates, the register was always referred to as 'Hobday's book'. Recently copies have appeared at auctions, but of the three authors I know very little, and I am fascinated as to who they were."

Live steam model rockets to the top 190 years after landmark Rainhill victory

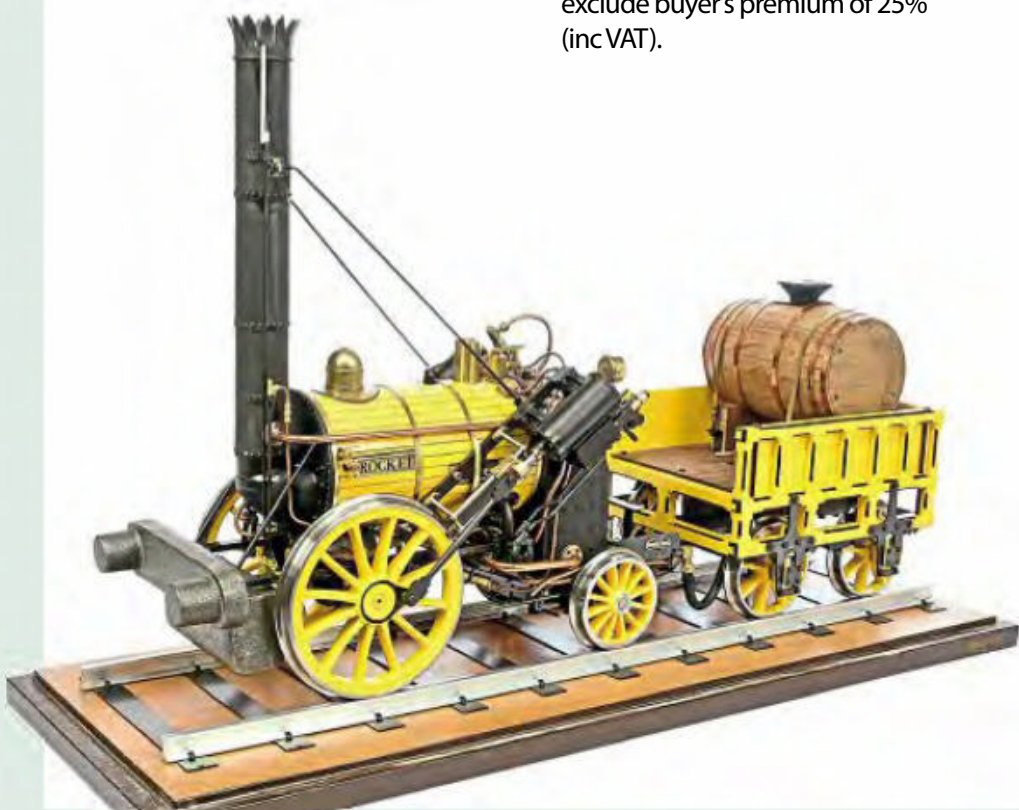
A LIVE steam model of *Rocket*, one of the most famous and historic locomotives in railway history, was the clear winner of a Vectis model train sale in Thornaby on December 13, its £2500 realisation being more than three times the next highest-priced model.

The 5in gauge model, which was a limited edition built by Japanese company O.S. and capable of running on either coal or propane, was unsteamed and had been on display since new. Features included silver soldered copper throughout, safety valves and regulator.

The original 0-2-2 on which it was based was designed and built by George Stephenson and his son Robert, and was the winner of the trials held in October 1829 by the Liverpool & Manchester Railway in the village of Rainhill near St Helens to determine its future motive power.

It was saved for preservation in 1862 and is now displayed at York as part of the National Collection.

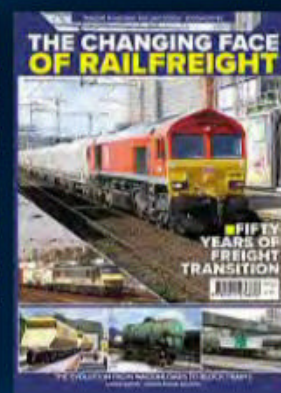
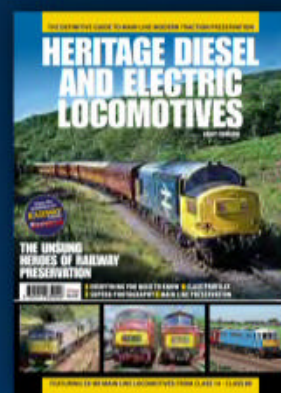
The distant runner-up in the auction was an Accucraft gauge 1 live steam model of a Kerr Stuart Victory class 0-6-0T, which went for £680. Prices exclude buyer's premium of 25% (inc VAT).



→ Onslows' bi-annual vintage posters online auction scheduled for December 13 was cancelled by principal Patrick Bogue due to time pressures and other matters. His next sale will therefore be in the spring, and is expected to include a significant single owner collection.

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STEAM OVERSEAS

SHAPING THE DAWN OF RAILWAY HERITAGE IN WEST AFRICA



'River' class 2-8-2 No. 217 *River Swashi* in the former carriage and wagon running shed at Ebute Metta.



At the invitation of the chairman of the Nigerian Railway Corporation and LEGACY 1995 Joint Committee, Steve Davies and Helen Ashby recently visited Nigeria in order to conduct an independent assessment of the Nigerian National Railway Museum's current situation and to advise on its development potential. The invitation came about partially as a result of the Joint Committee members having noted the significant achievements at the Sierra Leone National Railway Museum in Freetown – with which Steve and Helen are heavily involved – but principally because Nigeria is now becoming more focused on its rich railway heritage, and in particular the benefit it now sees in expanding its currently modest but very professional railway museum operation. Words and pictures by **Steve Davies**, former head of the National Railway Museum in York.

Nigeria's railway system has its origins in the late 19th century colonial period, and this huge country was eventually to benefit from a very extensive and strategically vital system of 3ft 6in gauge lines, supplemented by a small number of 2ft 6in gauge branches.

In parallel with the experience of many other countries, a period of considerable prosperity was followed by a relative decline as other forms of transport – mainly road and air – made major competitive inroads into the railway's markets.

However, rail in Nigeria is currently enjoying a major renaissance under the guidance and direction of the country's

dynamic and enterprising Transportation Minister, the Rt Hon Chibuike Rotimi Amaechi, including the construction of approximately 575 miles of new standard gauge high-speed lines (line speed 100mph) and the probable rehabilitation of the circa 1900 miles of 3ft 6in gauge routes. Interestingly, with the advent of new standard gauge lines, the 3ft 6in gauge is now referred to in Nigeria as 'narrow gauge'.

It is this rapid modernisation and rehabilitation of Nigeria's railway system which has set the conditions for a major review of the need both to preserve the best of the country's railway heritage before it is swept away – and to look at how the railway

story can be presented in as appealing, educational, exciting and commercially efficient a way as possible, with the added objective of promoting railways to a new generation as being more comfortable, faster, safer and environmentally more efficient than the alternatives.

As Nigerians become more prosperous and discerning, they increasingly seek quality in all that they do and experience, and all involved in this project are clear that any future railway museum development has to live up to those increasingly exacting standards.

The former Colonial Railway general manager's house, built in 1898 in the grounds of the

Ebute-Metta railway complex in a suburb of Lagos, is currently home to the Nigerian National Railway Museum, widely known as Jaekel House.

Ebute-Metta is the natural home for the museum as the site incorporates a major railway workshop, a diesel running shed, and an array of headquarters buildings housing the key staff of the Nigerian Railways Corporation (NRC), in addition to other extensive railway facilities.

The museum traces its origins back to 1998 with the signing of an agreement between the NRC and a heritage-focused organisation called LEGACY 1995. This agreement saw the transfer to the new Joint Committee of a number



Above: Works photograph of Henschel-built 'River' class 2-8-2 of 1953 *River Chanchaga*.

Right: The sign announcing the entrance to the main museum building, Jaekel House, which was originally the home of the colonial-era general manager.



Above: Works photograph of Vulcan Foundry-built 'River' class 2-8-2 of 1954, *River Farin Rua*.

Left: Meeting with the key members of the museum's joint committee: left to right are publicity secretary Mo Ajala, Helen Ashby, the chairman and railway district manager for Lagos, engineer Jerry Oche, Steve Davies and president Sola Akintunde.



Above: North British-built 'River' class 2-8-2 No. 174 *River Gudi* stored in the open near the diesel running shed. Its close proximity to an operational facility has resulted in it surviving virtually intact.

Left: The managing director and chief executive officer of the Nigerian Railway Corporation, engineer Fidat Okhiria, being interviewed on Nigerian TV about the project during a visit to Abuja for Steve and Helen to brief the Minister of Transportation.

of historic railway buildings and a large selection of rolling stock, including four 'River' class 2-8-2s (one built by North British, the others by Vulcan Foundry).

This collection forms the basis of the current museum offer, centred on the lovingly-restored aforementioned general manager's house which acts as both a small museum and the administrative headquarters, with the balance of the stock currently dispersed around the extensive railway yards, posing a challenge for public access and security. In terms of its limited objectives, the museum tells the story of Nigerian railways well and has a significant number of small objects on display.

Significantly, in 2005 the museum was honoured to host a visit by The Duke of Gloucester, and a plaque commemorating this milestone recognition of the museum's importance is among

the many and varied objects on display.

The museum is thus compact, smart, informative and educational but the Joint Committee has for some time realised that it could do so much better, on a more ambitious scale – and this is where Helen and I come into the story.

Contact was established with us by key members of LEGACY 1995: the president, Sola Akintunde, and the publicity secretary, Mo Ajala. It is these two individuals who are generating most of the ideas and traction to get this project off the ground. Helen and I found them to be both energetic and representative of the entrepreneurial spirit to be found everywhere in Nigeria.

This augurs well for the efficient

delivery of this project. After an initial flurry of messages, a face-to-face discussion was held at the National Railway Museum in York with Sola and this led to a direct invitation from the chairman of the NRC/LEGACY 1995 Joint Committee, engineer Jerry Oche.

It is at this point that I should highlight the strength of the NRC's involvement in this project. Jerry is the railway district manager for the Lagos District of the NRC – akin to a regional general manager in the former British Rail structure.

He is thus in a position of considerable influence, and sees it very much as his job to provide significant top-down support to the museum's objectives. Indeed, the strength of the partnership between the railway industry and railway heritage in Nigeria

was one of the major revelations of our trip, and refreshing to say the least. After only a few days of study, and before we had even put pen to paper, we were ushered in to see Jerry's boss, engineer Fidat Okhiria, managing director and CEO of the entire Nigerian Railway Corporation, to discuss with him our initial thoughts. Fidat in our presence then telephoned the minister for transportation in the capital Abuja and two days later Helen and I flew to Abuja as part of a small delegation to brief the minister personally – although I counted 21 people in his office, so it could hardly be considered an intimate meeting!

The minister immediately understood the significance of the proposal, and at the time of writing a more detailed plan is being prepared for his consideration. Immediately after this meeting Helen and I, plus



Above inset: The steam-era Nigerian Railway Corporation crest on the tender tank of 'River' class 2-8-2 No. 207 *River Delimi*.
Below: Ransomes & Rapier 45T steam crane of 1953. The workshops in the background were built in 1927.





Above: A general view of the steam-era workshops. Parts for steam locomotives can still be found lying around, such as rods and firebars.



Left: Some of the thousands of patterns gathering dust in the former pattern stores.



'River' class 2-8-2 No. 217 *River Swashi* on display in the former carriage and wagon running shed at Ebute Metta.



Stationmaster at Ebute Metta in action with a Tyer single line token instrument. This station is the proposed destination for an internal museum heritage diesel and steam shuttle service.

Another view of North British-built 'River' class Mikado No. 174 *River Gudi* showing how it has survived virtually intact while stored in the open air at Ebute-Metta near the diesel running shed.



other railway officials, including engineer Fidat, were interviewed on Nigerian TV. Things move fast in Nigeria!

