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SPECIAL REPORT: HOW SUSTAINABLE ARE HERITAGE RAILWAYS?

HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

ISSUE 264

February 14 –
March 12, 2020

DARTMOUTH'S DAZZLING HONOUR

TOP AWARDS FOR
VOLKS, BALA LAKE,
WEST LANCS
AND 9F

APRIL FAREWELL TO
UNION OF SOUTH AFRICA



**MANCHESTER
LOCO EMERGES
FROM RIVER
AFTER 93 YEARS**



**MOORS
SELLS A
'BLACK
FIVE'**

■ SOUTHWOLD LAYS 3FT GAUGE RUNNING LINE ■ WIGHT STEAM AND
ELECTRIC LINES MAY JOIN ■ HOSKING BID FOR SPRINGBURN WORKS REJECTED
■ THE DIESEL THAT STARRED IN THE GREAT CENTRAL BIG STEAM SHOW!

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£4.40

No. 264 UK Off-sale date: 13/03/2020



OO Gauge (1:76 Scale)

Dapol - Diesel locos

4D-025-003 Class 21 D6116 in BR green small yellow panels ... £129.15
4D-025-002 Class 21 D6120 in BR green ... £129.15
4D-025-001 Class 21 D6121 in BR green ... £129.15

DMUs

4D-009-007 Class 121 single car DMU 'Bubblecar' 55032 in BR blue and grey Welsh Dragon emblem (RRP £145) ... **BARGAIN** £79
4D-009-008 Class 121 single car DMU 'Bubblecar' 55032 in Midline West Midlands (RRP £145) ... **BARGAIN** £79

NEW



4D-011-100 Streamlined Parcels Railcar 17 in GWR chocolate and cream Express Parcels branding **NEW** ... £125.76
4D-011-100D Streamlined Parcels Railcar 17 in GWR chocolate and cream Express Parcels branding - Digital fitted **NEW** ... £151.90

NEW



4D-011-101 Streamlined Parcels Railcar W17W in BR crimson Express Parcels branding **NEW** ... £125.76
4D-011-101D Streamlined Parcels Railcar W17W in BR crimson Express Parcels branding - Digital fitted **NEW** ... £151.90
4D-011-006 Streamlined Railcar 10 GWR chocolate and cream shirtbutton emblem **NEW** ... £125.76

NEW



4D-011-005 Streamlined Railcar 12 in GWR chocolate and cream shirtbutton emblem **NEW** ... £125.76
4D-011-009 Streamlined Railcar 16 GWR chocolate and cream twin cities crest **NEW** ... £125.76
4D-011-007 Streamlined Railcar W11 in BR chocolate and cream **NEW** ... £125.76

NEW



4D-011-008 Streamlined Railcar W8W in BR crimson and cream **NEW** ... £125.76
4D-011-008D Streamlined Railcar W8W BR crimson and cream - Digital fitted **NEW** ... £151.90

Heljan - Steam locos

266221 Beyer Garratt 2-6-0 0-6-2 47971 in BR black no emblem and revolving coal bunker **NEW** ... £212

NEW



266218 Beyer Garratt 2-6-0 0-6-2 47978 in BR black early emblem and revolving coal bunker **NEW** ... £212
266217 Beyer Garratt 2-6-0 0-6-2 47979 in BR black LMS lettering and revolving coal bunker **NEW** ... £212

NEW



266219 Beyer Garratt 2-6-0 0-6-2 47988 in BR black early emblem and revolving coal bunker - lightly weathered **NEW** ... £221
266220 Beyer Garratt 2-6-0 0-6-2 47993 in BR black early emblem and revolving coal bunker - heavily weathered **NEW** ... £221

NEW



266215 Beyer Garratt 2-6-0 0-6-2 4982 in LMS black revolving coal bunker **NEW** ... £212

NEW



266214 Beyer Garratt 2-6-0 0-6-2 4984 in LMS black original coal bunker - lightly weathered **NEW** ... £221

NEW



266222 Beyer Garratt 2-6-0 0-6-2 4986 in LMS workshop photographic grey revolving coal bunker **NEW** ... £212

NEW



266213 Beyer Garratt 2-6-0 0-6-2 4993 in LMS black original coal bunker **NEW** ... £212

NEW



266216 Beyer Garratt 2-6-0 0-6-2 7973 in LMS black revolving coal bunker **NEW** ... £212

Diesel locos

2718 Class 27 27029 in BR blue Highland Rail emblem **NEW** ... £118.96
2716 Class 27 27030 BR blue Scottie Dog emblem - lightly weathered **NEW** ... £127.46
2717 Class 27 27033 in BR blue Haymarket depot emblem **NEW** ... £118.96

Man-made scenic structure - railway-related



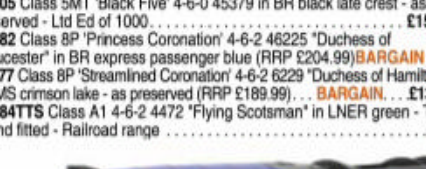
89121 27.4 metre (90ft) Motorised turntable - ready for installation. For HO/OO scales. DCC ready ... £210

Hornby - Steam locos

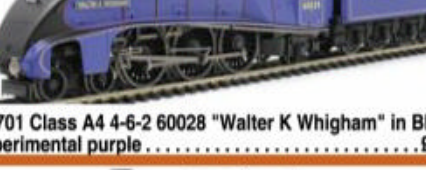
R3804 Class 49xx 'Hall' 4-6-0 5972 'Hogwarts Castle' in Hogwarts Railways red - Harry Potter range ... £99



R3803TTS Class 49xx 'Hall' 4-6-0 5972 'Hogwarts Castle' in Hogwarts Railways red - TTS sound fitted - Harry Potter range ... £122.50
R3805 Class 5MT 'Black Five' 4-6-0 45379 in BR black late crest - as preserved - Ltd Ed of 1000 ... £157.50
R3682 Class 8P 'Princess Coronation' 4-6-2 46225 'Duchess of Gloucester' in BR express passenger blue (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
R3284TTS Class A1 4-6-2 4472 'Flying Scotsman' in LNER green - TTS sound fitted - Railroad range ... £114



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



R3622 Class J36 0-6-0 65311 'Haig' in BR black early emblem (RRP £139.99) ... **BARGAIN** ... £99
R3621 Class J36 0-6-0 722 in LNER black (RRP £139.99) **BARGAIN** ... £99



R3603TTS Class LN 'Lord Nelson' 4-6-0 30850 'Lord Nelson' in BR green late crest - TTS sound fitted (RRP £194.99) **BARGAIN** ... £139.50
R3635 Class LN 'Lord Nelson' 4-6-0 30863 'Lord Rodney' in BR green early emblem (RRP £169.99) ... **BARGAIN** ... £124
R3634 Class LN 'Lord Nelson' 4-6-0 851 'Sir Francis Drake' in Southern Railway olive green (RRP £169.99) ... **BARGAIN** ... £124



R3634 Class LN 'Lord Nelson' 4-6-0 851 'Sir Francis Drake' in Southern Railway olive green (RRP £169.99) ... **BARGAIN** ... £124

Diesel locos



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

R3707 Ruston 48DS 'Queen Anne' in Longmorn Distillery match wagon ... £72



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



R3706 Ruston 48DS Army 802 in War Department green match wagon ... £72

Diesel train packs



R3750 Belmond Pullman Train Pack Class 67 67021 in Pullman and three pullman coaches ... £270
R3697 Northern Belle train pack Class 57/6 57601 'Windsor Castle' and three Mk2D coaches in Northern Belle ... £135

EMUs

R3699 Class 2-HIL 2 car EMU in BR green ... £126

Bi-Modal Multiple Units

R3609 Class 800/0 IEP two-car pack 800003 in GWR green - 'Queen Elizabeth' and 'Queen Victoria' ... £243

Train sets - analogue

R1230 Starter train set - 'GWR High Speed Train' ... £108



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

Train sets - digital

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

Publications - model and prototypical railways

R8159 Hornby 2020 range Catalogue - 66th Edition - 100th anniversary limited edition **NEW** ... £9.50

Oxford Rail - Steam locos



OR76N7003 Class N7 0-6-2T 69612 in BR black early emblem ... £98

Coaches



OR763T0005B Mk3a TSO second open SC12014 and SC12030 in ScotRail - twin pack **NEW** ... £62

N Gauge

Dapol - Diesel locos



2D-007-011D Class 66/0 66002 in EWS DB branding and six megafret container wagons - Digital fitted **NEW** ... £220.15

O Gauge (1:43 Scale)

Heljan - Steam locos

4311 Class 43xx Mogul 2-6-0 4358 in BR lined green early emblem ... £662.15



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

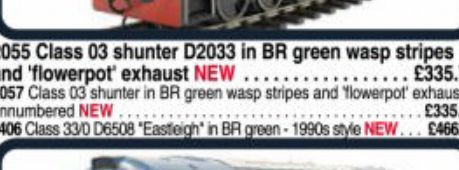


H7-A3-004 Class A3 4-6-2 60072 'Sunstar' in BR Express blue unstreamlined non-corridor tender ... £750
H7-A3-006 Class A3 4-6-2 60077 'The White Knight' in BR green late crest and unstreamlined non-corridor tender ... £750

Diesel locos



2055 Class 03 shunter D2033 in BR green wasp stripes and 'flowerpot' exhaust **NEW** ... £335.75
2057 Class 03 shunter in BR green wasp stripes and 'flowerpot' exhaust - unnumbered **NEW** ... £335.75
3406 Class 33/0 D6508 'Eastleigh' in BR green - 1990s style **NEW** ... £466.65



3396 Class 33/0 in BR blue - 1970s condition - unnumbered **NEW** ... £466.65
3393 Class 33/0 in BR green no yellow ends - unnumbered **NEW** £466.65



3394 Class 33/0 in BR green small yellow panels - unnumbered **NEW** £466.65



3405 Class 33/0 in Railfreight Construction sector triple grey - unnumbered **NEW** ... £466.65



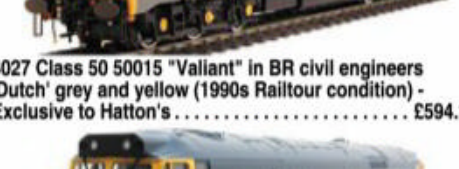
4024 Class 50 50007 'Sir Edward Elgar' in GWR green ... £594.15
4026 Class 50 50008 'Thunderer' in BR Laira blue (1990s Railtour condition) - Exclusive to Hatton's ... £594.15



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



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



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



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



SR Schools 4-4-0 No. 30925 *Cheltenham* heads a short goods train past Chawton Woods between Medstead & Four Marks and Alton with a Timeline Events photographic charter on the Mid-Hants Railway on February 3. It comprised one of the first trains on this eastern-most section since the line was reopened after the extended closure for the bridge replacement near Alton. NICK GILLIAM

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March 13, 2020

Showcasing the finest fruits of our endless endeavours on stage

THE annual Heritage Railway Association awards evening is the sector's equivalent of the Oscars, and much more besides. It is a celebration not only of the best achievements of the past year, but it lets the public know the extent to which the movement continues to achieve against many odds, and again there is much to celebrate this year.

While steam remains the predominant image of the railway preservation movement, and is likely to do so in perpetuity, the Annual Awards (Large Groups) this year went to the Volks Electric Railway Association, which supports one of Britain's most overlooked national treasures.

To the untrained eye, the Volks Electric Railway is merely a people carrier along the shoreline of a premier south coast resort. But, as the world's oldest electric railway still operating, it is the great-great-grandparent of much of today's national network. Even the shining new Azumas on the East Coast Main Line can trace their distant ancestry back to Brighton seafront somewhere, and full credit to the volunteers who have worked tirelessly for decades to keep its standards high.

There are those enthusiasts who have, in the past, too easily dismissed those narrow gauge heritage lines built on standard gauge trackbeds as having comparatively little to offer in terms of genuine heritage. Even if you view it from this angle, the Bala Lake Railway has long since proven that it has crossed over from this threshold.

Initially set up to save the superbly-scenic section of the Ruabon to Dolgellau cross-country route alongside Llyn Tegid, under the guiding hand of Julian Birley, it is fast developing into a showcase for the narrow gauge that served the Snowdonia slate industry.

Landing the award for the Outstanding Visitor Attraction for its heritage centre at its western terminus of Llanuwchllyn, it now has a purposeful destination for the next generation of visitors who will board it in Bala town centre once its ground-breaking eastern extension is completed.

My praise last issue for the illuminated trains concept developed to magnificent effect by the Dartmouth Steam Railway has been vindicated by the financial returns that have been reported by other major heritage lines that introduced similar services for the festive season just gone.