A treasure trove

So what were those ideas which we discussed with the minister? Having explored not just the museum buildings, but also those facilities still in railway use, we found material which will be invaluable in telling a more complete railway story.

A redundant foundry is littered with machinery dating back to the 1920s. The pattern shop

is an absolute treasure trove of beautifully crafted wooden objects, and we must have counted thousands of patterns ranging from fire bars to locomotive nameplates.

The diesel repair workshop – a Swindon-like facility on a gargantuan scale – still has steam locomotive rods lying around and a traverser built by Ransomes & Rapier in 1930.

Redundant lower quadrant semaphore signalling and single line token equipment is available in abundance. The signal and telegraph store is an Aladdin's cave

of mechanical, electro pneumatic and electrical signalling equipment – I don't think I've ever seen so many oil lamps in one place!

Two steam cranes survive, one another product of Ransomes. And the four 'River' class steam locomotives sit crying out for one or two of them to be returned to traffic.

British railway enthusiasts would be enthralled by this vast array of historic railway equipment. However, hanging over this wealth of historic railway material is the thought that it will not remain

unmolested forever. The pace of modernisation at Ebute-Metta is quickening, evidenced by the construction of a huge terminus for one of the new Chinese-built standard gauge routes, and the imperative to move quickly with the museum project is therefore strong.

A strategy for heritage

From all of this, we assessed that the project might be developed with the following requirements in mind: First, the key objective must be to generate a new collections policy in order to save, in a thoughtful and systematic way, much useful material which otherwise might be scrapped. This includes archives and paper records of which we found a significant quantity in railway offices.

Secondly, the museum needs more buildings and more space if it is to create an attractive railway heritage 'park' of which the current museum building would be but one important element.

Nigerians like a good day out, and a themed family-focused railway attraction linking buildings, collections and structures with well-maintained grounds decorated with railway infrastructure such as signals, water columns and other



A whistle board in the undergrowth near Ebute Metta.



Removing the whistle from No. 174 *River Gudi* for safe keeping in the museum.



The whistle from No. 211 *River Karaduwa* after removal.



"Nigeria really does seem serious about developing its railway heritage offer and recognises that this is not just about culture but also about economic development and tourism potential."

Left: An operational Wickham trolley near the headquarters of the Nigerian Railway Corporation. Note the modern adaptation of the colonial-era crest: the steam locomotive replaced with what looks like a TGV!



The former enginemen's long-distance turn overnight accommodation at Ebute Metta.



British-built lower quadrant signals at Ebute Metta, with the mechanical signalbox in the background.

ephemera, underpinned with quality catering and retail outlets, could be a powerful combination.

The parallels with the NRM in York's ambitions are obvious.

Third, the museum should consider development of its own operational railway, potentially involving the 2-8-2s and a small diesel, in recognition of the visitors' desire to experience these forms of traction.

We identified a dedicated route to a redundant platform face at the local station and this could form the basis for an out-and-back experience.

However, the museum has several main line connections and the potential for steam-hauled main line excursions also presents itself, drawing on the experience of the main line diesel-hauled excursions the museum already operates from time to time.

The challenge with rehabilitation of the 'River' class locomotives lies not just with the lack of domestic technical ability and capacity to restore them – and there is probably a role here for UK heritage engineering expertise should the project proceed – but also with recreating a steam maintenance and operational culture, although we met many former steam-men all willing to offer support and advice.

There are many other supporting proposals which we jointly

developed with the museum team, resulting in a very comprehensive action list that was recently endorsed in its entirety by the Joint Committee.

We now await further developments, including the preparation of the briefing document requested by the minister of transportation.

Impetus for past glory

Helen and I have had extensive experience of West Africa but neither of us had visited Nigeria before, although I worked with the Nigerian Army in Sierra Leone. So it came as a very pleasant surprise to find the country focused as much as it is on this important aspect of its heritage.

Of equal delight was the way in which the Sierra Leone National Railway Museum had clearly provided inspiration for its thoughts and plans, and it is to the credit of Sierra Leone that the regional economic superpower has not been too proud to look to its much smaller neighbour for guidance.

One key and very powerful observation was the way in which qualified engineers in Nigeria are referred to as 'engineer' as a title. They are proud of the fact and the importance of the qualification is conveyed to others through the title.

As the UK comes to grips with

the problem of promoting a new generation of engineers, perhaps there is a lesson to be learned here from Nigeria's approach?

In conclusion, Nigeria really does seem serious about developing its railway heritage offer and recognises that this is not just about culture but also about economic development and tourism potential.

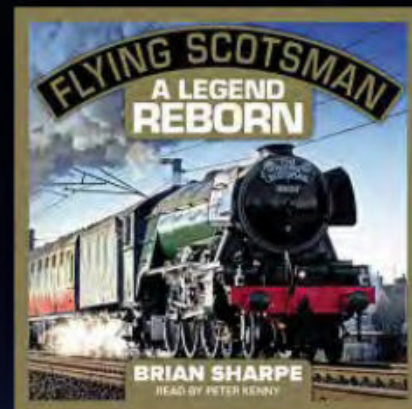
However, if there was one very big lesson which Helen and I came away with, it is how much you can achieve when everyone is aligned in their objective from the top to the bottom.

In Nigeria we witnessed a very powerful chain of communication operating directly from the minister for transportation, through the MD/CEO of the NRC, through regional management of the NRC, then on to the museum team itself, with impressive results.

It is clearly an important exemplar for how all countries should manage these things. This may therefore be Nigeria's moment to become a major player, if not the major player, in African railway heritage, and if it does manage to pull it off, especially if the 'River' class locomotives are restored to traffic, then this can only be supremely attractive to the British railway heritage audience, with potential benefits for tourism.

Watch this space! **HR**

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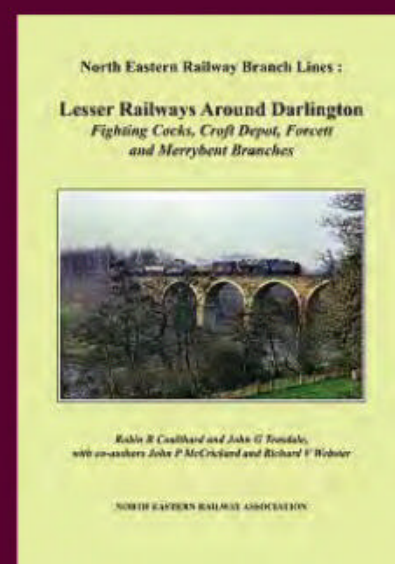
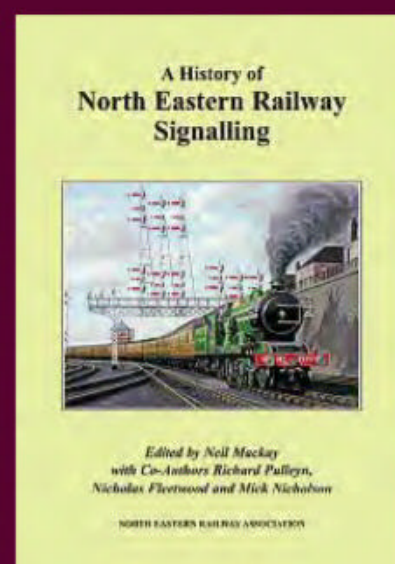
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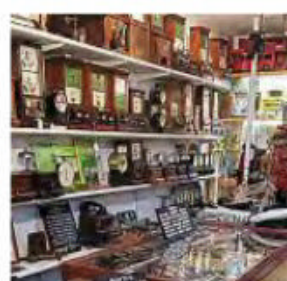
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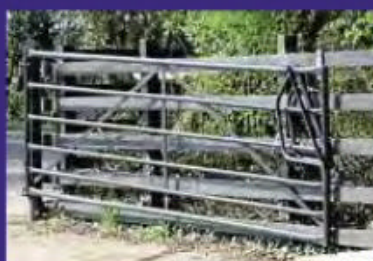
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INDUSTRIAL STEAM

NANTGARW

Les Hutchinson and his industrious Austerities

British Railways main line steam ended in August 1968. However, steam lingered on at various industrial locations including South Wales into the Seventies. **Geoff Silcock** recalls the unique operations serving the Rhondda Valley coke ovens.



It was our great privilege to have known Les Hutchinson at the National Coal Board Nantgarw Coking Ovens and mine installation in the Rhondda Valley. He was a quiet, industrious man – the South Wales coalfields and elsewhere possessing many such true railwayman – whose long-acquired engineering prowess and knowledge was only equalled by his determination to keep his beloved engines moving. This was with minimal spares, and sometimes no spares at all, and to mend and adapt as his Austerities' steam tenure came inexorably to its end...

The sheer enthusiasm that shone through, was equally matched by the crews that worked the two extant Hunslet Austerity 0-6-0STs around the clock, and that had frequently met their match, as they battled for 6½ days a week against the virtual mountains of coal and coke that threatened to engulf the lofty spires of the post-Second World War coking ovens at Nantgarw in the wide Rhondda Valley location.

Spare locomotive No. 2 had been stripped of various parts for some time in order to keep No. 1 and No. 3 in operation. And Les was also renowned for locating Austerity spares from further afield, and especially for liberating injector items from distant NCB storerooms. No dumped out-of-use Austerity 0-6-0ST in the South Wales coalfields was safe from his clutches.

Beware of flying 16-tonners

Mishaps in service at Nantgarw were few and far between, though there was the high summer's day when a raft of wagons propelled by No. 1 on the 'high level' derailed and piled up, and the crew of No. 3, along with their enthusiastic visitors on board, became aware of this, when an empty 16-ton mineral wagon broke away from the tumult and passed ahead of No. 3 on the 'low level' at right angles at about 10ft above rail-height in a slow arc, before establishing itself with a loud 'crump' in the undergrowth opposite. This immediately raised a large cloud of dead bracken, dust and flying insects, which then gradually settled back around it, and as a continued part of this surreal experience, our crew of No. 3 dismissed it as a regular happening with No. 1 "around that time of year" admittedly with a bit of a back-hand snigger...

We were told on our next visit that the errant 16-tonner was righted and re-railed soon after the conflagration, and after a quick "once-over" it was sent back to BR in the normal manner, though it was said to have oscillated a bit as the regular BR Class 37 diesel accelerated its train of empties for the outside world out of the exchange sidings.

Two out of The Hole

As a highlight from the day-to-day operations around the pit and coking ovens, about every three or four weeks, and usually taking place early on a Sunday morning, there was one particular duty from the old colliery installations way back on the engine shed part of the site, which the Austerity crews clearly

Left: Two out of The Hole. The early summer Sunday in September 1972 has dawned fine and bright, with little wind or cloud, and from 7.45am, the rasping exhausts of Austerities No. 1 and No. 3 spiral to the height of the distant chimneys of the distant coking plant on the right.



Nantgarw steam men: Both steam and later BR diesel-age headgear – maybe a trophy even, on show in the summer of 1972 with Les Hutchinson to the fore.



Valhalla: Regarded even by the NCB fraternity as a distinctly dubious practice then, and certainly not recommended in heritage railway locomotive sheds nowadays, the regular Nantgarw shed practice on most Sunday afternoons to save time was to blow down the boilers by unscrewing the fusible plug with an adapted shunters pole, seen here with the high pressure steam dissolving back into scalding hot water again. A note to the unwary – a sleeper in the inspection pit would aid your evacuation, as the fast rising level of hot water would flood your exit.



That's another fine mess you got me into Hunslet: A conflict of shunting interests led to a lone empty coke wagon nearly being up-ended in the exchange yard one midday, and as the morning shift crew and No. 3 head away from their misdemeanor in almost Laurel and Hardy-style, it will be left to the afternoon shift to sort it out, and hopefully before the next BR trip working is due into the sidings.

relished, as it meant doubleheading 'out of The Hole' should the quantity of full wagons warrant it. After being thwarted once by the tonnage not needing both of the Austerities' attentions, and then being unable to be there for the second, though it rained on the day, we were certainly up for it for a third time, and with the imminent replacement of the engines by two diesel shunters on the horizon, it turned out to be the last time that it was ever attempted.