Yes, some critics say draping a locomotive and carriages in LED lights is the opposite of what 'heritage' should be about but, as with the Thomas the Tank Engine and Forties weekend events, the extra income that is generated by them will go a long way towards financing the 'enthusiast' activities during much of the rest of the season.

I believe it is likely that more heritage railways will now switch on to this bandwagon and illuminated trains will become part and parcel of Christmas fare to the same extent as traditional Santa specials. So well done to the innovators who have deservedly brought the new Award for Special events to Torbay.

There can never been enough done to encourage young volunteers to help run our proud portfolio of heritage lines, in a world in which those who remember a national network dominated by steam are into retirement age and beyond. Keeping their vision alive is now of paramount importance if lines want to guarantee their futures, and accolades like the Lord Faulkner Award for the Young Volunteer of the Year play a crucial role in this respect. Well done to the Chasewater Railway's Philip Civil, who carried it off this time round.

Yes, there were clear worthy winners on the evening, but we should not overlook those that missed out and finished as runners-up – for each of them were good enough to have won an award in their own right.

The sheer quality of all the entries again underlines just how much phenomenal progress has taken place in the past decade alone, for the betterment of all as the bar continues to be raised big time.

Robin Jones Editor

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CONTENTS: LMS 'Black Five' No. 45305 *Alderman A. E. Draper* leads BR 5MT No. 73129 at Loughborough during the Great Central Railway's winter steam gala on January 25. ALAN WEAVER

COVER: LNER A4 Pacific No. 60009 *Union of South Africa* is seen storming away from Ramsbottom with the first service of the day at the East Lancashire Railway on January 19. BRADLEY LANGTON



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WR 4-6-0 No. 6989 *Wightwick Hall* is seen after dark at Shackerstone during a 30742 photo charter



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Features

Just how sustainable are heritage railways?

In 2021 it will be 70 years since the world's first volunteer-run railway was established on the Cambrian coast. Now steam trains criss-cross the United Kingdom on a multitude of lines which, if combined, would stretch from London to Glasgow. Oliver Edwards asks – is this really sustainable in the long term?

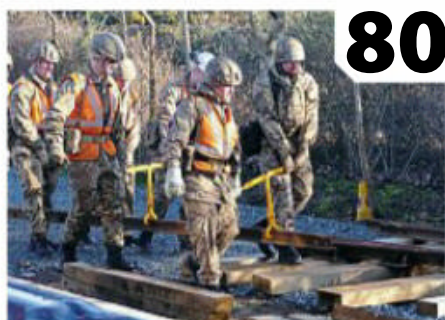




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When a diesel stole the big steam show

Ten locomotives in steam had already laid the foundations for a successful Great Central Railway winter gala. However, a last-minute addition to the roster added a surprise 'wow' factor to the delight of visitors, reports Robin Jones.



80

Returning rails to Southwold

The coming season is set to bring the opportunity for visitors to enjoy a ride on the 3ft gauge railway in Suffolk after a 90-year absence, thanks to the efforts of volunteers at the Southwold Railway Trust. Nicola Fox reports.



88

Relics of a 'living museum' closed 50 years ago

ELR50 marks the anniversary of the closure of much of the East Lincolnshire network with a major exhibition and other commemorative events. Mike Fowler looks at the history and range of railwayana saved from the system.

Models

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Running shed ideas

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Llanfair Caereinion running shed provides prototype inspiration in model form, writes Gareth Evans

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The Bala Lake Railway's visitor centre at Llanuwchllyn, its western terminus, was named Outstanding Visitor Attraction 2020. BLR



Double-award winner Test Car 2, a magnet for visitors to Quorn & Woodhouse station during the Great Central Railway's January 24-26 winter steam gala. ROBIN JONES



The West Lancashire Light Railway-based Kerr Stuart 0-6-0T No. 2405 of 1915 *Joffre*. The heritage line won the Small Groups Award 2020 for buying its freehold after 52 years. ROBIN JONES

Dazzling success for Dartmouth at packed heritage awards gala

VOLKS, BALA LAKE, WEST LANCASHIRE AND SINGLE-CHIMNEY 9F ALSO WIN TOP HONOURS

THE Dartmouth Steam Railway, which developed and introduced the illuminated Christmas trains concept to the UK market, has scooped a new top honour in the Heritage Railway Association's 2020 Awards.

For its second Train of Lights season, the railway spent more than £100,000 on its lineside lighting displays, over and above the cost of illuminating its locomotive and carriages with strings of lights.

The efforts and cost produced sizeable rewards: the season was again a sell-out with 22,491 passengers travelling. Several other major heritage lines staged similar illuminated services in the recent festive season and also reaped

financial dividends, making a further significant contribution to local tourist economies outside the main season.

At the annual awards presentation evening on February 8, held at the Burlington Hotel near Birmingham New Street station, the Dartmouth Steam Railway & River Boat Company collected the first-ever HRA Award for Special Events for the Train of Lights.

The runners-up in the category were the Lynton & Lynmouth Cliff Railway for its annual programme of events; the Leighton Buzzard Narrow Gauge Railway for its centenary celebrations; the Railway Preservation Society of Ireland for its Two Day Tours; and the London

Transport Museum for its celebration of 150 Years of the District Line.

The award for the Outstanding Visitor Attraction was won by the Bala Lake Railway, for its heritage centre at Llanuwchllyn. The new centre, which showcases the history of lines serving the slate industry in Snowdonia, will boost the railway's 'somewhere to somewhere' purpose once its current extension into Bala town centre is completed.

The runners-up were the Bluebell Railway's interactive SteamWorks! Attraction at Sheffield Park, London Transport Museum and the Tramway Museum Society – National Tram Museum, Crich, for the Electrifying the Future exhibition.

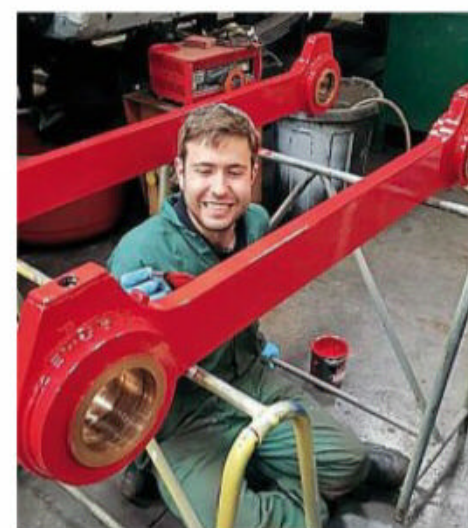
A record-breaking 250 heritage operators, owners and enthusiasts attended this year's awards gala dinner, recognising the best achievements of the UK's heritage railway sector, and for which transport historian Christian Wolmar was booked to speak.

Electric wins the day!

Brighton's Volk's Electric Railway Association won the HRA Annual Award (Large Groups) 2020 for working to highlight inventor Magnus Volk's legacy.

The seafront line, which opened in 1883, is the oldest still-working electric railway in the world.

The award to its support group comes in a year when the rebuilt



Above: The Chasewater Railway's Philip Civil, named Young Volunteer of the Year. HRA

Left: The North Yorkshire Moors Railway carried off the John Coiley Locomotive Award 2020 for the restoration of BR Standard 9F No. 92134, which is to make its first appearance in steam away from home by headlining the West Somerset Railway's April 23-26 spring steam gala. There it will be joined by BR Standard 4MT 2-6-0 No. 76084 from the North Norfolk Railway. HRA



Above: The LMS-Patriot Company Ltd's Warrior magazine scooped the HRA Award for Communications 2020. HRA

Right: A proven winner – the Dartmouth Steam Railway's pioneering Train of Lights, which was introduced with resounding success in 2018, quickly opened up a new dimension in UK festive season services. DSR



electric 5BEL 'Brighton Belle' is set to make its trial runs on the national network, as reported last issue.

The other nominees in the category were the Ffestiniog & Welsh Highland Railways for building 25 new carriages and for observation cars; the Isle of Wight Steam Railway for its Havenstreet-Wootton telegraph pole route; the Tallylyn Railway for involving young people; and the Llangollen Railway for completing the track into the new Corwen station.

The West Lancashire Light Railway Trust won the HRA Annual Award (Small Groups) for its fundraising project, which secured the freehold of its site, as reported in issue 258.

The runners-up were the Ferryhill Railway Heritage Trust for its restoration of the Ferryhill, Aberdeen turntable; the Lincolnshire Coast Light Railway for 10 years of renewed working at Ingoldmells; and the Deeside Railway Company Ltd for the restoration and operation of Barclay 0-4-0ST *Bon Accord*.

The HRA John Coiley Locomotive Award was won by the North Yorkshire Moors Railway for the completion of ex-Barry scrapyard BR Standard 9F No. 92134, the only surviving single-chimneyed example, as an outstanding engineering project.

The runners-up were the Avon Valley Railway for its Fry's Sentinel restoration; the Mid-Hants Railway and the Urie Locomotive Society Ltd for the 18-year overhaul of its S15 No. 30506; Quainton Railway Society/Buckinghamshire Railway Centre for the restoration of GWR WR 4-6-0 No. 6989 *Wightwick Hall*, the 150th locomotive from Barry scrapyard to be resteamd; and the Class 50 Alliance for the restoration of Class 50 No. 50033 *Glorious*.

The Morgan Award for Preservation, was won by Quorn Wagon & Wagon of the Great Central Railway for the restoration of Test Car 2 which, along with the previously announced (issue 262) Morton's Media (*Rail Express*)

Modern Traction Award, made it a double winner.

The runners-up were the North Staffordshire Rolling Stock Restoration Trust (the Knotty Trust) for its restoration of NSR Brake Third No.3 and creation of a three-coach heritage train; the Midland & Great Northern Joint Railway Society for its restoration of GER Brake Third No. 853; the Scottish Railway Preservation Society for its Glasgow & South Western Railway passenger brake van No. 122; and the Severn Valley Railway Charitable Trust for LMS coach No. 2886.

Honouring the new generation

The Lord Faulkner Award for the Young Volunteer of the Year is now a permanent feature of the HRA Awards. It recognises the crucial importance of succession generations in securing the future of heritage railway, and acknowledges a distinguished contribution made by one or more volunteers under the age of 26.

The 2020 winner was Philip Civil of the Chasewater Railway.

The runners-up in this category were James Forster of the Swanage Railway; Aaron Luckarift of the Elsecar Heritage Railway; James Pearson of the West Somerset Railway/West Somerset Steam Railway Trust; and Tom Shaw of the West Somerset Railway.

The presentation evening also included the biannual HRA Award for Communications, which was won by the LMS-Patriot Company Ltd for the Warrior magazine.

The runners-up were the North Norfolk Railway's Carriage & Wagon blog; the suite of marketing communications materials produced by the Avon Valley Railway; the Swanage Railway's staff communications website; and the website of Quorn Wagon & Wagon (sic) of the Great Central Railway.

'Fuelled by unlimited enthusiasm'

This year's gala ceremony included a second new accolade – the Chairman's Special Award.

While the majority of the entries for the HRA Awards are submitted by its members, the Chairman's Special Award is proposed at the discretion of the chairman, who is supported by the senior industry figures, heritage rail experts and journalists who make up the awards committee.

As previously announced in issue 262, the first-ever winner of the new award was the Great Western Society's new-build Saint 4-6-0 No. 2999 *Lady of Legend*, which entered service in April 2019.

The £825,000 project means that a design which influenced almost all subsequent British steam development, is now back on the rails.