Well in time for the 7.30am start on the Sunday morning quoted, the Austerities came off shed one after the other, and then shuffled way back down to 'The Hole'. Why they didn't just move some wagons at a time was something that we never quite understood, and maybe, the answer, like all good mysteries in the coalfields, is long lost in the past.

Then, as the early ground mist dissipated in the decreasing shadows into the early morning light, as the opening curtain for

what was to follow, both No. 1 and No. 3, in their synchronized chaos of exhaust sound that echoed around the high and wide Rhondda Valley, fought their way out of 'The Hole' while torturing several hundred yards of track in the process. First one, then the other Austerity would lose its feet, and then build up their momentum again, with the rasping twin exhausts shooting several hundred feet together into the otherwise still air up to the height of the adjacent furnace chimneys.

The train of what turned out to be 27 BR mineral wagons literally inched its way at times towards us at the height of the climb, and we then became aware of one of the shunters, precariously placed, leaning off the front loco step on our side, and channelling sand by hand on to the track inches from the front wheel...

Towards the top of the climb, the ensemble was able to surge forward, and after steadying himself, the shunter at the front jumped off, albeit unsteadily, which somehow broke the spell, and the "two out of The Hole" spectacle was gone forever.

'Joint management' decisions

Of the two, Austerity 0-6-0ST No. 1 always seemed to jangle a bit on the move and, on quicker stop and starts, was quite melodic, and not unlike Pink Floyd's Dark Side of the Moon played at a distance we agreed later.

The reason why was apparent when on board, as one of its regular crew members had formerly been a local butcher by trade, and the back of the cab had been fitted out with a series of hooks for a cleaver and several business-like knives that shimmied, swayed and clashed in unison with the engine in motion.

Should any free-range sheep that wandered on to NCB property be unfortunate enough to expire under the locomotive, then most of the innards and such-like would soon be dispatched via the firebox, and the carcass dismembered to make a quick exit at the end of the shift. As for the intervention of management in such undertakings, it seemed that 'the Guvnor' was also partial to a fresh half leg of lamb as well.

It transpired that if proven, a local farmer was entitled to £10 as compensation for each of his sheep that perished under Austerity wheels, even though they were straying on NCB land. And though it seemed that he had his suspicions, he was unlikely to notice several small slightly macabre white-chalked facsimiles of sheep, on No. 1's cabside with a vivid cross through them, just like how fighter pilots recorded their kills.

Behold the magician

Even more obvious though were several blackened, almost trophy skulls, that seemingly grinned at you in the vicinity of the one road shed pit in the half-light, and when the fire was raked out from Austerities No. 1 and No. 3 on balmy Sunday afternoons.

But this was the same Austerity No. 1 that we saw screech to its Floydian halt near us early one late Autumn morning, with one of the crew known to us swinging down from the cab, and several feet ahead of the scything front wheels, with the certain panache of a great magician. He lent down, and with a top hat flourish, he produced one, and then two new-born lambs from the still warm ashes in between the tracks.

After being laid well away from danger, the scavenging mother ewe then came crashing

NANTGARW COLLIERY AND COKING OVENS

Situated in the wide Rhondda Valley, the original mine came into prominence early in the 20th century with Taylors Navigation Steam Coal Company. The seam of coal became harder to follow when it had become the Taff-Rhondda Company in 1924, and it was then sold again to the larger Powell Duffryn Company in 1927. After the Second World War, the Nantgarw Colliery and especially the Coking Ovens were extended to their final stature by the newly formed National Coal Board, and were finally closed as the demand for coke - degassified coal, decreased towards the end of the 20th century.



A distant NCB Hunslet Austerity in its 1972 Nantgarw element, transferring empty mineral wagons and passing along the 'main line' between the coal and coke installations.

back through the undergrowth to her charges. Our maestro then regained the footplate, and, as if it was a regular occurrence to show us uninitiated visitors, he took a bow in our direction and we duly applauded his efforts.

Then, with the broadest of grins now creasing their coal-dust features in our direction, the crew of Austerity No. 1 continued on their travels into the misty morning that was breaking into sunshine all around us, and at that moment in time everything seemed right with the world.

Progress of a sort would come to the main NCB Nantgarw Coking Ovens internal railway system towards the end of 1972, when

two diesel shunters took over the regular steam duties, and the by-now seriously-ailing Hunslet Austeries No. 1 and No. 3, and the hulk of No. 2 were dragged from their regular brick-built shed, and dismembered by gas axe where they stood.

At least one of the descriptive oval Hunslet brass building plates have survived in safe

*"Don't you always say you know,
That you don't know what you've got 'til it's
gone...
They've paved paradise, and put up a
parking lot."*

JONI MITCHELL

hands, for, as ever the realist, Les Hutchinson had removed them beforehand for safekeeping ("it looks nice on my wall with the others...").

Les had arranged to take a transfer for the rest of his time at Nantgarw to work the large central lathe in the main workshop, which again was something he took great pride in, and it certainly involved a lot less day-to-day problems than his previous Austerity charges had been.

We understood that Les said that he preferred not to witness the last fiery curtain on both his Hunslet Leeds-built Austerity 0-6-0STs tenure at NCB Nantgarw since nearly new in 1951. But then neither did we. **HR**

WILL THE REAL 1225 PLEASE STAND UP?

Two locomotives, but one type, one owner and most noticeably sharing one number, wowed sell-out festive crowds at two heritage lines 150 miles apart, as **John Titlow** and **Robin Jones** report.

Recent visitors to the Telford Steam Railway (TSR) will have been thrilled to take a ride on the 'Polar Express' authentically headed by an American locomotive in the form of a US Army Transportation Corps S160 2-8-0 numbered 1225.

Meanwhile, around 150 miles away, the Wensleydale Railway has been experiencing similar soaraway ticket sales with its own 'Polar Express' trips – also headed by an S160 numbered 1225.

Both S160s are based on the Churnet Valley Railway and are owned by Greg Wilson, and both have starred in two of the biggest success stories of the festive season just gone.

Both ventures, of course, are based on the Warner Brothers 2004 international smash hit computer-animated Christmas movie based on the Polar Express, the children's book by Chris Van Allsburg, telling the story of a young boy who, on Christmas Eve, sees a mysterious steam train bound for the North Pole stop outside his window and is invited aboard by its conductor.

This year the Telford Steam Railway ran its version of the 'Polar Express' for the fourth year, carrying more than 28,000 passengers, by far exceeding last year's numbers with tickets that were sold out back in August.

No snow, but raw steam power nonetheless, in the form of S160 2-8-0 No. 5197 as No. 1225, taking the Telford Steam Railway 'Polar Express' to the North Pole on December 23. JOHN TITLOW

The UK's first 'Polar Express' trips were hosted on the Dartmoor Railway and the Weardale Railway which were both owned by the company British American Railway Services. These services were all diesel-hauled, but in 2016 the TSR became the first British heritage line to run the 'Polar Express' with steam.

In the film, the locomotive was a 2-8-4 numbered 1225, but No. 5197's distinctive outline fitted the bill nicely with some additions, such as the original headlight from when it worked in China, a bell on the buffer beam and a locally home-made cowcatcher made from angle iron, and so it was also renumbered from 5197 to 1225.

As No. 1225, No. 5197 pulled five trips a day on the dates between November 23 and December 23 when the TSR 'Polar Express' ran.

The train started empty at Spring Village before being pulled onto the running line by Class 08 No. 08757. It sat there until all passengers were on Horsehay & Dawley station, and then with lots of whistles and bells, it ran in.

Once passengers were on board, it was dragged back towards the tunnel by No. 08757. Then the S160 made a short run forward returning to the junction. The 08 then pulled the train through the illuminated tunnel to the recently-built Spring Village station masquerading as the North Pole with suitable decorations. Several more runs were made, making very good use of the short running line, the journey ending at Spring Village station.

Each of the coaches was appropriately named. Passengers had their Golden Tickets and many were dressed in pyjamas and dressing gowns



While Greg Wilson's two Churnet Valley Railway-based S160s were away playing the part of No. 1225, a visiting class member was hauling services on the Staffordshire line. Pete Best's No. 2253 *Omaha*, destined for a new home on the Dartmouth Steam Railway, stayed on the line after its historic appearance in steam, alongside two others scheduled for October 26, was cancelled on the morning after a breach of the Caldon Canal caused flood damage to the track, as reported in issue 261. **FRED KERR**



Happy families boarding the 'Polar Express' headed by S160 No. 5197 as No. 1225 at the Telford Steam Railway. JOHN TITLOW

USATC S160 2-8-0 No. 6046 has just departed North Pole for Leeming Bar having just passed the user-worked Primrose Crossing with the Wensleydale Railway 'Polar Express' of December 15. It too is running as No. 1225, the locomotive in the hit Warner Brothers movie. NIGEL COCKBURN



just like the children in the film. Actors re-enacted scenes from the film on board and of course Father Christmas made an appearance.

Clearly much planning had taken place because it was a slick, well-organised operation. Parking was at nearby Jiggers Bank with a park-and-ride system in operation as it would have been impossible to facilitate parking on-site.

Tickets were £36 for premium and £23 for standard with no reductions. The railway is already receiving ticket requests for next Christmas.

It is this event that financially keeps the TSR running throughout the year and will fund future projects on the railway. The hoped-for extension into Coalbrookdale would broaden such horizons still further, largely with the aid of the cash windfall blowing in from the North Pole.

An Arctic chill reaps dividends in a Yorkshire Dale

Meanwhile, the Wensleydale Railway recorded more than 32,000 ticket sales with its first-ever 'Polar Express' venture, which has been hailed as the most successful event in the history of the heritage line.

The revenue from the venture, which attracted passengers from all over the north of England, many also bringing pyjama-clad children, has also helped steer the railway on to the right track financially for 2020.

The 'Yorkshire Polar Express' ran for 19 days up to Christmas along the 18 miles of the line from Leeming Bar through Bedale and Leyburn to Redmire.

In this case, S160 No. 6046 played the pivotal role of No. 1225.

The Wensleydale Railway's Teresa Chapman said: "It was a huge success, we have been absolutely thrilled with it. There have been

so many delighted children and adults. We had people coming from all over the place, with volunteers and actors helping to run the 'Polar Express'.

"It really has helped put us on the map and get the Wensleydale Railway known. We are hoping many people will be coming back in the summer to see the railway in all its glory."

As reported last issue, there was a strong Telford connection here.

PNP Events Ltd, which was launched by TSR volunteer Paul Hughes and business

"It was a huge success, we have been absolutely thrilled with it. There have been so many delighted children and adults."

analyst Phil Neal to run adventures from the film under licence from Warners, took on six staff, and employed a further 50 on short-term contracts to run the 'Express' at Wensleydale.

It also hired a business unit at Telford's Halesfield 19 industrial estate, for offices, storage and props construction.

The stars of the shows

The USATC S160s are Consolidation locomotives designed for heavy freight work in Europe during the Second World War. A total of 2120 were built and they ended up working on lines across the world, including Africa, Asia, all of Europe and South America.

No. 5197 was built as works No. 8856 by the Lima Locomotive Company in Ohio. Outshopped in June 1945, it was exported to China in January 1946.

The S160s were classified as KD6 by the Chinese State Railways, and No. 5197 became KD6.463. It spent most of its working life in the

Chinese coal industry around Fushun, before being withdrawn in the 1990s.

It was saved from scrap by UK enthusiast Derek Foster in 1995, who took it to the Llangollen Railway, where it was overhauled and returned to traffic in 1998. In 2001, he sold it to Greg, and has since visited numerous heritage lines.

No. 6046 was built as works No. 70280 by the Baldwin Locomotive Company in Philadelphia, Pennsylvania and was exported straight to France in 1945 to help with the war effort.

As Army surplus, it ended up in Hungary where the S160s were classified as the MAV 411 by the Hungarian State Railways, No. 6046 becoming No. 411.144.