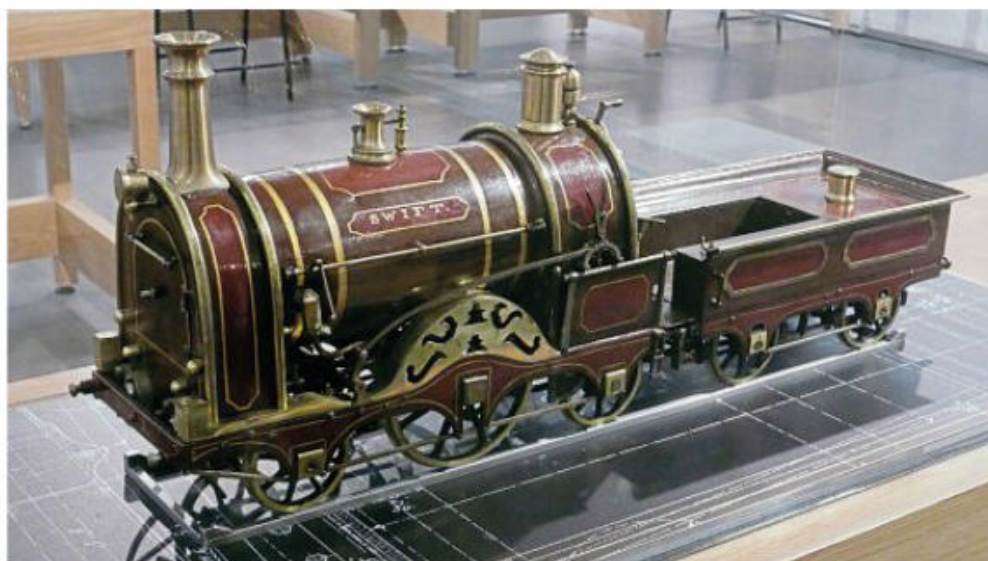


Representatives of the Great Western Society at Didcot collected the new Chairman's Special Award for new-build Churchward Saint No. 2999 *Lady of Legend* at the awards evening. GWS

Bob Meanley (right) and Richard Croucher – joint winners of our sister title-sponsored The Railway Magazine Annual Award for Railway Preservationist of the Year. HRA



Continued on page 8



Swift, an imaginative 1862 take on a Bristol & Exeter broad gauge locomotive, is part of the National Railway Museum's Brass, Steel and Fire exhibition which highlights the often-overlooked link between model steam engineering and 19th-century steam locomotive design and development. It carried off the Morton's Media (*Heritage Railway*) Interpretation Award. ROBIN JONES

Dazzling success for Dartmouth at packed heritage awards gala

Continued from page 7

➔ Also presented on the evening were the already-announced (issue 262) Morton's Media (*Heritage Railway*) Interpretation Award, won by the National Railway Museum for its outstanding Brass, Steel and Fire exhibition, celebrating the craftsmanship of amateur Victorian model engineers, and which is to also go on display in the Science Museum in London after it closes in York on April 13.

The Railway Magazine Annual Award for Railway Preservationist of the Year was jointly shared by Richard Croucher, in recognition of his 55 years with the Great Western Society, and Bob Meanley, for more than half a century's

dedication to locomotive restoration and the development of Tyseley Locomotive Works.

HRA chief Executive Steve Oates said: "What a terrific evening. A record turnout in an absolutely packed house and nominations from all over the UK and Ireland, all of them representing a wide array of just dazzling achievement.

"Throughout every facet and level of our sector, our members continue to raise the bar. It's at times like these we realise that the heritage rail sector is fuelled by unlimited enthusiasm, energy, creativity, imagination and sheer determination.

"You don't have to be a winner or a runner-up to be justifiably proud to be a part of such an impressive movement."



The world's oldest surviving electric railway still in use: Brighton's Volks Electric Railway. Its supporting association won the HRA Annual Award (Large Groups) 2020. ROBIN JONES

New chairman for LMS-Patriot

THE LMS-Patriot Company has appointed Colin Hall as its chairman at its January 25 board meeting.

Colin, who became a director in December, had a career with British Rail, Railtrack and Network Rail, spanning a wide range of operations and general management positions through to a senior level.

His experience included a three-year spell managing new

rail vehicle approvals for Railtrack, relevant to the challenge of seeing No. 5551 *The Unknown Warrior* successfully on to the main line.

The board has also appointed Ricardo Rail of Derby as the assessment party for the main line operation of the new Patriot, providing independent assurance.

Ricardo Rail is the only accredited assessment body for main line steam operation.

Moorsline sells its 'Black Five'

By Roger Melton

THE North Yorkshire Moors Railway has sold its LMS 'Black Five' 4-6-0 No. 44806 to long-time benefactor Peter Best.

No. 44806 was acquired from the daughter of Kenneth Aldcroft in 2013 when it was based at the Llangollen Railway. It was purchased by another NYMR benefactor for the line, but he retained a part share in the locomotive and has approved the new deal that will see ownership pass to Peter Best.

No. 44806 will be dismantled at Grosmont and the boiler sent to an NYMR-approved contractor while the frames are overhauled at another off-railway site, probably by Peter's team that completed the rebuild of Peter's USATC S160 2-8-0 No. 2253 *Omaha* last year.

The 'Black Five' is expected to return to service in 2024, running on a hire agreement with the NYMR, and will be equipped and registered for running over the Esk Valley line from Grosmont to Whitby.

Career

Built at Derby in 1944, No. 44806 was one of the later batches of the class, incorporating all of the improvements made since the first example was built. The locomotive was based at many sheds on the Midland route, most notable at Lostock Hall (10D) where it was withdrawn in August 1968, just a few days before the end of steam on BR.

Initially, it was preserved at Carnforth, but in 1970 it moved to Helmshore station for storage and

then to the Lakeside & Haverthwaite Railway in 1973, where it was named *Magpie* after the ITV Children's programme and returned to steam.

Its stay there was to last just two years before it was withdrawn with firebox cracks and moved once again, this time to the former Steamport museum in Southport and later to the Manchester Museum of Science and Industry.

Return to steam

In 1993 it moved to its penultimate home at Llangollen, where it was once again returned to steam, undergoing overhauls there from 1993-5 and 2005-7.

In 2013, with another overhaul approaching, the locomotive was offered for sale and purchased by an NYMR supporter, who donated to the railway, with the aim of bolstering its Whitby fleet post overhaul. In the meantime, it ran confined to the Grosmont-Pickering section from 2016-18, before being withdrawn and stored.

The early indications are that the boiler work that is required could prove to be quite extensive, but the frames are believed to be in relatively good condition.

A new tender tank was constructed during its last spell in traffic, with the locomotive running with the tender from No. 45428

being used while No. 44806's was being rebuilt.

Peter is well familiar with 'Black Fives', having done a deal to lease, restore and run the Keighley & Worth Valley's No. 45212 on the NYMR.



LMS 'Black Five' No. 44806 at Grosmont in 2014. BRIAN SHARPE

Pacer revolution is gathering pace

By Robin Jones

NORTHERN will soon be no more as a Train Operating Company, after the Department of Transport announced it will run the franchise itself from March 1 in the wake of mounting criticisms of its performance and reliability and over the years, part of the public criticism has been over the use of Pacer units.

However, the heritage sector is now welcoming the withdrawal of 'buses on rails' Pacers seemingly with open arms, as several have just found new homes on preserved lines and more are set to follow.

As reported last issue, the first heritage line to receive a Pacer was the Chasewater Railway – which has now taken two more Class 142 two-car sets from Angel Trains.

No. 142030 was delivered by road on January 6-7, and No. 142027, obtained as a donor unit to provide short and long-term spares provision for the other units, and rejected by other lines, arrived later in the month.

Chasewater commercial manager Mike Hurley said: "The Pacers should enable us to once again include a train ride as part of birthday parties and in our schools programme, where many local families and schools find a steam train outside their budget."

Rolling stock asset management company Porterbrook has agreed to donate Neville Hill depot-based Class 144 two-car Pacer No. 144004 to the Aln Valley Railway once it is withdrawn from main line service in the Northern franchise at the end of May.

Aln Valley traction manager John Hurlbutt said: "It will eventually help us to introduce a low-cost midweek service from our station at Alnwick Lionheart to our projected station at Alnmouth.

"In the meantime, No. 144004 will be running midweek services between Lionheart and our new halt at Greenrigg, which will be opening in April 1."

Two Pacers will run on the Waverley Route for the first time, but not on



Class 144 Pacer No. 144004 spent its life running mainly in the south and west of Yorkshire, serving Harrogate, Huddersfield, Leeds, York and Selby. It will now be heading for the Aln Valley Railway. AVR

the reopened northernmost third now branded the Borders Railway.

Class 142s Nos. 142019 and 142020 will be heading to Whitrope Heritage Centre, near the middle of the old route, which has been revived by the Waverley Route Heritage Association.

The pair have already been withdrawn from service by Northern and are currently parked in storage at Worksop, and will be joining Pacer Demonstration Unit No. RB004 at the centre.

Relaunch

The Rushden, Higham & Wellingborough Railway at Rushden Transport Heritage Centre has taken two Class 142 Pacers, Nos. 142084 and 142091, and will use them to relaunch its train services, said a spokesman.

The East Kent Railway was reported as having reserved Nos. 142017 and 142036, while the Swindon & Cricklade Railway is said to be keen on Class 143 No. 143603, which is currently in service with Great Western Railway.

Furthermore, Class 142 No. 142033 and Class 144 No. 144017 are reported to have also been sold to an as yet unnamed private buyer.

Angel Trains is to donate all the proceeds from the Pacer sales to

heritage lines and emergency services to its chosen charity The Railway Children. Three beneficiaries from the Government-run 'Transform a Pacer' competition to find a community use for the redundant DMUs have each won a Pacer carriage from Porterbrook.

Men's mental health charity Platform 1 will convert its Pacer into a kitchen to teach cooking skills in Huddersfield.

Bradford's Fagley Primary School will turn its carriage into a science lab for pupils, while Airedale General Hospital will transform its carriage into a mixed-use, non-clinical space to improve the experience of patients.

Transport Secretary Grant Shapps said: "The three winners are incredibly deserving, having presented creative and innovative ideas that will see their Pacer have a lasting and positive impact within their community."

Music producer and rail enthusiast Pete Waterman, the competition's head judge, said: "Where passengers might not miss the Pacers, their loss to the railways are these organisations' gain."

Furthermore, South Wales Police has taken No. 142033 for training purposes.

IN BRIEF

→ THE Worcester Locomotive Society's London Transport liveried GWR pannier No. L92 (5786) will be visiting the Gwili Railway from March until mid-July, making its first visit to Wales in 62 years.

→ CLASS 55 Deltic No. 55019 Royal Highland Fusilier and Class 44 Peak D4 No. 44004 Great Gable will visit the Swanage Railway's April 24-26 diesel gala, preceded by a mixed traction day on April 23, with more guests being arranged. No. 55019 will be available for driver experience sessions on April 18&19.

→ VANDALS attacked the 7½in gauge Brookside Miniature Railway station in Poynton in Cheshire on the evening of Saturday, February 1, pulling down signs, ripping up fences and throwing ornamental boxes and suitcases around. Five teenagers were caught on CCTV with their faces partially covered.

→ TENDER engine No. 2890 Douglas will be visiting the Spa Valley Railway on loan from June until March 2021. Andy Booth's East Lancashire Railway-based locomotive was rebuilt from Hunslet Austerity 0-6-0ST WD No. 75041, works number 2890 of 1943, and is based on Thomas the Tank Engine character No.10 Douglas.

→ DIDCOT Railway Centre's GWR prairie No. 4144 is to visit the Kent & East Sussex Railway in April and will stay until September, appearing in the line's 1940s weekend and the September Vintage Steam events.

→ THE North Tyneside Steam Railway has announced that Bagnall New Standard 18 0-6-0ST No.403 Victor from the Lakeside & Haverthwaite Railway is to visit its May 8-10 gala, where it will be reunited with home-based sister No. 401 Vulcan. Both worked on the nascent West Somerset Railway in the Seventies. Specifically designed for Port Talbot steelworks, they later ran at Birmingham's Longbridge car factory.

MP views progress of new Corwen terminus

NEW Clwyd South Conservative MP Simon Baynes visited Corwen on February 1 to see the progress made towards the completion of the Llangollen Railway's new terminus station project.

An escorted tour of the station site by members of the Corwen Central Railway Development allowed for the inspection of the completed new trackwork, and the progress with the work on the island platform, which now includes four new heritage-style lampposts and the columns for the platform end Corwen running-in board.

Work on the excavation of a trench for concrete

foundations provided a visual demonstration of the effort required by volunteers to install the final pair of canopy columns. The completed subway access stairway with disabled chairlift was also inspected and a photographic display in the ticket office building provided a graphic review of the many phases of the project since 2015.

Mr Baynes said: "I am very impressed with the development of the Corwen project and the enthusiastic volunteer workforce. I am a big fan of steam railways and look forward to the opening of the new station and the benefit for tourism it will bring."



The inspection party: Left to right, Phil Rogers, Richard Dixon-Gough, Simon Baynes MP and Peter Neve. GEORGE JONES



LNER A4 Pacific No. 60009 *Union of South Africa* passes the sidings near Ramsbottom on the East Lancashire Railway during its spectacular first run of the day on January 19. GAVIN THOMSON

Steaming into retirement!

By Cedric Johns and Robin Jones

LNER A4 Pacific No. 60009 *Union of South Africa* has been thrilling the crowds who turned out to see and ride behind it during its winter visit to the East Lancashire Railway – knowing it may be starting its swan song.

When its boiler ticket expires on April 23, it may bring the curtain down on an operational heritage era career spanning 54 years.

It was in July 1966 that Scottish farmer John Cameron bought the 1937-built streamliner for use on his 12-mile Lochty Private Railway near Anstruther in Fife.

It stayed there until 1973 when plans were made to return it to the national network, in the wake of the end of BR's ban on operating steam locomotives.

It was taken to Kirkcaldy, where it was based in the old goods shed and worked occasional railtours from there.