No. 6046 spent most of its working life on industrial lines, and when withdrawn, was preserved in the Hungarian National Collection – but due to an administrative error was sent for scrap.

It was saved at the 11th hour when UK enthusiast and air pilot Martin Haines imported it for restoration, which began at Tyseley. Greg bought it as a kit of parts and moved it to the Churnet Valley, which restarted its restoration in 2006. June 29, 2012 saw No. 6046 resteamed.

In 2016, it hauled the first TSR 'Polar Expresses', and for the Churnet Valley's 2017 winter steam gala, it ran alongside No. 5197, as they became the first pair of S160s to run in the UK since 1944.

Britain's only main line version of the 'Polar Express' run for the second year by Vintage Trains in and out of Birmingham Moor Street, did not have the advantage of an S160 or any other american steam locomotive pulling it - as none today is registered for UK main line use!

However, the venture was again a resounding success, with sell-out trains and around 23,000 passengers carried, said a spokesman. **HR**

SEARCHING FOR THE SCANDINAVIANS

What happened to the Scandinavian vintage train which operated for a couple of years on the Bo'ness & Kinneil Railway in the early 1980s? **Jon Harle**, who organised delivery by road of the rolling stock 35 years ago, has been looking for his loads – and reports on the vehicles' current status and whereabouts.

Did you know that if you drive into Glasgow on the M74, you pass within a couple of hundred yards of some of the carriages damaged in the Pitlochry rail accident of 1983?

They're buried about 20ft underground in the massive landfill site near Mount Vernon. The reason I know is because I used to work for Pickfords Heavy Haulage, based in Glasgow and I organised the delivery of the coach bodies on low-loaders.

They were wrapped in massive polythene sheets and buried in a huge trench, because engineers had discovered asbestos in them.

Rallying call

Earlier that year, I'd arranged the delivery of some other railway carriages in slightly less dramatic circumstances. It all started for me when Scottish rally driver Willie Crawford retired from the sport and was looking for something else to do. "I'd sold my car. I thought buying and running a steam engine would fill the gap," Willie explained.

Along with engineers from the Scottish Railway Preservation Society (SRPS), based at the Bo'ness & Kinneil Railway, Willie visited Dai Woodham's Barry scrapyards in south Wales. However, he realised that buying and restoring a British Railways

steam locomotive would take too long and cost too much money. Instead, in April 1981, they visited Sweden where the state railway, Statens Järnvägar (SJ), was selling some surplus steam locomotives.

Impressed with the performance of the Swedish B-Class 4-6-0 No. 101 operating on the Nene Valley Railway, Willie approached SJ, which confirmed it had four other similar locomotives that had been stored in a shed near the Arctic Circle.

"It was extraordinary going into this long shed, which had long since been disconnected from the railway, and seeing these locos just sitting there," said Willie. "However, they were in pretty good condition, so we bought No. 1313 and shipped it back to Bo'ness."

By August 1982, the 4-6-0 was in steam for the first time in many years.

A Scandinavian steam locomotive needed some Scandinavian coaches to pull, so along with other members of the SRPS, Willie bought four bogie coaches and a four-wheeled brake van from Norges Statsbaner, the Norwegian state railway.

The coaches were delivered by ship to Grangemouth Docks and that's where I came in, supplying low-loaders to carry the coaches the last few miles to Bo'ness. The brake van didn't pose much of a problem, weighing

little more than 20 tons, but the four bogie coaches needed 18 metre extendible trailers, which made navigating some of the junctions between Grangemouth and Bo'ness a bit of a challenge.

Locomotive No. 1313 and these coaches made up the heritage railway's unique Scandinavian Vintage Train – and my wife and I were lucky enough to be invited to the official inauguration of the service on July 2, 1983 as VIP guests.

Mind you, the launch didn't quite go to plan. Lillian Harper-Gow, the wife of the Norwegian vice-consul, was given the honour of making a short speech on the platform, and then swinging a bottle of champagne on a bright red ribbon tied to the smokebox door of the Swedish engine, to smash against the buffer beam. Unfortunately, the ribbon was slightly too long, and the bottle swung undamaged beneath the buffers on the first two attempts. However, the resourceful Mrs Harper-Gow realised what the problem was, took hold of the bottle herself and broke it over the locomotive's front end.

Following this mini-drama, us lucky guests were ushered on board and spent a very pleasant afternoon tucking into a champagne lunch as the train puffed gently back and forth on a short section of track.

Bo'ness operations

Sadly, No. 1313's career at Bo'ness only lasted a couple of years because the tyres on the rear driving wheels were badly worn, and the flanges became too thin. The locomotive had spent the last few years of its working life on the line between Boden, in Northern

Stripped of its boiler cladding, No. 1313 stands forlornly in a siding at the Lincolnshire Wolds Railway headquarters at Ludborough. Unlikely to ever run again, the 4-6-0 is to be restored cosmetically. JON HARLE





One of five Norwegian coaches being lifted onto a low-loader at Grangemouth Docks in 1983 for onward delivery to the Bo'ness & Kinneil Railway. A 25-year-old Jon Harle, who arranged the road transport is in the bottom right of the photo.
SRPS



The 18-metre long coaches thread their way through the streets of Grangemouth.
JON HARLE

Sweden, and the Finnish border, but there was no turntable, so spent half the trips running tender-first, causing the excessive wear on her rear drivers.

However, it did have its moment of glory in its new home, starring in the Ben Kingsley film 'Testimony', about the Russian composer Shostakovich. The SPRS even got a mention in the credits. Willie said filming took about a week, and was probably the engine's most intense period of steaming.

The Norwegian coaches stayed in use for a few more years, pulled, rather incongruously, by the society's Caledonian Railway 0-4-4T No. 419.

That was all more than 36 years ago, but last summer, I returned to the Bo'ness and Kinneil Railway with my grandchildren – and I was a little disappointed to learn that most of the vintage train's components were no longer on site.

Not many of the current volunteers had been there in 1983, but one who had been was the railway's archivist, Peter Howells. "The Norwegian coaches were beautifully made," he said. "They were heavy, but had a high seating capacity, and were ideal in the railway's infancy years."

He also explained that they were well insulated, which was just as well because their steam heating system had been removed in Norway and replaced by electric heating. "We used to put gas fires on the coaches at the start of the day, and took them off before the passengers came on board, but they retained their heat all day!"

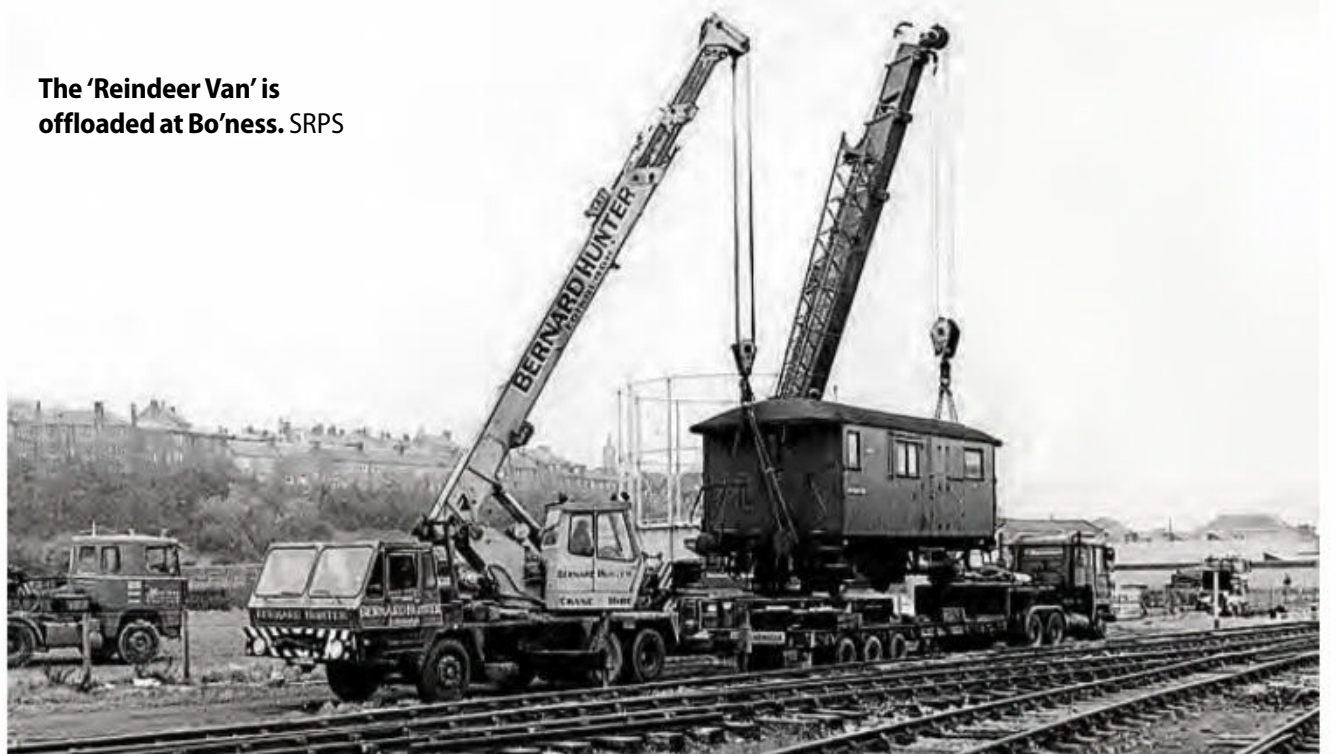
Where are they now?

So where are the coaches now, and what happened to the Swedish locomotive? Well, I didn't have to look far for two of the bogie coaches. Nos. 663 and 791 are still on site at Bo'ness, although no longer running. They're parked side by side, and now house the Bo'ness Gauge 0 Group's very impressive Glenuchter model railway layout. Visitors walk the length of one of the coaches and see trains arrive through a tunnel at one end, pass through a station which is loosely based on Glenuagles Station during the 1930s, and then disappear through a tunnel at the other end of the coach.

I had to travel a bit further to find the other two carriages, Nos. 214 and 645. They were sold to the Swindon & Cricklade Railway in 1999. They're also no longer operational, but have been installed on a short piece of track at Blunsdon station to house the line's Whistlestop Cafe, which opened in 2002.

According to Chris Randall, who edits the

The 'Reindeer Van' is offloaded at Bo'ness. SRPS



Swedish B-Class 4-6-0 No. 1313 is seen at the head of the inaugural run of the Scandinavian Vintage Train at the Bo'ness & Kinneil Railway on July 2, 1983. Owner Willie Crawford is in the white overalls oiling up.
JON HARLE

"It was a bit bizarre. It was a bleak winter's day, but this poor model was dressed in the latest summer fashions. She must have been freezing! It certainly brought a new meaning to the term 'model railway'!"

TAKING STOCK

The Locomotive:

Built in 1917 by Motala Verkstad, B-class No. 1313 was a 4-6-0 mixed traffic locomotive with an eight-wheeled tender. It worked for the Swedish state railway, Statens Järnvägar, all over the country, but during the 1940s and 1950s it predominantly hauled trains on the East Coast Line, north of Stockholm. Some railwaymen considered the number 1313 doubly unlucky.

One Swedish footplateman at Gävle shed refused to drive it during its working life. In fact, it was luckier than two of its sister locomotives – Nos. 1312 and 1314 were both involved in fatal accidents in Sweden during the 1920s and 1930s.

After being withdrawn from traffic in 1963, No. 1313 was stored in a barn as a 'military standby' engine, and was therefore in very good condition when purchased by Willie Crawford in 1981. He chose a foreign locomotive on cost grounds. No. 1313 was in much better condition than any other British locomotive available to purchase at that time, and the heritage line needed to start running revenue-earning steam trains sooner rather than later.