After it was overhauled in 1989, it began heading railtours all over the UK.

During the Eighties and Nineties, it carried the name *Osprey*, which it had originally been allocated by the LNER on April 17, 1937 before being renamed to haul the 'Coronation'. The heritage era name change was brought about by the public furore against South Africa's apartheid policies at the time.

Possibly its proudest moment in private ownership came on September 9, 2015, when, as reported in issue 207, the A4 hauled the official opening train for the Borders Railway between Edinburgh Waverley and

Tweedbank, carrying the Queen, the Duke of Edinburgh and Scottish First Minister Nicola Sturgeon. After the trip, No. 60009 hauled railtours over the line, the northernmost third of the Waverley Route which had closed in 1969, for the next month.

Two years later, John announced that No. 60009 and his other locomotive, K4 2-6-0 No. 61994 *The Great Marquess* were to be withdrawn at the end of the former's boiler ticket in 2019 and placed on static display in his proposed Farming and Railway Visiting Centre in Fife, for which he has struggled to get planning permission. In March 2019, a 12-month extension on the A4's boiler certificate was granted.

Now John has decided to place No. 60009 into storage when its ticket expires on April 23 and may

possibly never be seen 'hitting them up' again at the head of another main line railtour.

John said that he was going to concentrate on opening his agriculture centre for which, as reported last month, planning permission has been granted.

In the interim, his two locomotives would be stored pending a decision about the siting of the proposed visitor centre housing the pair. In the meantime, it is possible that *Union of South Africa* might join the K4 at Bo'ness, where the 2-6-0 has been stabled in recent times.

As we closed for press, No. 60009 was still at Bury where the engine had been undergoing winter maintenance under the watchful eye of the A4's long-term 'minder' Fraser Birrell.



Union of South Africa works through the woods near Irwell Vale with the first train of the day on January 18. MATT EVANS



No. 60009 *Union of South Africa* passes the old quarry near Heap Bridge on the East Lancashire Railway on January 19. GAVIN THOMSON



Above: Homeward bound: No. 60009 makes its return to Bury (Bolton Street) tender first after sunset on January 18. ROBERT BATTY
Right: *Union of South Africa* is seen in full flight at Burrs on January 19. ROBERT FALCONER

Work carried out included repairs to tender bearings and springs, piston packing renewal, vac injector repairs-injector work, and a boiler washout prior to 4-6-2 running light to Carnforth, where it was booked for a proving run around the West Coast test circuit on February 4.

Assuming its performance was up to the mark, the A4 will have made its first public appearance of the year on the national network, working the return leg of the Railway Touring Company's 'Valentines White Rose' from York to Ealing Broadway on Saturday, February 15.

Coming up next, the engine is due to work the Railway Touring Company's 'Cotswold Venturer', from Paddington to Worcester on Saturday, February 22 and 'The Yorkshireman' from Ealing Broadway to York on Saturday, March 7.



No. 60009 crosses seven-arch Roche Viaduct (Bridge 13) between Bury and Heywood on January 18. ALAN WEAVER

Minehead rock 'n' roll show to beat cancer

THE public is being invited not only to a 1960s rock 'n' roll spectacular in aid of cancer charity Hope for Tomorrow, but to travel to the event along the West Somerset Railway.

Being held on Saturday, May 30 at the Regal Theatre, Minehead, the event is the first anniversary follow-up to last year's hugely successful world premiere of the film *Chance Encounter*, which raised almost £27,000 for the charity.

One of the stars of the show is singer Adrienne Hale, a relative of none other than George Stephenson. Another is Cliff Hall, keyboard player for Cliff Richard's backing group the Shadows. Set in the late 1950s, the show is a gentle love story about a young couple who meet on a steam train one summer.

A 10-coach steam train, including the 'Quantock Belle' dining coaches, will run from Bishops Lydeard to Minehead for the event.

→ Tickets for the journey, lunch and tea and the show are available at: www.chanceencounterfilm.co.uk Show-only tickets are available from the Regal Theatre in person, on 01643 706430 or at www.regaltheatre.co.uk

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S160 No. 2253 *Omaha* leads sisters No. 6906 and 5197 in the triple header at the end of the February 1 proceedings.

KENNY FELSTEAD

Second time lucky: three S160s meet in UK first

By Robin Jones

THE Churnet Valley Railway's first attempt to run three USATC S160 2-8-0s together in the UK since the 1940s was cancelled at the last moment when a freak rainfall not only drowned out the Super Power Saturday event on October 26, the morning before it got underway, but washed away large amounts of ballast, leaving rails suspended in mid-air.

The flooding was caused by a breach of the Caldon Canal, which stopped the three locomotives from reaching Kingsley & Froghall station,

where the coaching stock had been taken. Instead, the locomotives returned to Cheddleton for static display.

The loss of the landmark event proved a double setback for the Staffordshire line, which hoped to use money raised from it towards the £1 million needed to complete its new extension to Leek.

However, Super Power Weekend Take 2 on February 1/2 was a very different story indeed. The track and breach had been repaired, and Greg Wilson's home-based Nos. 5197 and 6046 were joined in steam by Peter

Best's No. 2253 *Omaha* before it moves to its new home on the award-winning Dartmouth Steam Railway.

There were four nonstop return journeys each day, commencing from Kingsley & Froghall and departing for Ipstones and back, giving 20 miles of S160 haulage. Each return journey was operated by a different pairing of S160s, with a cavalcade of all three ending the proceedings.

The successful event is also believed to be only the second time anywhere in the world that three S160s have run together in the heritage era.



Triple-heading S160s in the Staffordshire Moorland sunset on February 1. ROBERT BATTY

Hybrid diesel locomotives to power 'greener' trains up Snowdon from May

TWO new hybrid diesels will enter service on the Snowdon Mountain Railway in May, following a £1.1 million investment by operator Heritage Great Britain.

As previously reported, the locomotives have been developed by Clayton Equipment Ltd. They will haul passenger trains alongside the line's traditional

steam and diesel equivalents.

The new locomotives will be driven by maintenance-free electric motors, which will be powered by traction battery and a diesel generator. On their descent from the summit, the diesel generator in the locomotive will be switched off while service braking recharges the battery, preparing

the engine for its next ascent.

The new diesel generator engines are Euro 5 standard and are more fuel efficient and produce lower emissions than the existing diesel fleet, reflecting a commitment by Heritage Great Britain to reduce its carbon footprint.

The line's senior engineering manager Mike Robertshaw said:

"This is a significant investment in new technology, which will not only allow us to carry more passengers but also allow us to help the environment. This is just the beginning of further investment in Snowdon Mountain Railway as we make it sustainable for the years ahead. It's an exciting time for us all."



Above: Car No. 5, the sole survivor of Stockport Corporation's tram fleet, operating during Lightopia in Heaton Park. HEATON PARK TRAMWAY



Right: Token gesture: The fireman of LNER B1 No. 1264 and Goathland's signaller prepare to exchange tokens in a Boxing Day scene on the North Yorkshire Moors Railway. The B1, which was heading a short engineering train, is passing another 4-6-0, SR S15 No. 825, on the 1.30pm Grosmont to Pickering service. GEOFF COURTNEY

Rewarding year for more heritage venues

By Robin Jones

MORE heritage railways and museum venues have reported a bumper year for passenger numbers and income.

The North Yorkshire Moors Railway, for long Britain's most popular heritage line, saw traffic figures of around 300,000 up by 1.9% on the 2018 figure.

Didcot Railway Centre recorded total visitors of 43,868 – up 19% on the previous year.

The North Norfolk Railway's overall passenger numbers for the year ending January 31 were 164,000 – 7% up on 2018/19. The numbers were boosted by 12,000 travelling on the 'Norfolk Lights Express' illuminated train which was so successful that it will be repeated next Christmas.

Christmas records broken

The Gloucestershire Warwickshire Railway carried around 125,000 passengers – a drop on the 144,000 in 2018 when the award-winning extension to Broadway was opened – but far more than the 101,000 in 2017. Santa specials once again broke records with nearly 11,500 tickets sold in the festive season just gone. "It's an astonishing achievement for an organisation that's run and operated by volunteers," said commercial director Graham Radband.

Despite the loss of its spring steam gala and other running days due to the need to upgrade its running line, the West Somerset Railway ended the year £21,000 over budget.

Visitor numbers fell 14% from 181,903 in 2018 to 155,198 in 2019, yet the line's total income, including retail was £2,878,761, compared to the forecast of £2,857,284.

In the nine months from April to December 2019, the railway made a profit of £615,000.

The East Lancashire Railway carried around 180,000 visitors throughout 2019, a drop on the previous year's record high of 205,000 visitors, partly due to the visit of A3 Pacific No. 60103 *Flying Scotsman* in 2018.

The South Devon Railway was pleased with its performance, which saw revenue soar by £120,000 over the previous year's figure, even though the passenger figure of 83,527 was 1% down. Its success came largely as a result of holding two Thomas events in the year, plus Sunday dining trains and successful Santa services.

The Heaton Park Tramway in Manchester has celebrated a record year of operation in 2019, despite metal thieves rendering it inoperable in September by stealing the overhead wires.

However, due to a quick response

from the rail industry and a crowdfunding appeal, the damage was rectified and the tramway reopened a month later.

During the line's mid-November to December 31 festive season operation, thousands of passengers were carried every weekend as part of the park's illuminated Lightopia Festival, an event which was the first of its kind in Europe. It brought lighting over from China, sponsored by the Chinese Government for the first year of a three-year contract and attracted more than 35,000 visitors. Many passengers travelled on illuminated trams – a tramway equivalent of the 'Train of Lights' concept evolved by the ward-winning Dartmouth Steam Railway.

Whirlwind year

Heaton Park Tramway Company chairman Keith Whitmore said: "2019 has been a whirlwind year for our tramway with both tragedy and celebration and to finish the year on such a high with record takings has been truly magnificent."

To mark the 40th anniversary of the opening of the heritage tramway on October 28, and for the second year of Lightopia, it is hoped to bring an illuminated tram from Blackpool just weeks after the resort's illuminations have finished.

Rother Valley Railway public inquiry to last 16 days

A DATE has been set for the forthcoming Department for Transport public inquiry into the Rother Valley Railway's bid to link to the Kent & East Sussex Railway by building a level crossing over the Robertsbridge bypass – and it is expected to last for 16 days.

A pre-inquiry meeting is due to start at 10am on February 24, in the Woodlands Enterprise Centre in Flimwell, East Sussex. It will discuss the practical arrangements for the inquiry, set out its programme and clarify its scope, without discussing the merits of the proposals.

It will be followed by the inquiry, which will start at 10am on May 26, with the first four days taking place at Robertsbridge Community College in Knelle Road, Robertsbridge, under Inspector Ian Jenkins CEng, MICE, MCIWEM. The rest of the inquiry will be held at the Woodlands Centre.

For the second week of the inquiry and afterwards, a private bus will run from Robertsbridge railway station to the Woodland Centre at 9.30am, returning at 4.30pm, for members of the public who do not have their own transport.

The inquiry will look into the application for the Rother Valley Railway (Bodiam to Robertsbridge Junction) Order under the Transport and Works Act 1992.

The Office of Road and Rail has been reviewing the proposals to consider whether they justify a departure from its policy of no new (or reinstated) level crossings, and expects to issue an opinion in early 2020.

Once issued, the opinion will be available at rother-valley.persona-pi.com

Ivatt tank joins Bluebell gala line-up

IVATT 2MT 'Mickey Mouse' 2-6-2T No. 41312 will be the second guest engine at the Bluebell Railway's April 3-5 Branch Line Weekend.

Crewe, 1952-built No. 41312, visiting from the Mid-Hants Railway, will line up alongside Taff Vale 0-6-2T No. 85 from the Keighley & Worth Valley Railway.

Also rostered will be home-based SECR H 0-4-4T No. 263, SECR O1 0-6-0 No. 65, SECR P 0-6-0T No. 178, BR Standard 4MT 2-6-T No. 80151 and SR Q 0-6-0 No. 30541.

IN BRIEF

→ A NEW group has been formed to ensure part of the Darlington & Stockton Railway line is not overlooked during celebrations marking its 200th anniversary. The Etherley Incline and Witton Park Colliery Group, set up at a public meeting in High Etherley in January, will focus on the section from Witton Park to the now-disused level crossing at St Helen Auckland, part of which is a scheduled ancient monument.

→ NEMESIS Rail's No. 31128 *Charybdis*, currently the only class member authorised for use on Network Rail metals, has been added to the Chinnor & Princes Risborough Railway's March 27-29 diesel gala for which Nos. 08825, 31163, 33201, 37227 and 55019 *Royal Highland Fusilier* are also rostered.