The coaches

Although the locomotive was Swedish, there were no classical-style wooden coaches available in Sweden. However, across the border, the Norwegian state railway, Norges Statsbaner, had a few left, operating on suburban trains around Oslo. They were due to be scrapped, so were offered for sale at a knockdown price. No. 791 was an open saloon built by Strømmens Værksted in 1923, and No. 663 was a similar vehicle, although slightly newer, having gone into traffic in 1937. These are the two coaches which now house the Bo'ness Gauge 0 Group model railway layout.

The two other bogie coaches are now at the Swindon & Cricklade Railway. No. 645 was another open saloon, but built by Skabo in Oslo in 1928. However, there's a bit of controversy about the fourth bogie coach. Everyone agrees it's a five compartment corridor brake coach with a clerestory roof, built by Skabo in 1926. It was No. 214 when it arrived at Bo'ness, but is now numbered 412. The Vintage Carriages Trust claims the original paperwork says 412, but the numbers were probably screwed onto the carriage in the wrong order!

The brake van

The Strømmens Værksted brake van, No. 5010, was the oldest component of the Scandinavian Vintage Train. It was built in 1914, although, ironically, it's the only vehicle still running. It was originally purchased as a spare brake vehicle in case the bogie brake coach became unserviceable. It was lucky to have survived as long as it has. During the Second World War, it was the last vehicle in a train that was attacked by a German aircraft. The driver managed to stop his train in a tunnel, but the brake van was left in the open and was hit. An American serviceman who was on board the van was killed and became the first US casualty of the war. When No. 5010 was delivered to Bo'ness, it still had all the original Norwegian Railways equipment on board, including a medical box, and guard's flags in a leather case!

"We used to put gas fires on the coaches at the start of the day, and took them off before the passengers came on board, but they retained their heat all day!"



The two other bogie coaches now house the Whistlestop Cafe at the Swindon and Cricklade Railway.
JON HARLE

railway's newsletter, they even have their own following.

"We quite often get Norwegian visitors coming to see them," he said. "They love seeing the traditional wooden carriages again."

The fifth vehicle, the four-wheeled brake van, known as 'The Reindeer Van', is back in working order, even though it's more than 100 years old. It was used in the early days of the Bo'ness & Kinneil Railway, but was subsequently parked up on a siding and used as a store.

It was given a reprieve in 2015 when it was given to the Fife Heritage Railway (FHR) based at Leven, where it has been restored. Jim Danton, from the FHR, says the woodwork was in pretty poor condition when it arrived. "Our volunteers had to replace much of the timber sides and roof," he explained. "We also installed extra windows, and 30 seats for passengers." The van is now one of its main passenger vehicles.

And what of the Swedish 4-6-0 locomotive? Well, it had been decided to make the Bo'ness and Kinneil Railway an 'all-Scottish' affair, and the Scandinavian steamer was seen as an irrelevance, particularly after the problems with the driving wheels came to light.

Willie eventually sold it as a non-runner to the Stephenson Railway Museum on Tyneside in 1991, but it was then declared to be surplus to requirements. It was acquired by the Lincolnshire Wolds Railway (LWR),

although it has never run on the railway under its own steam.

At present, the locomotive is sitting in a siding at the railway's yard at Ludborough. When I visited it recently, No. 1313 was looking pretty sorry for itself, rusty and rotting, with the boiler cladding removed, and a far cry from the wonderful machine which oozed power and purpose at the head of that inaugural train at Bo'ness 35 years ago.

Thankfully however, the locomotive is far from unloved. It has been acquired by three LWR volunteers, who hope to restore it cosmetically, although it's unlikely it will ever run again. Despite its dilapidated appearance, No. 1313 is quite regularly visited by Swedish steam enthusiasts who come to photograph it.

The 4-6-0 even took part in a fashion shoot in 2017 when international stylist Natalie Harper Howell arranged for a model to visit the railway, and No. 1313 graced the pages of La Femme magazine.

Philip Eldridge, editor of the LWR's newsletter said: "It was a bit bizarre. It was a bleak winter's day, but this poor model was dressed in the latest summer fashions. She must have been freezing! It certainly brought a new meaning to the term 'model railway'!"

So that's what happened to the Scandinavian Vintage Train. For various reasons, it never really fulfilled its potential at the Bo'ness & Kinneil Railway, but I was pleased to have played a small part in its story. **HR**



Coaches Nos. 663 and 791 which now house the Bo'ness Gauge 0 Group's model railway layout at the Bo'ness & Kinneil Railway. JON HARLE



A number game: Although the coach carried the number 214 when it was delivered from Norway in 1983, the original paperwork shows it should have been No. 412, so the numbers have now been screwed on in the correct order! JON HARLE



The brake van is the only component of the Scandinavian Vintage Train which is still running. It's been converted to carry passengers on the Fife Heritage Railway. FHR



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TRACK TALK

→ How about a heritage railway annual visitor pass?

IN issue 262, Gerald Creed has a very interesting letter about making heritage lines attractive for visitors. He also mentions the National Trust.

Thinking about the National Trust, they have an annual membership enabling you to visit any NT site over the course of the year. Why haven't heritage railways cottoned on to this?

A 'Heritage Railway' membership card would enable visitors to go to several heritage railways over the course of the year – particularly excellent for the enthusiast in areas where there are a number of railways close by, although I am sure there will have to be concessions for gala days and the like, but maybe simply paying a small extra on such occasions would suffice.

Do you think that this is worthy of further consideration, or would the price of the card be too much for your average person?

Jim Parley, email

→ LMS always the best!

REGARDING the application of neutral genders to locomotives, I started on the railway in 1946 and I was a locomotive fireman at the 6B Mold Junction motive power depot until 1952.

I then moved to 6A Chester. During this time I fired 'Lizzies' Scots, Jubilees, 'Black Fives' and compounds. We always referred to them as 'she'.

I left the footplate in 1957 as I did not want to drive a tin box on wheels (diesels).

Peter Cotterill (aged 88),
Prestatyn, Denbighshire

STAR LETTER

Hawes reopening is the right project at the right time

THE suggestion in issue 262 (News, page 28) regarding the reinstatement of the Garsdale-Hawes branch makes a good deal of sense and is perhaps timely – in view of the new Government's 'promise' to look at reopening a number of the lines closed during the Beeching era (and before).

The connection at Garsdale with the Settle and Carlisle line would be most beneficial to the market town of Hawes which, as anyone will know who visits or lives near the dales,

becomes clogged/blocked with cars and coaches during the holiday season. Hawes is, perhaps, the most popular Yorkshire Dales (small) town and the rail connection would surely lessen the impact of hundreds of cars arriving daily.

In addition, the branch is still almost totally in situ and is only used as additional farmland by neighbouring farms.

Regarding infrastructure, the viaducts are still standing and there is only one short tunnel. The only

difficulty would be at Hawes itself where the bridge spanning the river Ure has gone – but possibly the line could stop just short of the old station, thereby negating the need to span the river.

This is one 'reopening' that is logical and isn't going from 'nowhere to nowhere'. Let's hope that it succeeds and doesn't take a decade or so to actually happen – as these things often do!

Ian McCart,
Tollerton, North Yorkshire.

'The Wansbeck Piper' farewell tour sold out so quickly that posters were not required

I HAVE been reading *Heritage Railway* shortly after it was first published in 1999 and I read it from cover to cover.

I have just read the article titled 'The Wansbeck Piper' – a 1960s Steam Tour, in issue 261.

This brought back a lot of memories as my father, mother and my older brother and myself were on the train. I was only 14 years old at the time.

Trevor Gregg mentions in the article that "Once advertised, the round table were staggered at the public response."

I also still have the booklet that was given to every passenger on the train and my ticket No. 0024 over stamped with 'CHILD' but I also have a large poster that was sold on the day to the passengers.

These posters were to be displayed at railway stations on the standard size poster boards but they were never used as the train was sold out before any were used.

Word of mouth had more than sold the train.

Malcolm Paul,
email

The poster for the 'Wansbeck Piper' of Sunday, October 2, 1966, from Newcastle Central to Woodburn behind Ivatt 4MTs Nos. 43000 and 43063. MALCOLM PAUL COLLECTION



Left: The remains of the short-lived engineering marvel that was Foxton Inclined Plane Boat Lift. The site has been recognised as a Scheduled Ancient Monument.



Right: One of the restored tipper wagons and a chassis. BOTH: ROBIN JONES

These wagons helped build a waterways wonder in Leicestershire

ONE of the most obscure and remote outposts of UK railway heritage must be the Foxton Canal Museum at Foxton Locks near Market Harborough in Leicestershire, where three restored narrow gauge tipper wagons are displayed on a length of track.

The wagons were used by the Grand Union Canal Company between

1898-1900 to help build the Foxton Inclined Plane, built to resolve the operational restrictions imposed by the Grade II listed flight of 10 locks. The inclined plane had a journey time of 12 minutes for two boats up and two down, compared with 1¼ hours through the old lock system.

However, the inclined plane was not a commercial success and remained

in full-time operation for only 10 years before being dismantled in 1926.

The wagons are situated outside the museum which is based inside the former boiler house, which supplied the inclined plane's stationary steam engine.

Two of the tippers were restored in 1981 and are displayed alongside a chassis which also survives,

along with a wagon turntable.

A project to re-create the incline plane began in the 2000s, since the locks remain a bottleneck for boat traffic.

In 2008, the locks became part of the European Route of Industrial Heritage, a network which seeks to recognise the most important industrial heritage sites in Europe.

Class 86 electric in a York blizzard

A LITTLE while ago I commissioned Glynis Dray, an artist friend of mine, to do a Christmassy-type drawing of Class 86 No. 86259 for the 2019 card – I've always liked her style.

So then she immediately goes and has an accident, coming off her bike, and injuring both her hands and wrists. Not ideal for drawing!

As part of her recovery, an occupational therapist suggested that she at least tried to do some drawing, however difficult it might be. So, she had a go at No. 86259 in a snowy York station. The main drawback? She could only use her left hand – and she's right-handed!

I think the result is charming, and I'm very proud to use it on my card. Thanks Glynis!

*Les Ross, owner,
No. 86259 Les Ross*



The Christmas card commissioned by Birmingham radio presenter and locomotive owner Les Ross of his main line performing heritage Class 86 which is named after him. GLYNIS DRAY/LES ROSS

Can you help with Ruston 88DS diesel locomotive details?

ONCE upon a time the Shimshon cement works at Beit Shemesh in Israel (on the old line to Jerusalem) seems to have had two Ruston 88DS 4w diesel shunters – works nos. 242872 of 1947 and 305317 of 1950.

According to one source quoted in an article in the Industrial Railway Record No. 204 of March 2011, work began on a Palestine Portland Cement Co. works here (the station was then called Artuf) in 1946. However, work halted in April 1948 and everything that had been built until then was destroyed by Arab forces and a new start made.

Later it is known there was an extensive siding from the station, a bridge over the river and several sidings and traffic included vans for sacks of cement, and oil tanks with fuel for the boilers.

There was also a 60cm gauge line into the quarry. Little is known however, of the full workings of the railway here.

Now, the latter locomotive has been transferred to preservation to the Israel Railways Museum at Haifa and it is hoped to restore it to working order. Mr Chen Melling of the museum would be grateful for any leads as to instructions, information, spare parts etc. for this purpose.

There must be quite a number of these little locomotives standing around at various preservation sites – and I believe a couple are still slumbering in the undergrowth at the Crossleys scrap yard in Shipley). He can be contacted by email at CHENM@rail.co.il

*Dr Walter Rothschild,
Berlin*

Please ask your MP to ensure coal supplies are safe for heritage lines

FOLLOWING recent reports about the possible banning of domestic coal, I went to see my local MP.

Although he was aware of heritage railways, he was not aware that this multi million pound industry is based on fragile roots, i.e., locomotives depend upon regular donations and lots of volunteer labour to keep them going, while many heritage lines are struggling to keep financially afloat – plus all the ramifications of no UK steam coal being available.

He now is on our side.

So, as I see it, if every MP was to be approached and made aware

of the situation – I don't mean by correspondence, but by a face-to-face meeting in order to explain the far reaching consequences of such a ban, then we would be more able to influence a positive outcome.