→ ROAD improvements at the junction of Park Row and The Headrow in Leeds recently exposed buried tram tracks from the city's tram system which closed in 1959. The tracks were part of the route to Lawnswood.

→ LANCASHIRE & Yorkshire Railway 0-6-0ST No. 752 has been repainted in mock BR livery as No. 51456 following overhaul and will appear as such in the East Lancashire Railway's March 6-8 spring steam gala.

→ CLASS 44 Peak No. 44004 *Great Gable*, which ran at the first-ever Severn Valley Railway diesel gala in 1987, will be attending the corresponding event on May 14-17 from the Midland Railway-Butterley.

→ PRIVATELY-owned BR 4MT 2-6-4T No. 80078 is to visit the Spa Valley Railway in February and March and Southern Locomotives Ltd's Austerity 0-6-0ST *Norman*, fresh from overhaul in Longmoor Military Railway blue livery will arrive later in the year, while the operating agreement for Class 31 No. 31430 *Sister Dora* will now run to January 2024.

Locomotion No.1 – move to Shildon splits North East

By Robin Jones

THE National Railway Museum has defended itself after a raging battle split the 'cradle of the railways' over plans to move *Locomotion No. 1* – one of the world's most iconic early steam locomotives – from its long-time home in Darlington to the Locomotion museum in Shildon.

The move, announced in advance of major celebrations to mark the 200th anniversary of the opening of the world's first public steam-hauled line, the Stockton & Darlington Railway (SDR), in 1825, is part of the NRM's new £4.5 million plans to expand its Locomotion outreach station. Construction will begin in October 2021 on a 4000sq m second building to nearly double the covered space, housing an extra 40 vehicles from the National Collection – the building due to open to the public in September 2022.

Locomotion No. 1, part of the National Collection, is on loan to the Head of Steam museum in Darlington – which, as reported last issue, is itself the centrepiece of £50 million plans to develop a Rail Heritage Quarter as an international visitor destination in time for the bicentenary. However, the NRM plans will see the locomotive travel to Shildon in 2021 when the existing loan period ends, and it will be displayed as the focal point of Locomotion's redevelopment.

The proposed move of George and Robert Stephenson's *Locomotion No. 1* which headed the first steam-hauled passenger train on the SDR, has prompted a massive backlash in Darlington, with the town's new Conservative MP, Peter Gibson, asking Culture Secretary Nicky Morgan to step in.

The mayor of Darlington, Coun Nick Wallis, vowed to leave the NRM "in a world of pain" for planning to take the locomotive away from its home of the past 160 years, and issue a rallying cry to the town's residents to fight the move all the way.

"It appears on the town coat of arms, the borough council's badge and on the mayor's chains," he said. "*Locomotion No. 1* has a totemic status in Darlington.

Kick in the teeth

"It is unbelievable that having tried to work with the NRM in preparations for 2025, with a great deal of harmony with Durham and Stockton, that this could be pulled out of the hat now really feels like a kick in the teeth, not only for this town, but all the partners who have been working so hard to have a harmonious 2025 celebration.

"What the NRM need to know is that they are going to be in a world of pain if they continue to pursue this ill-judged plan. Wherever I go as mayor and talk about the railways I will be raising this.

"The NRM needs to know this isn't something that's going to happen in a year or so and go away, we will fight tooth and nail to keep our history in our town. God forbid it does move, we will continue fighting and campaigning until it is returned."

The mayor spoke before a meeting of Darlington Borough Council saw councillors of all parties vote unanimously to use "all and every means available to it to oppose" the move and expressed outrage over it.

Council leader Coun Heather Scott said: "It's unthinkable to imagine *Locomotion No. 1* anywhere else but Darlington for the bi-centenary. I would welcome the prospect of talks with the NRM – the case for keeping *Locomotion No. 1* in Darlington is not just persuasive, it's compelling."

However, the head of Locomotion, Sarah Price, said: "On September 27, 1825, George Stephenson's *Locomotion No. 1* set off from outside the Mason's Arms public house in Shildon – just a short distance from where the museum is now based. This pioneering locomotive hauled the first train to Stockton, cementing Shildon's place as the 'Cradle of the Railways' – the world's first, true railway town.

"The decision to bring *Locomotion No. 1* to our museum in Shildon is an important part of a wider plan to regenerate the site which will see significant investment in the existing historic buildings and

the construction of a 4000 square metre new building to showcase our collection.

"We understand the engine's emotional connection to the people of Darlington, and we will continue to work with Head of Steam and Darlington Borough Council to ensure the museum has a positive and sustainable future, providing support and access to collection items.

"However, the story of the SDR is about much more than a single locomotive, or a single location and the bicentenary is a celebration of railway heritage across the whole region.

Best place

"As the starting point of the famous journey, close to the exact spot where railway history was made and the home of *Locomotion No. 1* during most of its working life, we believe Shildon is the best place for the locomotive to mark the bicentenary and beyond.

"Locomotion No. 1 is part of the National Collection and is not owned by Darlington Borough Council or Head of Steam. Historically it has an unbroken history of railway company ownership, before passing to the NRM which first loaned the locomotive to Darlington Railway Museum (now Head of Steam) in 1975.

"The current agreement loaning *Locomotion No. 1* to Darlington Borough Council is due to expire at the end of March 2021 and discussions between the council and the Science Museum Group regarding the future of the engine have been taking place for many months, dating back to February 2019.

"The council was first informed of firm plans to move the locomotive at a meeting on September 11 – almost 18 months before the expiry of the current agreement. During these conversations we have been keen to help Head of Steam properly tell Darlington's railway story which includes the other National Collection objects in their care."

Backing for the Darlington contingent has come from Steve Davies, the former head of the NRM who organised one of the most successful events in its history, the award-winning 2013-14 Great Gathering of all six surviving LNER A4 Pacifics, including the two exiled at museums in North America.

He said: "Darlington has been the home of *Locomotion No. 1* in its current form for the best part of 163 years. Restored at the private expense of Joseph Pease following its



Locomotion No. 1 was used in the 1925 celebrations, but using a petrol engine rather than steam. It is seen at Stockton station. SCIENCE MUSEUM GROUP



Vital repairs to Grade II listed buildings underway on the Locomotion site at Shildon on January 23. NRM

final duties as a stationary pumping engine, the Pease family's express intention was for the locomotive to be proudly displayed in Darlington, an objective which may be about to end, should the NRM go ahead with its plan to take it to its namesake museum at Shildon for display as part of the recently-announced £4.5 million development.

"Such is the strength of the historical ties with the town that the locomotive is even incorporated in Darlington's coat of arms, and for the best part of the last two years it has openly and transparently featured as a central element of the Tees Valley-funded £20 million development of the Darlington Heritage Quarter, an initiative which will significantly underpin the delivery of a major series of commemorative events in 2025.

"It has therefore come as something of a surprise that the NRM has announced the move of the locomotive to Shildon so comparatively late in that process and after the public announcement that the Darlington Heritage Quarter project was to proceed.

"The NRM claims to own the locomotive, by which they mean it is accessioned to them, but this only occurred in the 1960s, so for c110 years it was 'owned' by someone else. I would contend that the NRM does not actually own any of its collections, rather they care for them on behalf of the nation – i.e., the general public – which is the true owner.

Historical significance

"Most debates surrounding the National Collection are comparatively low-key, attracting little attention, but with a locomotive of this national historical significance the debate as to its future should therefore have been a wide ranging national one, drawing together a broad range of interested bodies and academics, to arrive at a well-argued, reasoned and intellectually defensible plan.

"Simply ordering its move on the basis of a one-sided historical claim cannot be right. For example, for the NRM to contend that Shildon is its natural home because that's where the first train departed from on

September 27, 1825 requires further independent analysis and debate. It could be argued that Stockton was more important because that's where the coal was to be delivered to, the whole economic basis of the line, and certainly Manchester was viewed as the key end of the line on the Liverpool & Manchester, despite the first train setting off from Liverpool.

"*Locomotion No. 1* was not a product of Shildon, and was certainly not 'shedded' there, given that its operational remit was the full length of the line and that it would have laid over in Stockton between turns just as much as in Shildon. By natural extension of the NRM's argument, *Rocket* ought to be on permanent display at Liverpool Road Station in Manchester, rather than at the NRM in York.

"Given the potency of this subject to stir passion, an instinct for tact, communication and diplomacy ought to have suggested that a more sensitive approach would have paid dividends, and that a lengthy period of debate and negotiation, recognising the fact that the NRM has had nothing whatsoever to do with the engine for the last 163 years, save the occasional loan condition inspection, would result in an equitable and balanced solution.

"The NRM has announced its plan in a way suggesting there to be no room for further debate. Let's hope that the debate can be reopened and that the best interests of the locomotive are served.

"Given that it has resided in Darlington for over one-and-a-half centuries, I firmly believe it should now be for the NRM publicly to argue the case for its move to Shildon – rather than for Darlington to have to campaign for its retention – and to consider compromise. Natural justice demands nothing less."

Plans to boost Locomotion

Not only will the NRM's plans for Locomotion see the construction of a second exhibition hall, and the permanent display of *Locomotion No. 1*, but will also involve the repair and rejuvenation of the site's historic buildings.



***Locomotion No. 1*'s historic first passenger-carrying run in 1825 depicted in this 1949 painting by Terence Cuneo. SCIENCE MUSEUM GROUP**

Its unique Grade II listed buildings include the former home of Timothy Hackworth, the first locomotive superintendent of the SDR, as well as sheds and workers' cottages.

The £1.6 million project to repair the buildings started in January and all of them are due to be restored by the end of the year.

Opened in 2004

Locomotion was opened by Prime Minister Tony Blair in 2004, as a partnership between Sedgefield Borough Council and the NRM, with funding from both partners and the Heritage Lottery Fund. It currently welcomes around 200,000 visitors each year and is England's most northerly national museum. It recently celebrated its 15th birthday with a gala event, drawing in excess of 3500 people in one day.

Science Museum Group trustee Sir Peter Hendy, said: "It's remarkable how far Locomotion has come since it opened back in 2004. I've been impressed to see it punch well above its weight, with innovative exhibitions

like Tim Peake's Soyuz capsule and forward-thinking acquisitions, from the HST to the Pacer.

"As we head towards once-in-a-lifetime railway anniversaries, the development of the Building Two project and the homecoming of *Locomotion No. 1* will give the museum even more opportunities to put the heritage of Shildon and the North-East on the map, and to make 2025 a truly national celebration with a global impact."

Museum head Sarah Price said: "Our ambitious plans will see significant investment in the existing site's historic buildings, the construction of Building Two to showcase our collection and the display of *Locomotion No. 1* – one of the world's most significant engines.

"We will continue to work with Head of Steam and other organisations across the region, and the country, to ensure that celebrations for the Bicentenary of the SDR in 2025, bring the world's attention to the North East's role in the global railway revolution."



Locomotion head Dr Sarah Price at the Meet the Museum event on December 6. NRM



Former NRM head Steve Davies has called on the museum to compromise over the proposed move of *Locomotion No. 1*. ROBIN JONES



The Cradle of the Railways marker at the Masons Arms, Shildon, the point where passengers first embarked on a steam-hauled passenger train when *Locomotion No. 1* made its way to Stockton in 1825. SCIENCE MUSEUM GROUP



New Zealand Railways V 2-6-2 No. 127 safe back on dry land after 93 years, and publicly displayed in the Lumsden railway station precinct. LUMBSDEN HERITAGE TRUST

Manchester loco lifted from New Zealand river 93 years on

By Robin Jones

A LOCOMOTIVE built in Manchester in 1885 has been lifted out of the bottom of a river where it had lain for 93 years.

In an operation costing £80,000 on Wednesday, January 29, New Zealand Railways (NZR) 2ft 6in gauge V class 2-6-2 No. 127 was hauled out of a tributary of the Oreti River near Lumsden in the country's Southland

region of South Island in an operation that had been planned for six years. Its tender had been raised from the river the day before.

Survivors

The Lumsden Heritage Trust had also hoped to recover sister locomotive No. 126, but the operation proved too difficult on the day, and members had to leave it for a future retrieval bid. The

pair are believed to be the last survivors of the class.

Both locomotives were part of a class of 13 built by Nasmyth, Wilson and Company as an enlarged version of NZR's K class 2-4-2s which had appeared in 1877. They were ordered in response to a heavy increase in passenger traffic in the 1880s, but it took the Manchester builder seven years to deliver them, and they were

then found to be too heavy for the routes on which they were to operate. By the time they had been modified with their weight reduced, the V class had been superseded by the similar US-built N class.

Withdrawals of the V class began in 1925. Nos. 126 and 127 as substantially complete hulks were tipped into the river at Mararoa Junction for use as flood defence measures, because scrap metal prices remained low following the First World War. The disposal of scrap locomotives for use as flood defence barriers was commonplace in the country at the time.

Restoration

Several tons of silt were removed from the locomotive before it was hauled out using a 110-ton crane. Workers used water jets to blast the mud and silt from it and then used a hoe to hack through willow roots which had grown around it.

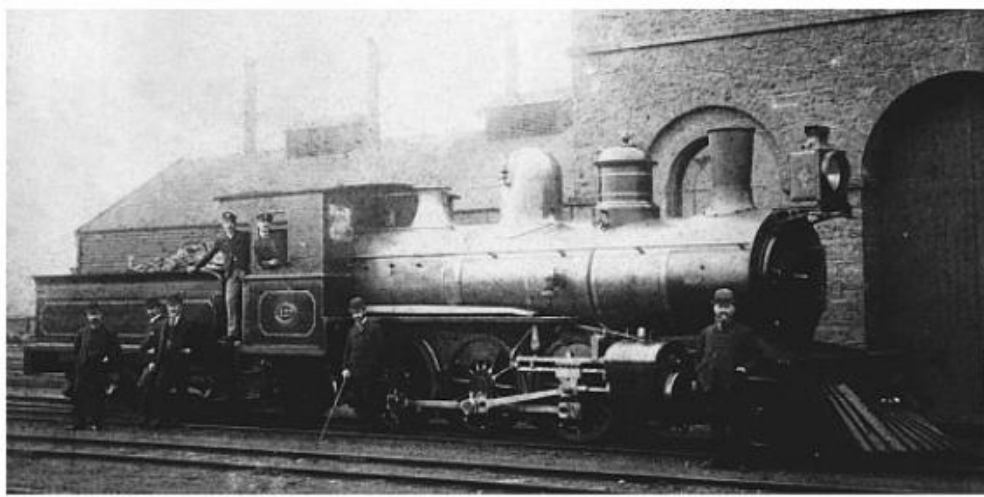
Trust chairman John Titter said that when No. 127 was first lifted, its wheels turned, and also the running boards were still intact. "It was a mammoth task," he said.

The 32-ton locomotive and its tender are now sitting on their wheels and bogies on a specially-built siding at the Lumsden railway station precinct in what was the locomotive's original home town, where a crowd gathered to watch its arrival.

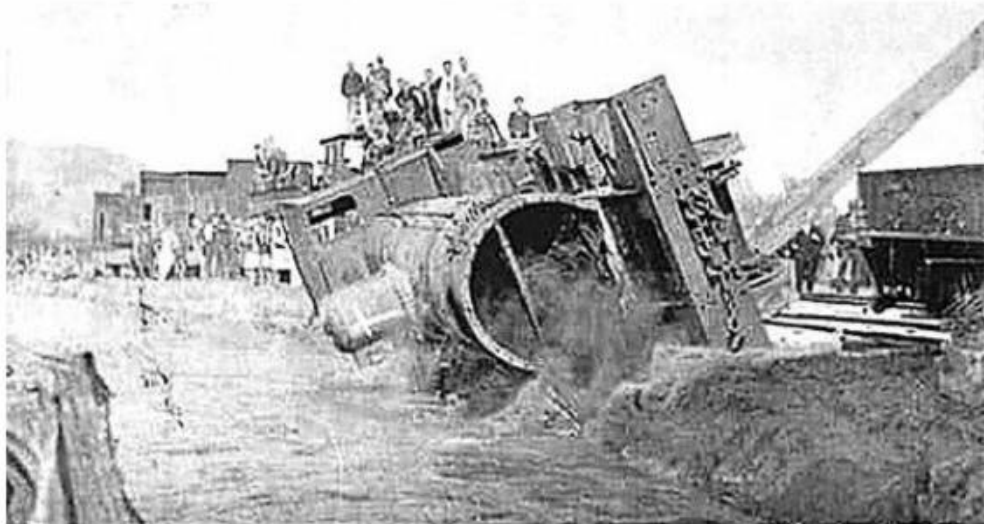
No. 127 is set to be restored as a static exhibit. There are no plans to try to rebuild it as a working locomotive, as has happened with similarly-dumped locomotives elsewhere in the world.



Workers blast 93 years of silt from No. 127 before craning it out of the riverbed mud. LUMBSDEN HERITAGE TRUST



Manchester-built New Zealand Railways V 2-6-2 No. 127 in its running days.
LUMBSDEN HERITAGE TRUST



One of the V class locomotives being dumped in the Oreti River in 1927.
LUMBSDEN HERITAGE TRUST



No. 127 finally rises from the mud. LUMBSDEN HERITAGE TRUST



Airborne at last: No. 127 being craned out of the river and on to a low-loader.
LUMBSDEN HERITAGE TRUST

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Fleetwood revivalists may see Whitehall reopen their line instead

By Robin Jones

LANCASHIRE revivalists may be stopped in their tracks as far as their 14-year-old dream to reopen the railway between Poulton and Fleetwood goes – because the Government may do it for them.

The Poulton & Wyre Railway Society was formed in 2006 to reopen the mothballed line, which was officially opened on July 15, 1840 but closed to passengers in 1970 and freight in 1999.

Part of the Lancashire & Yorkshire Railway, it helped Fleetwood grow into one of the largest and most successful fishing ports in Britain. The branch runs from a junction with the Blackpool to Preston line at Poulton-le-Fylde to Jameson Road bridge in Fleetwood.

The society owns operational 1955-built Fowler 0-4-0 diesel shunter No. 4210108 and a Class 108 DMU which is under restoration, along with several items of rolling stock.

With an election looming, Prime Minister Boris Johnson met with the

society's officials at Thornton station on November 15 and saw for himself the progress that had been made on the revival of the line.

He pledged to make £100,000 available for a feasibility study as part of a planned £500 million strategy to restore closed lines.

Following the Conservative Party's election win, Transport Minister Grant Shapps visited the Fylde coast to launch that strategy.

He met with society chairman Brian Crawford and others at Thornton station on January 28, and said that the line would be the first to be restored. The promised feasibility study will now examine options for both light and heavy rail. Alternatively, it could become part of a Fylde Coast tram loop.

Mr Shapps said: "We want to do this within the lifetime of the Parliament.

"We are determined to move it ahead very fast. I have been listening to the views of local MPs like Paul Maynard, Ben Wallace and others but it will be a local decision as to how to proceed with it.



Transport minister Grant Shapps (front, third from left) launches the Government's 'Beeching reversal' strategy at Thornton station on January 28. Far right, front row, is Poulton & Wyre Railway Society chairman Brian Crawford. DfT

"The Beeching cuts are emblematic of those cut off and left behind and that's what we want to reverse."

Another line listed under the strategy for potential reopening is Ashington and Blyth Valley to Newcastle-upon-Tyne. That announcement came after Blyth Valley elected a Conservative MP for the first time in its history at the December election. Devon County

Council has already declared it will be making a bid for funding for the reinstatement of the Bere Alston to Tavistock line.

However, the Labour Party has criticised the strategy, saying that £500 million would help reopen only 25 miles of railway, while the Rail, Maritime and Transport union said that the funds were just a "drop in the ocean".

Daylight robbery foiled at Ingrow

METAL thieves who tried to raid the Bahamas Locomotive Society's shed at Ingrow on the Keighley & Worth Valley Railway on New Year's Eve were stopped in their tracks.

Volunteers at the adjacent Vintage Carriages Trust Museum called the police after seeing a low loader turn up before the occupants began moving materials from the rear of the shed.

When challenged, the thieves said that they had permission from Ingrow station staff – despite the fact the railway was closed. The police turned up and the thieves ran off in different directions, but were all arrested. The low loader was impounded. CCTV footage was handed to the police and the society is pressing for a prosecution.

Society chairman Keith Whitmore said: "It is unbelievable that thieves could drive into Ingrow yard and start to load scrap and other materials which were definitely not scrap and then cheekily say they had permission to remove items. I would like to thank West Yorkshire Police for their prompt action.

"Far too many heritage railways are being targeted by thieves hoping to cash in on materials which are often irreplaceable items and bring in just a few pounds in scrap value."

First Garratt to resteam this year under fast-track deal

A FRESH agreement between owner the Ffestiniog & Welsh Highland Railways (Ff&WHR) and the Statfold Barn Railway will see K1, the world's first articulated Garratt, undergo a fast-track restoration so it can return to steam this year.

As reported in issue 262, the 111-year-old Beyer Garratt 0-4-0+0-4-0 was sent to the private venue near Tamworth for cosmetic repair and long-term public display.

However, the narrow gauge fraternity expressed a desire to see the engine back in action.

The Ff&WHR had neither the funding nor the resources to bring K1 back in to traffic for at least four years, and even then it would only see occasional use.

At the same time Statfold Barn was keen to have a larger locomotive available.

By working together, a solution has been arrived at whereby Statfold Barn will carry out the work required immediately and K1 will be made available to the Ff&WHR free of charge for selected periods each year.

Ffestinog Railway Company director Mike Hart commented: "It is so refreshing to cut through all the red tape usually associated with locomotive deals and to get



K1, which was supplied new for use in Tasmania, in steam at Dinas on the Welsh Highland Railway on September 6, 2013. ROGER DIMMICK / WHR

things moving on the overhaul straight away. This is a great example of how things can work in the heritage railway world if we put our minds to it."

Statfold Barn trustee Henry Noon said: "This is a win-win situation for everyone involved. Statfold Barn has always appreciated the support of the narrow gauge community and we really look forward to making K1 available to them at out

forthcoming open days. K1 will be a valuable addition to our loco roster and adds greatly to the narrow gauge story we are telling with our variety of locomotive types on display and in action."

Work has already started on the 10-year overhaul of K1. The intention is for its to appear at Statfold Barn first and then transfer to the Welsh Highland for what will be a visit in the late autumn.

By Robin Jones

A large, ornate, multi-colored mechanical display, possibly a parade float or a complex clockwork model, featuring a central figure in a blue suit, a large red umbrella, and various mechanical components like gears and wheels. The display is set against a dark background with a grid-like ceiling structure.

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The opportunity to obtain most of these items will not occur again, so without these components the construction of 10000 is simply not possible. It is critical that we raise additional funds to hire the necessary cranes and transport during the limited time in which the equipment will be available to us.

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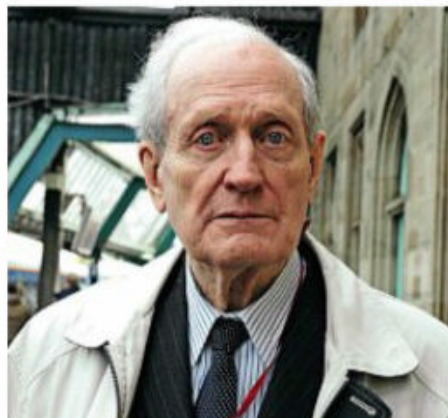
Tributes paid to Ron Cotton, 88, one of Settle & Carlisle's saviours

By Geoff Courtney

RON Cotton, the British Rail manager who, in the early 1980s, was tasked with organising the closure of the Settle to Carlisle line but emerged as its champion, has died at the age of 88.

His defence of the iconic line thwarted BR's determination to close one of the most famous and scenic railways in the country, and the fruits of his endeavours are still enjoyed today by many, not least steam enthusiasts in the UK and around the world.

Ron, whose father served with the RAF in both world wars, was born in London in November 1931 and grew up in High Wycombe. Passionate about trains from an early age, he joined BR on leaving the town's Royal Grammar School, and spent his National Service on the Longmoor Military Railway in Hampshire.



After a number of operational and commercial roles with BR and gradual promotions, including spells in Scotland and Newcastle, he was appointed divisional passenger manager at Liverpool in 1971.

One of the high points of his time there was the commercial organisation of the 150th anniversary celebrations of the opening of the Liverpool & Manchester Railway, which included a spectacular cavalcade of rolling stock at Rainhill in May 1980, including replica locomotives *Rocket*, *Sans Pareil* and *Novelty*.

Regional household name

Following this success, Ron was seconded to take charge of the arrangements for the withdrawal of passenger services on the Settle-Carlisle line, and thus the seed was sown for a chapter in his railway career that would make him

Railway survivor: Ron Cotton, who was at the heart of the successful efforts to prevent the closure of the Settle-Carlisle line in the 1980s, at Carlisle station on April 11, 2014, during the 25th anniversary celebrations of the line's reprieve. The then 82-year-old Ron was joined at the event by former Transport Minister Michael Portillo, who also played a role in saving the line.

NIGEL MUSSETT

a household name in many homes both in Cumbria and around the land.

The 72-mile line, which was opened by the Midland Railway in 1875 as part of a link between London and Scotland, was in a sorry state at that time, and was described by one senior BR official as a "73-mile (sic) museum".