Yes, I firmly believe that every MP would see the benefits of providing a smooth transition to a positive outcome.

It may seem frightening to come out of one's comfort zone and approach an MP, but it's not. I found my MP very approachable and very enthusiastic to keep the heritage railways alive.

*Alan Weaver,
email*

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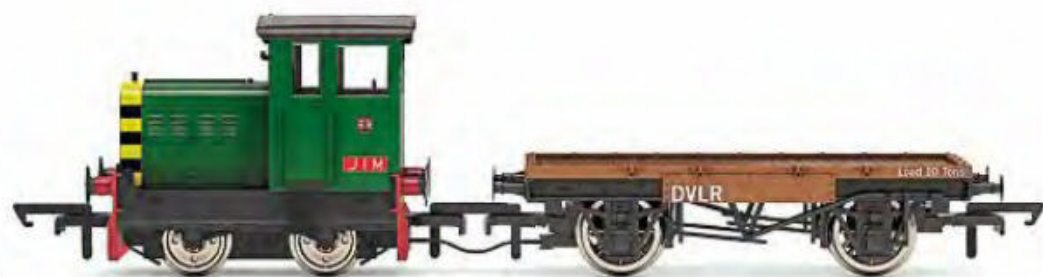


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BR 9F 2-10-0 No. 92220 *Evening Star* is among the National Collection-owned locomotives to feature in model form from Hornby in 2020. HORNBY



A welcome new variant of Hornby's diminutive Ruston & Hornsby 48DS diesel shunter is Derwent Valley Railway *Jim*. HORNBY

Plenty of preserved locomotives among Hornby's 2020 releases

By Gareth Evans

IF you like to admire models of preserved locomotives, you will not be disappointed by Hornby's 2020 releases announced on January 6.

No fewer than eight preserved steam and diesel locomotives form part of this year's new product portfolio.

Among them is this issue's cover story, BR 9F No. 92212 which, as reported on page 9, hauled its last train for the foreseeable future at the Mid-Hants Railway on December 30.

Due for release in the autumn, the limited edition model will depict No. 92212 in its current BR black with late crest. Forming part of Hornby's entry level Railroad range, it is interesting to note that the manufacturer said in its description: "With the expiration of No. 92212's boiler certificate in December 2019, the locomotive is expected to be moved to The One:One Collection at Margate during the course of 2020, although this is yet to be confirmed."



LNER A4 No. 4498 *Sir Nigel Gresley* is available as part of a centenary year limited edition starter train set. HORNBY

Another preserved BR 9F in this year's range is No. 92220 *Evening Star*, which is to be available as a 1000-piece limited edition model presented in the Tri-ang Hornby packaging of the 1970s.

Popular performers

Fellow National Collection-owned steam locomotive No. 4003 *Lode Star* also joins the range in GWR green. The 4-6-0 is due out in the autumn.

A further National Collection-owned prototype expected to be released in the autumn is BR Pacific No. 70013

Oliver Cromwell in green livery with the late crest. The iconic 4-6-2 is currently undergoing overhaul at the Great Central Railway in Loughborough.

Popular SR Merchant Navy Pacific No. 35028 *Clan Line* is expected to be available during the summer as a 1000-piece limited edition variant celebrating the resurgence of Hornby in the year 2000 in what it calls 'period packaging'.

Another highly-regarded current main line steam performer is LNER A1 Pacific No. 60163 *Tornado*, which is due to be available from Hornby in the autumn as 'The Aberdonian' train pack with three maroon Mk. 1 carriages.

Preserved diesels are not forgotten either, with a model of GBRF-liveried Class 50 No. 50049 *Defiance* expected in the autumn. Also due later in the year is Ruston & Hornsby 48DS *Jim*, which is based at the Derwent Valley Light Railway at Murton Park near York.

Vehicles that form part of the Chasewater Railway-based National

Wagon Preservation Group fleet are to be the subject of a pack of three hoppers later in the year or early 2021. As previously reported, one of the group's wagons was displayed at November 23-24's Warley national model show. Other MGR hopper models are to be available individually.

New tooling

Modellers of heritage lines might also be interested in the 'Seacow' bogie ballast hopper, which is scheduled to be out in the autumn.

Fans of small industrial locomotives may welcome the addition of further livery variants of both the Peckett W4 Class 0-4-0STs and B2 Class 0-6-0STs.

Other new additions to the range include a 78xxx BR Standard 2MT 2-6-0 2MT; BR Thompson A2/2s; LNER/BR Thompson A2/3 Pacifics; Gresley W1 4-6-4 *Hush-Hush*; a BR Class 370 Advanced Passenger Train; and a BR Class 91.

Carriages include a set of LMS Coronation Scot vehicles and several livery variants of a BR Mk.1 RB Restaurant Buffet.



Another preserved locomotive featuring in the 2020 range is No. 6201 *Princess Elizabeth*. Joining the LMS-liveried variant is this BR black version, which is available as a centenary year limited edition set. HORNBY

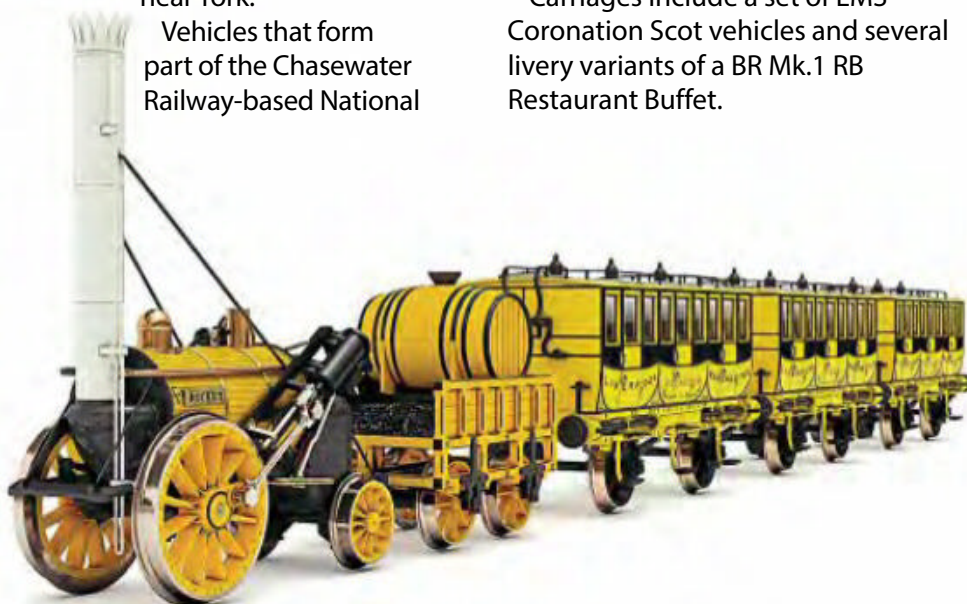
London's model show

ALEXANDRA Palace will again be the venue for one of Britain's top model engineering shows on January 17-19 when the London Model Engineering Exhibition returns.

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This year's event will be packed

with more than 2000 models built by individuals, clubs and societies – from traditional model engineering like locomotives, railway layouts and traction engines, to large collections of scale model ships, aircraft, tanks and militaria to remote controlled trucks and even James Bond models and memorabilia!



A working model with a difference comes from Stephenson's *Rocket*, which is available both as a train pack and as a collector's commemorative edition. HORNBY

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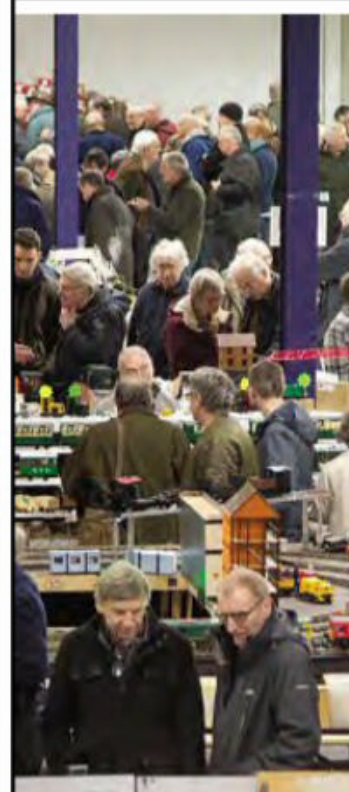
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Country Railway Routes: Cromford & High Peak by Rail and Trail

By Vic Mitchell and Keith Smith (hardback, Middleton Press, 96pp, £18.95, ISBN 9781910356357)

HERE is the latest in MP's recent fact-packed historical/geographical guides to lines in the White Peak.

This route is the most unusual by far, covering a cross-country line built only because linking the canals at either end would have proved too high for boats.

As it was, the Cromford & High Peak carried only freight on a regular basis during its 167-year lifespan, although passengers were conveyed in a brake van from 1855-77 until a fatality brought that particular operation to a swift end.

Three enthusiast brake van trips were run on the last day, April 30, 1967. Afterwards, local authorities bought the trackbed and turned it into a leisure trail for all to enjoy.

As with the ever-expanding MP encyclopaedia of railways, the volume contains stage-by-stage descriptions of every significant point on the route, splendidly illustrated by archive monochromatic photographs and vintage Ordnance Survey plans and diagrams.

This volume has appeal for both walkers and cyclists as well as rail fans. **ESSENTIAL IN-DEPTH BACKGROUND**

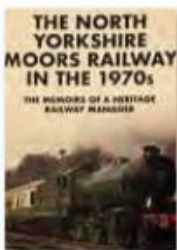
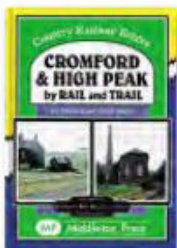
North Yorkshire Moors Railway in the 1970s: The memoirs of a heritage railway manager

By Bernard Warr (softback, Amberley Publishing, 100pp, £14.99, ISBN 9781445691497)

IF you've ever wondered what life was like for a manager of one of Britain's favourite heritage lines in the 1970s, this book is a 'must read'.

Bernard Warr shares first-hand some of his experiences during his time as a volunteer and his subsequent appointment as general manager of the North Yorkshire Moors Railway. He also outlines his career on British Railways, as well as volunteering during the embryonic days of the Dart Valley Railway at Buckfastleigh – what is today the South Devon Railway.

Chapters include: The first visit; Getting to know who's who; Getting my hands dirty; On becoming a driver; Rebuilding Bridge 10 at Farwath; The search for a chief executive; Into the 'Whirlwind' of managing the railway; Making changes; Some winter challenges; The 1979 season gets underway; Positive



progress; A personal crisis; Fighting back; Back to volunteering; and Epilogue.

Carefully blending professional and personal challenges and successes during the period covered, the book is insightful and gripping in a down-to-earth manner.

Stories told include the acquisition of Class 24 No. 24032 (D5032) 'the engine that saved the railway from collapse' during the drought of 1976; reaching agreement with the North Eastern Locomotive Preservation Group for the use of its locomotives; the operation of the first dining train in 1978; and assisting the local community during the winter of 1979/80 – including helping a resident move house and delivering food supplies to a nearby outdoor activity centre.

The reproduction quality of the 80 photographs, almost all of which are from the author's collection, is excellent and tell a story in themselves. They range from volunteers out on the permanent way to J52 No. 1247 in action and Class 52 diesel-hydraulic D1048 *Western Lady*.

Told first-hand, the text is well-written (it's not 'waffly'), informative and easy to read and can readily be understood by those who don't have in-depth railway knowledge. Perhaps it is enough to say that your deputy editor's fiancée enjoyed reading it too!

INSIGHTFUL AND GRIPPING

Locomotives & Recollections – No. 45596 Bahamas

By John Hillier (softback Silver Link Publishing, Mortons Books, Media Centre, Horncastle LN9 6JR, 80pp, £8, ISBN: 9781857945096).

WITHOUT doubt, one of the most popular main line steam locomotives is LMS Jubilee

No. 45596 *Bahamas*, and this inexpensive book covers all of its preservation history as well as a snippet of its LMS and BR history.

Bought by the Bahamas Locomotive Society in 1967, the locomotive was repaired and repainted by Hunslet the same year, before being approved by BR for main line use.

Covering the society's time at the former Dinting Railway Centre, the fascinating history of *Bahamas* is supported by letters, record cards and lots of history.

The informative text is backed by some memorable photographs of No. 45596's exploits on the main line and in preservation between 1989-1997.

In 2010 society members agreed to support the restoration for a second main line spell for *Bahamas*. Again this process, together with pictures of the extensive overhaul process over the following four years to its first steam,



are documented, showing many of the team members at work.

EXCELLENT VALUE LOCOMOTIVE BIOGRAPHY

The Hoppers – Moving Derbyshire Into Cheshire: The Story Of The Tunstead to Northwich Limestone Trains

DVD (Railfilms Ltd 2019, www.teleraill.co.uk Teleraill, Royal Scot Suite, Carnforth Station Heritage Centre, Warton Road, Carnforth, Lancashire LA5 9TR, 01524 735774, 60 mins, £20).

HERE is the story of one of the longest lasting freight flows in UK rail history.

For around 80 years trains have been moving limestone into Cheshire for the Northwich-centred chemical industry.

This DVD charts the history of this traffic from the early steam days, with dedicated bogie ICI hoppers right through to the transition to early diesel trials, and on to today's operations with Class 60 and 66 locomotives and modern air-braked wagons.

Ex-LMS 4Fs and 8Fs feature strongly, together with BR 9Fs – as do modern traction classes 20, 37, 40 and 47.

Early diesel operations at Tunstead, with steam banking up to Great Rocks and Peak Forest are featured. Footage is included from 1995 when Stanier 8F No. 48151 moved nearly 1000 tons of limestone within Tunstead Quarry.

This re-creation was organised by Freight Train Productions to record steam on the old ICI bogie hoppers before they were retired from service. Most of the film is in colour with some interspersed black and white, and the excellent commentary is highly informative.

Interviews with rail staff provide interesting observations on the engines used and working of the trains.

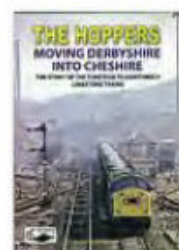
All in all, an excellent and very interesting record of an important and on-going railway operation. Strongly recommended.

CLASSIC STONE FREIGHT IN ACTION

Western Chronicles Series: D1000 and D1001

By Adrian Curtis (hardback, Track Record Press, 3 Peddars Way, Longthorpe, Peterborough, Cambs. PE3 9NQ, 01733 650160 www.westernlocomotiveresearchsociety.com 82pp, £14.99).

THE author has an immense knowledge about the Class 52 diesel hydraulics that worked on the Western Region of BR from 1961 to the late 1970s, and his own publishing company has embarked on an impressively ambitious project to document the life and times of each of



the 74 class members within its own book.

The first two of the self-contained books in the series cover D1000 *Western Enterprise* and D1001 *Western Pathfinder*.

The books each begin with a piece of Western locomotive history – the D1000 volume looks at the background to design and development, while D1001's covers testing – before going into detail about the specific locomotive.

Both books cover works' visits for repairs, depot allocations, notable workings and scrapping date. The detailed information is held together with a range of good photographs.

This kind of book is very much a departure from normal publications that would cover the class in a single extensive volume, but this is a series that will evolve into a comprehensive work of reference, covering what was a very popular class of locomotive, and will allow any number of volumes to be bought, depending on which were your favourites.

Full marks to the author for devising a new concept.

LAUDABLE LOCOMOTIVE BIOGRAPHIES

European Railway Atlas – Britain & Ireland

By M G Ball (softback, European Rail Atlas, 18 Maes-y-Waun, Chirk, Wrexham LL13 5ND; www.europeanrailwayatlas.com 36pp, £7.95 ISBN: 9781916121249).

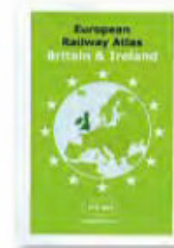
A RAILWAY atlas can be an incredible source of useful information, and this new and updated version covering the UK and Ireland, from an author specialising in rail maps, is just that.

One of a series covering Europe, it includes all national network lines, with different colours and thickness of line to identify whether the route is electrified, single or twin track, or all three.

Stations, including those under construction with projected opening dates, on heritage railways are included. The author has included the gauge if it is other than standard.

Light enough to carry in a rucksack, it is a useful reference source. For direct sales, the publisher offers a free PDF version for use on a computer, tablet or smartphone, meaning you can leave the printed version at home. What appears to be unusual page numbering reflects a possible intention for a future combined map edition.

ESSENTIAL AND AFFORDABLE



Cambrian Railways Gallery: A Pictorial Journey Through Time

By Paul Carpenter and David Maidment (hardback, Pen & Sword, 186pp, £30, ISBN 9781526736031)

EVERY so often a book lands on your deputy editor's desk which really captivates his attention – this is one such publication.

Providing a taste of what's inside, the cover depicts a classic Cambrian scene in BRW days: No. 7823 *Hook Norton Manor* leaving Machynlleth with the Aberystwyth portion of the 'Cambrian Coast Express'.

Boasting more than 250 photographs, including over 40 in colour, which have been sourced from collections that include the National Museum of Wales and Kidderminster Railway Museum, some images have been digitally colourised.

In addition to being inspirational images for modellers, the scenes provide a reminder of the old Cambrian Railways (CR) system, which once stretched from Whitchurch to Three Cocks Junction, near Brecon. Familiar spots are illustrated too – including Barmouth bridge and Talerddig bank, plus

Machynlleth and Aberystwyth sheds.

Locomotives range from the CR's Sharp Stewart-built 2-4-0s and the ex-Metropolitan Railway 4-4-0s to GWR 'Dean Goods', Dukedogs, Manors and BR 2MTs.

A chapter is dedicated to Oswestry Works – including a number of insightful photographs and helpfully, plans of the facilities. Fortunately, a number of its buildings still stand today.

The CR's narrow gauge lines are not forgotten, with nice images of the Vale of Rheidol and Welshpool & Llanfair – including the long-lost Welshpool town section.

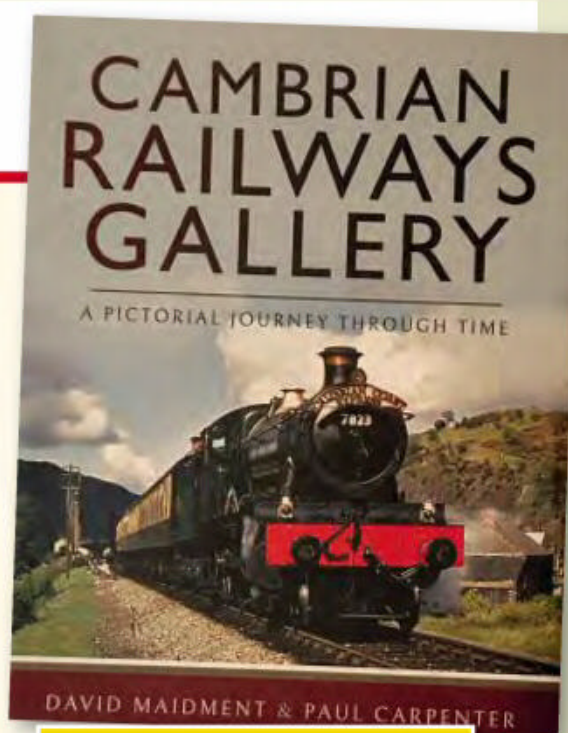
Photographs are allowed to 'breathe' on the page – and the text is presented in a manner that is easy on the eyes. Captions are informative, with those for the CR fleet stating a locomotive's subsequent history, including withdrawal date or renumbering detail. A minor point however, is the inconsistency in the styling of captions,

with locomotives sometimes referred to in the format of 'No. 000' and other times '000'. While some of the images, being historical in nature, are not as sharp as they would be if taken today, a photo of Oswestry South Signalbox in 2018 is blurred and poorly composed, which lets it down – but don't let that put you off.

As the title suggests, it is 'photo heavy' but it also includes a host of interesting information, with stories told first-hand, including by co-author David Maidment, who shares his recollections of 'The Cambrian Coast Express'.

A particularly welcome chapter is titled 'Memories of working on the Cambrian' by those formerly at the sharp end – including the late Brian Rowe, who recalls his time as a fireman at Oswestry shed. Brian, who passed away in 2017, went on to play a pivotal role in what is today Cambrian Heritage Railways (CHR) at Oswestry and Llyncllys.

In a separate section, Brian recalls



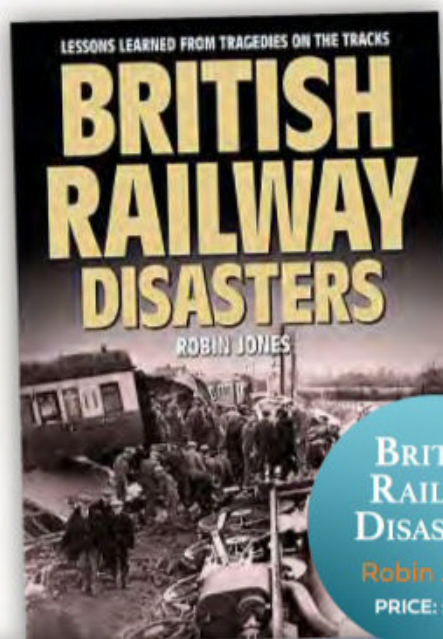
EDITOR'S CHOICE

the 'David & Goliath' battle with Tesco, which wanted to demolish the listed Oswestry station building, headquarters of the original CR Company, to build a supermarket on the site. Fortunately for us, the fine building is now once again serving as a station for CHR trains.

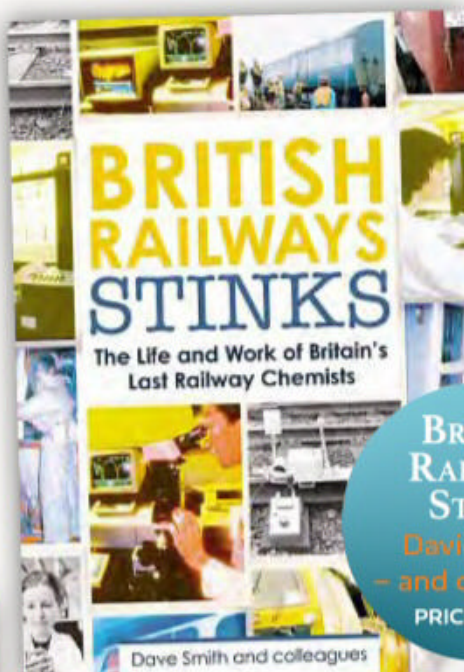
This large body of work is a welcome addition to the number of publications about the Cambrian system. The cover price seems good value – the only 'downside' is it's difficult for those of us with an interest in the Cambrian to put down...!