The famous Ribbleshead viaduct was in need of repairs that, according to BR would cost £6-7 million, there was just a handful of trains per day, all but two stations were closed, and a lack of investment was visible everywhere.

However, Ron had other ideas, perhaps because his entrepreneurial mind could sense potential, or maybe he simply didn't buy in to the official BR line.

Former BR director David Ward, who first met Ron at Longmoor Military Railway on National Service in 1951 and subsequently encountered him on a number of occasions during their respective railway careers, said Ron's appointment in the S&C role was "a mystery".

"He had the experience and ability for the task, but he was one of BR's best divisional passenger managers and there was a shortage of such experienced staff with the necessary marketing flair," said David.

Marketing plan

"Ron carried out diligently all the procedures and processes necessary for closure."

However, this was a very drawn-out operation, and Ron took advantage of delays to develop a marketing plan for the line that included a new fares structure. This was so successful that the two trains per day in each direction was increased to five and they were locomotive-hauled with five or more carriages.

In addition, some of the intermediate stations that had been closed except for a very limited service were fully reopened, steam railtours were encouraged, and 28,000 public objections to the closure plans were lodged, while there was a seminal moment in the campaign to keep the line open with the formation in 1981 of the Friends of the Settle-Carlisle Line.

Gradually, the tide was turning, and at its heart was Ron Cotton, who was employing his well-honed marketing skills to such great effect that between 1983 and 1986, the line's annual passenger numbers soared from 93,000 to 450,000.

BR was on the back foot and, in December 1983, matters worsened for the company when notices it had posted at the stations announcing the end of passenger services on the line from May 1984

Thornbury Castle to be restored to run on the Great Central

THE Great Central Railway (GCR) has had a Castle added to its fleet.

An unnamed major supporter of the line has bought unrestored Barry scrapyard hulk WR 4-6-0 No. 7027 *Thornbury Castle* from West Somerset Railway plc chairman Jonathan Jones-Pratt's company JJP Holdings.

Under the sale and purchase agreement, No. 7027 is to be restored at Loughborough works on GCR under chief engineer Craig Stinchcombe and will run there for the duration of its next 10-year ticket. It was due to be delivered to the GCR from Williton Works in early February.

The private buyer has confirmed that it will not be made available for any mainline operation. Jonathan, who decided to sell the locomotive after buying WR 0-6-0PT No. 9466 from the family of the late Dennis Howell last year, said: "We are obviously sad in many ways to lose this iconic engine from the group but, at the same time, very pleased, as I always wish to see the right decision being made for these wonderful engines.

"For me, this is a good move for *Thornbury* and we have been pleased to play a key part in ensuring the engine is restored as a Castle and we

are satisfied that there is the right commitment to rebuild the locomotive to the right standard.

"We wish the Great Central team well with the project and, personally, I welcome the chance to help them along the journey."

Built in 1949 at Swindon Works, No. 7027 was initially allocated to Plymouth Laira, before moving to Old Oak Common in January 1951, from where it was a frequent performer on 'The Bristolian' and



It has been in the heritage sector for nearly half a century, but still-unrestored No. 7027 *Thornbury Castle* will, at long last, undergo a major rebuild at its new Great Central home. GCR

other named expresses. It also headed Channel Islands boat trains from Weymouth and holiday expresses to Devon and Cornwall from Birmingham Snow Hill. May 1960 saw No. 7029 moved to Worcester from where it worked the 'Cathedrals Express' to Paddington. Last overhauled at Swindon in August 1963, it was transferred to Reading from where it was withdrawn in December that year.

No. 7027 arrived at Dai Woodham's scrapyard in May 1964 and in August 1972 it became the 23rd locomotive out of 213 bought from Barry for heritage purposes, bought by Birmingham Railway Museum as a source of spares for its other Castles.

It was sold on to the Waterman Railway Heritage Trust and remained in scrapyard condition during stays at Crewe Heritage Centre and Peak Rail until bought by JJP Holdings in July 2016 and moved to Somerset.

GCR managing director Michael Gough said: "We are very proud that the new owner has chosen to have it restored in our works and for it to run here once completed.

"This is a major project and will involve significant hours and expense but we are ready for the challenge and looking forward to its arrival."



Jubilee line: LMS Jubilee class 4-6-0 No. 45690 *Leander* heads south past Greengates between the Settle to Carlisle line stations of Kirkby Stephen and Garsdale on September 14, 2019, with a Steam Dreams' excursion. ROBERT FALCONER

had to be withdrawn because they contained a legal error.

In April 1989 came the news that campaigners had fought long and hard for – Transport Secretary Paul Channon had formally refused the line's closure.

There were celebrations on the fells and in the valleys, and Ron was justifiably hailed as a hero, while Channon's deputy, Transport Minister Michael Portillo, received praise too for his backroom role in helping to save the line.

Following his retirement Ron, who revealed after the reprieve that his

bosses never challenged him or made any attempt to prevent his marketing initiatives despite all the publicity they received, became a transport consultant, but retained links with the line for which he was principal saviour by becoming a vice-president of the Friends.

A joy to be with

"I worked very closely with Ron when he was at Liverpool as at the time I was regional passenger marketing manager at Euston," added David Ward, who is also a Friends' vice president.

"He was very much his own man,

he did not like authority, and was not afraid to put his head above the parapet. He was also a person who was a joy to be with, and could always be guaranteed to liven up discussions at dull meetings."

Mark Rand, who was Friends' chairman from 2006 to 2011, described Ron as "a towering figure in every sense in the renaissance and ultimate reprieve of the line" who deployed his marketing skills and innovative mind to reversing the line's fortunes.

"He was left alone with the closure remit, yet introduced cheaper

fares, more usefully timed trains to a revised timetable, encouraged steam and excursion trains, and – astonishingly for a line due to close – facilitated the reopening of no fewer than eight stations. Thirty-five years later, the line is well and truly back in business. Ron Cotton's role was pivotal."

Ron, who was married to Sylvia for 64 years until her death last August, is survived by three sons and a daughter.

His funeral was at Landican Cemetery and Crematorium in Birkenhead on February 13.

Lost railway resurfaces on East Sussex beach

HIGH tides and storms have exposed a long-lost section of narrow gauge railway on the coast near the Seven Sisters chalk cliffs in East Sussex.

A section of around 35 yards of rusting track has appeared at Cuckmere Haven, where the River Cuckmere meets the English Channel between Eastbourne and Seaford. Wood and metal sleepers are still attached to the rail.

The track was part of the infrastructure of the East Sussex Transport and Trading Company Ltd. This company operated a sand and gravel extraction business which allowed it to remove beach material from Cuckmere Haven partly with a view to improving the flow of water at the mouth of the river.

After an initial attempt to remove sand and gravel by barge proved to be unsuccessful, a narrow gauge



The exposed section of rusting track at Cuckmere Haven, last used 56 years ago, with the Seven Sisters in the distance. ANDREW DIACK

tramway was built in order to transport material from the beach to a depot at Exceat. This depot is currently used as the car park for entry into the Seven Sisters Country Park.

The licence to build the railway was granted on January 12, 1933. At the start it was agreed that 700 tons of sand and gravel be removed monthly from the beach but, at a

meeting on June 9, 1932, this was adjusted to 4000 cubic yards a week.

The Marine Agency stopped the extraction in 1964 and by September 1965 all the track was thought to have been lifted and the stock sold. The tipping dock and locomotive shed remained in place in April 1968, but by August 1993 even these traces had disappeared.

Rutland museum track relaid

A GENEROUS donation of more than 220 tons of ballast by a local quarry company has allowed Rocks by Rail at Rutland's Living Ironstone Museum near Cottesmore to relay part of its main passenger-carrying line during the winter close season.

A decision to relay the track was taken after signs of subsidence were detected.

The running track was lifted over two weekends and the excavation of the trackbed was completed before Christmas.

One member bought himself a veteran JCB for Christmas to help carry out the work, which is scheduled to be completed by the end of March in time for the April 5 reopening.

→ Anyone who would like to volunteer to help with the relaying is invited to email membershipsecretary@rocks-by-rail.org

Pioneer diesel project's £30k plea for 'essential' parts

By Robin Jones

THE project to build a copy of Britain's first main line diesel electric locomotive has issued an urgent £30,000 appeal to move the last remaining 'major' components required to assemble the locomotive project.

The Ivatt Diesel Re-creation Society, which on December 6 opened its new base at the Centenary Works at Warksworth on the Ecclesbourne Valley Railway, has a unique and one-off opportunity to obtain parts and spares to complete its 'shopping list' of major items for the construction of the new D16/1 No. 10000.

Key components

These key components include traction motors and a large quantity of bogie spares from the Netherlands, cooler groups and electrical equipment including alternators.

"These items are available to us but only if we move quickly – it's now or never," said the not-for-profit society's secretary Andrew Hoseason.

He said: "A year ago we set up our President's Centenary Appeal in order to purchase and move pieces of kit. What we could not have anticipated then was that offers of equipment from various sources would come with the proviso that we removed them all virtually on the same date! A nice problem to have!

"Ordinarily we'd stage such 'lift' and 'move' projects in order to raise finance between each.

"However, like the proverbial buses, all these opportunities have come at the same time.

"Since the timing is out of our hands we must therefore appeal to the enthusiast community to make up the shortfall. What is certain is that the opportunity to obtain most of these items will not occur again.

"Without these components the construction of No. 10000 is simply not possible. It is critical that we raise additional funds to hire the necessary cranes and transport as quickly as possible.

"Some of the items have been

offered as donations if we are able to fund the transport, and all are in dry stored or running condition."

No. 10000 and its sister No. 10001 were designed by HG Ivatt and built by the LMS and English Electric at Derby Works and were the ancestors of all current British main line diesel locomotives. The pioneer pair proved many parts and concepts that are still in use on the modern network.

Sadly, the original, which was built in 1947, was scrapped in 1968, before the preservation movement had taken notice of historically-important diesel locomotives, which were neglected in the drive to save steam.

Progress

Meanwhile, work is proceeding on overhauling the existing parts in the society's possession. On January 26, the stripping of bogies that had been stored outdoors for many years began. Because repairs to any damage caused by dismantling will be expensive, the society's engineers have been treading carefully and taking their time.



The Ivatt Diesel Re-creation Society's 16SVT engine seen during a previous lift. IDRS

After many applications of penetrating oil over the last six months, progress has been made with the removal of the 'spiders' which spread the load of the locomotive across the bogie.

Society engineers have also stripped the first of the exhausters.

Also, in late January, officials met with the Deltic Preservation Society (DPS) to discuss the purchase of a Spanner boiler for No. 10000. The DPS has sufficient spares in stock for the No.10000 society to build up a boiler and provide a good supply of spare components.

→ Donations to the appeal can be made by single payment or monthly instalments. All regular monthly donors are entitled to membership at no extra costs. The average amount given is £10 a month. One-off donations by cheque should be made out to the Ivatt Diesel Re-creation Society, 46 Biddick Village Centre, Washington NE38 7NP, direct banking to 30-94-77 50405860 or by Paypal via the www.LMS10000.co.uk website.

Thumping good weekend as the Spa Valley Railway launches 2020 gala season with mixed-traction event

By Geoff Courtney

THE Spa Valley Railway will hold its first gala weekend of the year on March 21-22 with a line-up of four ex-BR diesels, an industrial 0-4-0DM, a Standard 2-6-4T, an electro-diesel, a DEMU and, for thirsty passengers, a selection of real ales at either the national network station of Eridge or on board bar car *Kate*.

The quartet of BR diesels comprises No. 31430 *Sister Dora* (formerly D5695), No. 33063 *R.J.Mitchell* (ex-D6583), Class 20 D8188, and Class 10 D3489 *Colonel Tomline*, while the industrial locomotive is Drewry/Vulcan shunter No. 2591 *Southerham*.

The Class 20, which became No. 20188 in 1973 under the TOPS renumbering scheme, was a late addition announced by the railway's commercial manager Jonnie Pay only last month, and makes its guest appearance courtesy of the Somerset & Dorset Locomotive Company.

From the ranks of BR Standard steam comes Class 4MT 2-6-4T No. 80078, the electro-diesel is Class

73/1 No. 73140 (E6047), and the DEMU is 'Thumper' No. 1317, another BR representative and the only surviving unit from Class 207/0.

A two-train service will operate at 45min intervals throughout the weekend with departures from Tunbridge Wells West starting at 9.30am on the Saturday and from Eridge at 10am, and on the Sunday – Mother's Day – at 10am and 10.45am respectively.

Jonnie said: "This annual weekend event is always popular, with many enthusiasts coming from far and wide to see the range of locomotives and sample the beers, and we are delighted D8188 will be visiting us.

"The event gives us a boost to our income early in the season, which is always very useful."