ESSENTIAL FOR CAMBRIAN FANS

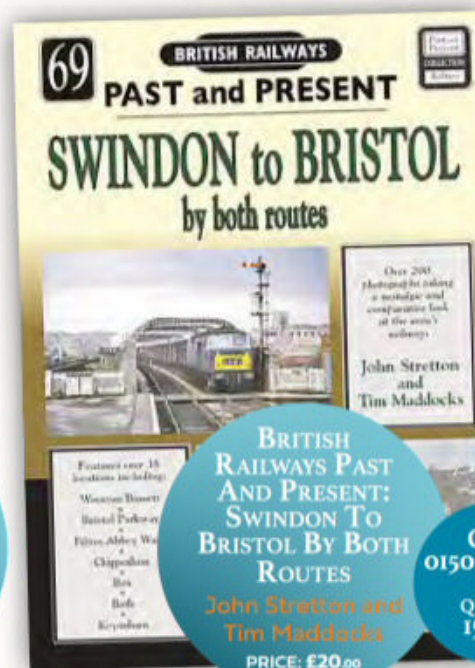
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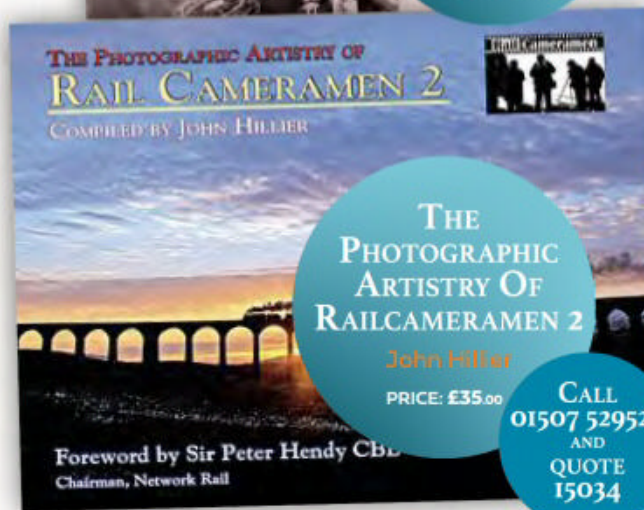


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Amberley Museum & Heritage Centre

2ft gauge, ¼ mile.
Arundel, West Sussex.
Tel: 01798 831370.

Open: Wed-Sun.

Hastings Miniature Railway

10¼in gauge, 600 yards,
Rock-a-Nore Road, Hastings, East Sussex.

Running: W/Es + sch hols.

Romney, Hythe & Dymchurch Railway

1ft 3in gauge, 13½ miles, footplate experience. New Romney, Kent.

Tel: 01797 362353.

Running: W/Es.

EAST ANGLIA

Bure Valley Railway

1ft 3in gauge, nine miles,
footplate experience.

Aylsham, Norfolk.

Tel: 01263 733858.

Running: W/Es.

East Anglian Railway Museum

Standard gauge, ¼ mile. Wakes Colne, Essex. Tel: 01206 242524.

Open: Daily.

Running: Feb 19.

Nene Valley Railway

Standard gauge, 7½ miles,
footplate experience. Wansford,
Peterborough, Cambs.

Tel: 01780 784444.

Running: Suns.

Whitwell & Reepham Railway

Standard gauge, ¼ mile.

Reepham, Norfolk.

Tel: 01603 871694.

Open: W/Es.

Running: Steam first Sun of month.

HOME COUNTIES

Didcot Railway Centre

Standard gauge, footplate experience.
Didcot, Oxon. Tel: 01235 817200.

Open: W/Es.

Running: Feb 15, 16, 19, 22, 23.

MIDLANDS

Churnet Valley Railway

Standard gauge, 5¼ miles,
footplate experience, wine and dine.

Cheddleton, Staffs.

Tel: 01538 750755.

Running: Feb 1, 2, 9, 14, 16.

Evesham Vale Railway

1ft 3in gauge, 1¼ miles.

A46 north of Evesham, Worcs.

Tel: 01386 422282.

Running: W/Es + sch hols.

Great Central Railway

Standard gauge, eight miles.

Loughborough, Leics LE11 1RW.

Tel: 01509 632323.

Running: W/Es.

Northampton & Lamport Railway

Standard gauge, two miles.

Pitsford, Northants.

Tel: 01604 820327.

Running: Feb 8, 9, 16.

Rushden Transport Museum

Standard gauge, ¼ mile.

Open: W/Es.

NORTH WEST

East Lancashire Railway

Standard gauge, 12 miles, footplate experience. Bury, Lancs.

Tel: 01617 647790.

Running: W/Es + Feb 7.

NORTH EAST

Embsay & Bolton Abbey Steam Railway

Standard gauge, five miles.

Embsay, North Yorks.

Tel: 01756 710614.

Running: Feb 2, 9, 16, 23.

Keighley & Worth Valley Railway

Standard gauge, five miles,
footplate experience, wine and dine.



Sunset on December 29 at the Foxfield Railway photographic charter, which this year featured Hunslet Austerity 0-6-0STs *Wimblebury* and *Whiston*. MATT YARDLEY

Keighley, West Yorks BD22 8NJ.

Tel: 01535 645214.

Running: W/Es.

Kirklees Light Railway

1ft 3in gauge, four miles.

Huddersfield, West Yorks.

Tel: 01484 865727.

Running: W/Es from Feb 8.

Tanfield Railway

Standard gauge, three miles.

near Gateshead, Tyne and Wear.

Tel: 01913 887545.

Running: Suns.

WALES

Llanberis Lake Railway

2ft gauge, three miles.

Llanberis, Gwynedd.

Tel: 01286 870549.

Running: Feb 11-13, 16-23, 25-27.

Tallylyn Railway

2ft 3in gauge, 7½ miles,
footplate experience.

Tywyn, Gwynedd.

Tel: 01654 710472.

Open: Daily

Running: Feb 15-23.

SCOTLAND

Strathspey Railway

Standard gauge, 10 miles. Aviemore,
Inverness-shire. Tel: 01479 810725.

Running: Feb 12, 13, 15, 16, 22, 23.

IRELAND

Cavan & Leitrim Railway

3ft gauge, ½ mile.

Dromod, County Leitrim.

Tel: 00353 71 9638599.

Open: Sat-Mon.

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: Tues-Thurs, W/Es.

Col Stephens

Railway Museum

Tenterden Station, Kent.
Open: W/Es. Tel: 01580 765155.

Conwy Valley

Railway Museum

Betws-y-Coed, Conwy.
Open: Daily. Tel: 01690 710568.

Crewe Heritage Centre

Vernon Way, Crewe.
Open: W/Es + B/H. Tel: 01270 212130.

Head of Steam

North Road Station, Darlington.
Open: Tues-Sun. Tel: 01325 460532.

Hornby Hobbies Visitor Centre

Westwood Industrial Estate, Margate,
Kent.
Open: Daily 10am-4pm. Tel: 01843 233524

Museum Of Scottish Railways

Bo'ness. Open: Daily.
Tel: 01506 825855.

Irchester Narrow Gauge Railway Museum

Near Wellingborough, Northants.
Open: Suns. Tel: 01604 675368.

Kidderminster Railway Museum

Kidderminster, Worcs. Open: SVR
operating days. Tel: 01562 825316.

Locomotion: The National Railway Museum, Shildon

Co Durham. Open: Daily.
Tel: 01388 777999.

London Transport Museum

Covent Garden Piazza.

Open: Daily.

Tel: 0207 379 6344.

Manchester Museum of Science & Industry

Castlefield, Manchester.

Open: Daily.

Tel: 0161 832 2244.

National Railway Museum

Leeman Road, York. Open: Daily.
Tel: 01904 621261.

Penrhyn Castle Industrial Railway Museum

Bangor, Gwynedd. Open: Daily.

Rail Story

Ingrow, West Yorks. Open: Daily.
Tel: 01535 680425.

Shillingstone Station

Shillingstone, Dorset.
Open: Sat, Sun and Wed.

Tel: 01258 860696.

Somerset & Dorset Railway Trust

Washford, Somerset. Open: Weekends.
Tel: 01984 640869.

STEAM – Museum of the GWR

Swindon, Wilts. Open: Daily.
Tel: 01793 466646.

St Albans South Signalbox & Museum

St Albans City station. Tel: 01727 863131.

Ulster Folk & Transport Museum

Cultra, Co Down. Open: Tues-Sun.

West Cumberland Railway Museum

St Bees, Cumbria. Open: Monthly,
dates as per Facebook entry or email
petergrooke@btinternet.com

Yeovil Railway Centre

Yeovil Junction, Somerset.

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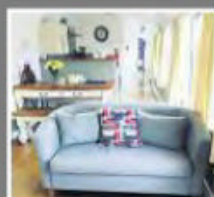
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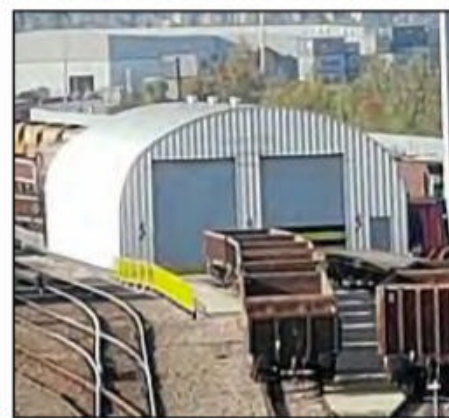
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In the summer of 1962, the late Brian Lockett visited Sweden and Finland on the Railway Correspondence & Travel Society (RCTS) rail tour of Scandinavia. Then in the autumn of 1970 Brian visited Denmark, this time with the Railway Enthusiasts Club (REC). Brian's films make up the majority of this volume of Scandinavian Railway Memories.

The Swedish visit includes wooden-bodied jackshaft electric D class 1C1 locomotives a giant 0-10-0 originally from the Kiruna far north iron ore line, the Tomtebodas Railway Museum plus Sweden's largest railway exhibition of 1962. Visits are also made to Falun, Hagalund shed, Ludvika and Kristianstad shed. Sweden's largest private railway is seen at Eskilstuna, the TJOJ iron-ore line, where the Traffic Manager and Chief Engineer took the party around. The last steamship built in Scandinavia (and now-persevered SS "Bore") takes the tour from Stockholm onwards to Turku.

There is excellent coverage of Finnish steam, but starts with an HR12 (now Dr12) CO-CO diesel. Helsinki shed was visited and on the adjacent main line, there is continuous steam activity coming up the hill out of the City. Steam abounds including 0-6-0T, 0-6-2T, 4-6-0, 4-6-2, 2-8-0, 2-8-2, 2-8-2T, 0-10-0T and 2-10-0 classes. The Tr1 2-8-2s and Hr1 4-6-2s built up to 1957 are real beauties and include bar frames plus interchangeable boilers. Wood burners are also seen, complete with spark-arresting chimneys.

The visit to Denmark includes one of the 'P' class Atlantics, single and double chimney 'E' class Pacifics, a visit to Fredericia shed, a trip on the world's oldest paddle steam er, and haulage of the standard-gauge locomotive. Modern traction includes 'Lyntog' inter-city units and East German 175s on the Berlin service.

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THE MONTH AHEAD

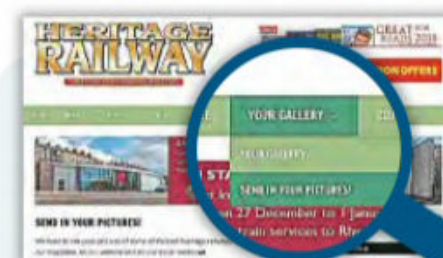


Recalling the days when BR hired out Class 08 shunters to the National Coal Board: No. 08559 heads a demonstration freight working on the Chasewater Railway on New Year's Day. ALISTAIR GRIEVE



National Collection-owned LSWR T9 4-4-0 No. 30120 is seen leaving Corfe Castle for Norden during the Swanage Railway's winter gala on Saturday, December 28. This pan shot caught your deputy editor's eye when it landed in his inbox – it's a different take on a delightful locomotive at a nice railway. Complemented by the feeling of speed, the side-on view shows off the fine lines of the 1899-built machine – and the natural poses of the footplate crew. In the words of the photographer, who is a volunteer cleaner/trainee fireman at the North Yorkshire Moors Railway: "Being a North Eastern man at heart, the T9 is such a beautiful locomotive and one that I was most looking forward to seeing while I was away on a recent break. Therefore, I've booked my granddad and I on a photo charter with the T9 next month at Swanage!" TOM NOBLE

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Winter hibernation

By Gareth Evans

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SPECIAL EVENTS

January

24-26: Great Central Railway Winter Steam Gala ■

February

1, 2: Churnet Valley Railway: Super Power Weekend Take 2 ■

7-9: East Lancashire Railway: Winter Diesel Gala ■

8, 9: Northampton & Lamport Railway: Winter Gala

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January

18: Thirsk Railwayana

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