The railway is based at Tunbridge Wells West station, the location of a four-road depot that opened in 1891 and the only former LBSCR shed (75F in the BR era) still in use. The line runs for five miles via High Rocks and Groombridge stations to Eridge, which has a direct link to London Bridge.



Gala loco: Former BR Bo-Bo No. 33063 *R.J.Mitchell*, one of the locomotives rostered for the Spa Valley Railway's spring gala, passes Poke Hill Farm en route to Groombridge station last summer. MARK HEMSLEY



Set for auction: West Country class No. 34005, whose *Barnstaple* nameplate, coat-of-arms and scroll set (inset) goes under the hammer on March 14, at Clapham in 1960. TRANSPORT TREASURY



Ready for work: Battle of Britain class No. 34049 *Anti-Aircraft Command* awaits its next turn of duty at Portsmouth's Fratton shed (70F) in August 1956. The Pacific's nameplate and badge (inset) will be auctioned on March 7. TRANSPORT TREASURY

Bulleid bonanza as Battle of Britain, West Country and Merchant Navy trio set to star at auction

By Geoff Courtney

RAILWAYANA enthusiasts of Oliver Bulleid will be spoilt for choice in two successive auctions in March, when a Battle of Britain nameplate with badge, a West Country class nameplate, scroll and town coat-of-arms, and a Merchant Navy class nameplate incorporating its shipping line badge, will all be going under the hammer.

The BB nameplate and badge are from No. 34049 *Anti-Aircraft Command*, the WC plate, scroll and coat-of-arms set from No. 34005 *Barnstaple* and the Merchant Navy plate from No. 35014 *Nederland Line*.

It is the first time either of the nameplates from No. 34049 has come up for auction – the whereabouts, or even the existence, of the loco's second plate is unknown – and its appeal is enhanced by it being the only member of the class given the name of a Second World War Army operational unit, although it was under the direction of the RAF.

The locomotive's Anti-Aircraft Command badge, comprising a

bow and arrow pointing upwards symbolising defence against an air attack, is unlike any other in the class.

No. 34049 was built at Brighton in December 1946 as No. 21C149 and was one of the 44-strong BB class that retained air-smoothed casing throughout its working life, which ended in December 1963 on withdrawal from Salisbury (70E). The nameplate and badge will be put under the hammer by auctioneer Mike Soden at a Great Central Railwayana sale at Stoneleigh Park on March 7.

Anti-Aircraft Command was formed in April 1939 and disbanded in March 1955, and its commander-in-chief throughout the Second World War was Sir Frederick Pile, who also had one of the class named after him, the now-preserved No. 34058.

No. 34005 *Barnstaple* emerged from Brighton Works in July 1945 numbered 21C105, in June 1957 became the first member of the class to have its air-smoothed casing removed, and was withdrawn in October 1966 from Bournemouth (70F). The town coat-of arms that is

part of the set depicts Barnstaple Castle, which was built in the 11th century and, by 1326, was a ruin.

Simon Turner, who will be putting the set under the hammer at a GW Railwayana auction at Pershore High School on March 14, said no nameplate from No. 34005 has ever been offered at auction before. He said the nameplate from the loco's other side was in Barnstaple Museum.

Eastleigh Pacific

The Merchant Navy class *Nederland Line* nameplate will also feature in the GW Railwayana sale. This Pacific was built at Eastleigh in February 1945 as 21C14 and ended its days as a Weymouth (70G) resident in March 1967, just four months before the last member of the class was taken out of service by BR.

In addition to the plates from Nos. 34005 and 35014, the Pershore auction will include the family coat-of-arms from BB class No. 34054 *Lord Beaverbrook* and a badge from BB No. 34074 *46 Squadron*. Each is in its original frame, and Simon said he had researched both and, although in

superb condition, he was confident they had been carried by the two Pacifics rather than being unused as spares.

Oliver Bulleid was born to British immigrants in Invercargill, New Zealand, in September 1882, and moved to the UK with his mother in 1889 following the death of his father. He was chief mechanical engineer of the Southern Railway from 1937 until Nationalisation in 1948, and died in Malta in April 1970 at the age of 87.

Widely regarded as a progressive and innovative engineer, his Merchant Navy class entered traffic in February 1941 and the WC/BB classes in May 1945. The WC/BB locomotives, essentially identical, were nearly nine tons lighter than the Merchant Navies and, as a result, became known as Bulleid's light Pacifics or, to irreverent trainspotters, as Spam Cans due to their air-smoothed casing.

→ Further details of the Great Central Railwayana auction on March 7 and GW Railwayana's sale on March 14 are in Geoff Courtney's railwayana column on pages 50-52.

Liverpool Road can host top events

THE world's first inter-city railway warehouse can now be hired for events.

The Museum of Science and Industry Museum is making the space inside the Grade I-listed Liverpool & Manchester Railway Liverpool Road station goods building, which dates back to 1830, available for bookings from April this year.

Significant investment has allowed the rooms of its top floor to be upgraded so that they can host conferences, drinks receptions, gala dinners, award ceremonies and product launches for up to 200 guests, while all of

the original features have been kept intact. The space for hire is spread across several of the original rooms.

The museum's group event manager, Chris Hanley, said: "The railway station was life-changing for Manchester and we are proud to be able to open the top floor of this incredible space to host stand-out events and occasions over the next three years.

"We are looking forward to replicating the remarkable atmosphere and experience embodied within the walls of this spectacular space within the events that we host."

New dawn for Leicester Central station following regeneration

LEICESTER'S Great Central Railway station, closed by BR in 1969, is set to have a new lease of life following its transformation as part of a £50million regeneration scheme.

The late Victorian station, built as part of the London Extension, was once a major gateway to the city but it was left derelict for decades after its closure, and cut off from the city centre by the inner city ring road. The surrounding area went into decline.

However, its historic fabric has now been restored. Once the building's refurbishment is completed in the spring, it will accommodate a bowling alley, mini-golf and other

games, and will also be a venue for pop-up events.

Its upgrade is part of a wider mixed-use scheme by Morgan Sindall Construction, Pick Everard and Charles Street Buildings Group to transform Leicester's Great Central Square including shops, flats, hotels, shops, offices, a car park and new road layouts and crossings.

The completion of the scheme, the result of two years' work following five years of planning, will provide a safer means for pedestrians to access the city's waterside from the centre. It has been predicted that the scheme will create 100 jobs.



Above: South African steam at its finest: the iconic Kaaimans River Bridge, as seen on David and Julie's first tour in 1990. DAVID RODGERS

Right: David Rodgers, who opened the door for many to experience world steam.

Farewell to global steam tours expert David Rodgers

By Robin Jones

TRIBUTES have been paid to David Rodgers, one of Britain's top lineside photographers, and a renowned expert on South African steam, who has passed away at the age of 70.

David died at his Huddersfield home, three months after being diagnosed with cancer.

Around 200 mourners turned out for his funeral at Huddersfield crematorium on Tuesday, February 4. His widow Julie had written to friends: "Please don't feel that you need to wear black – this is to celebrate all the good times you and David had together all over the world."

David had run overseas tours for around a quarter of a century. Former *Heritage Railway* assistant editor Brian Sharpe said: "There can be no finer tribute to David than the fact that he conceived and successfully organised the 'Cape Mountaineer' steam railtour of South Africa in June 1990.

"The significance of this tour should not be underestimated as, uniquely at the time, it took over

100 of Britain's best-known steam photographers, plus a handful from other countries, on a two-week excursion in a far-off country, which forged and cemented friendships which have now endured for 30 years.

Memorable tours

"Many of those participants' pictures still regularly grace the pages of *Heritage Railway* and other magazines. It led to many further tours, both to South Africa and other destinations around the world. David will be remembered as an enthusiast, photographer, railtour organiser and regular contributor to *Heritage Railway*, but most importantly as a friend who will be sadly missed by myself and many others at home and abroad."

Speaking at the service, Julie said: "Your many cards, emails and letters have shown how much he meant to many of you and it has meant a lot to me to receive them.

"I know many of you would have been out photographing *Union of South Africa's* test run this afternoon. However, I am assured that the Gresley A4 Pacific was to whistle

in tribute at 2pm – just when leaving Hellifield."

She said: "I first met David at a party in 1969. I think he had decided it was time he took some notice of girls because steam had finished and he needed something else to do!

"At school he had been a member of the railway society and was fortunate to have parents who were prepared to take him on holiday and leave him on a station for the day while they enjoyed the beach. 1975 saw our first trip to Africa, accompanied by Mike Ellis and Eddie Bobrowski and we thought it would be our 'one and only' visit there. How wrong can you be!

"He was no stranger to organising tours, as in 1967 at only 17 he had organised the 'Border Countryman' tour. So 1990 saw the first of many tours to South Africa, firstly with Derek Philips and John Middleton, and then later under the banner of Steam Loco Safari Tours.

"When he eventually tired of South Africa and he felt that many opportunities had been exhausted, he began to look further afield – to USA, to Pakistan, Ecuador, Cuba, Syria



and Jordan, Turkey as well as many less visited countries in Europe. He always said that his own personal favourite destinations were Syria and Jordan and Pakistan."

Eulogy

David published two books on South African steam and was a member of the Huddersfield Railway Circle. He retired at 59 and also gave up organising tours. He used his time to build a garden line, the Lindley Valley Railway.

Delivering a eulogy at the service, fellow photographer and *Heritage Railway* contributor Paul Stratford said: "David's knowledge of the railway operating system, the geography of the area and the history of the railway were always apparent in the detailed itinerary of any tour that David organised. What was usually omitted was the requirement to get at least 25 hours out of each day!"

David also leaves two children, Michael and Jonathan, and three grandchildren.

Reawakening the forgotten Standard for the Cotswolds

FOR the first time since 1967, BR Standard 4MT 2-6-0 No. 76077 is benefiting from being under shelter – at least, its frames and wheelsets are.

Its restoration is now progressing in earnest at the workshops of Locomotive Maintenance Services at Loughborough, after more than 30 years of neglect during which it was quietly forgotten.

A programme of fully-funded work is now underway on the frames and wheels and, at the end of the year, it is expected that the frames will be rewheeled complete with pony truck, a refurbished cab and smokebox shell will be in place – so No. 76077 will look something like a locomotive once again.

The 2-6-0 spent most of its short BR life, after construction at Horwich in 1956, at Sutton Oak (8G) only moving from there in June 1967 to Wigan Springs Branch (8F) from where it was withdrawn in December that year.

It was bought from Barry scrapyards by Chris Hinton and moved to the Gloucestershire Warwickshire Railway (GWR) in 1987, without its tender. The engine was quickly dismantled but some good initial work was carried out before for various reasons, the engine's components were stored. The engine is now owned by Toddington Standard Locomotive Limited (TSL), which has efficiently and quickly organised the restoration.

Progress

Over the past 12 months a large number of small components have been either acquired, restored or manufactured either at Toddington or elsewhere. The sale of shares has progressed well, particularly amongst GWR volunteers who consider the engine to be perfect for the 14-mile heritage line, and this has provided much of the financial backing for work now being carried out.

There are now plans to offer specific components for supporters to 'buy'. Project marketing director Ian Crowder said: "There is nothing quite like being able to sponsor something

tangible – for example, supporters can point to the chimney, or reverser and say 'That's my component.' It's a lasting reminder of a specific contribution that will be there for years to come."

At Toddington, small components are being manufactured (such as brake gear, spring pins and frame stay pins), while a replacement Gresham & Craven vacuum release valve has been machined by locomotive department volunteer Peter Taylor who, in his 90s has recently passed away. Other Toddington effort includes work on buffers, horns and brake gear.

At Loughborough, recent work includes straightening out and repairing damage to the frames and front drag box caused by a heavy shunt at some point in its history, restoration of the horn ties, new horn stay bushes, rebuilt pony truck, spring hangers, removal of cylinder block studs, cutting out wasted metal and welding in new steel.

Component acquisition

Meanwhile, a new tender dragbox is being made as a part order with No. 76017 on the Mid-Hants Railway, the manufacture of two significantly reducing the unit cost of both. Similarly, a new smokebox door will be made at the same time as one for Standard class 4 2-6-4T No. 80150, also on the Mid-Hants, with similar cost benefits. New CAD design drawings have been produced for a replacement fire hole door frame and the door linkage as well as replacement driver's brake pedestal. Similarly, speedometer components have been sourced and restored.

The schedule should see the locomotive running within seven years but probably without its tender. There are plans for a new tender to be built, so TSL will be seeking a suitable one to hire for the early years of the engine operation on the GWR.

→ To find out how you can support the project for as little as £10 per month, or to assist with practical work, contact info@standard67077.com or visit www.standard76077.com



The frames of No. 76077 inside Locomotive Services Ltd, under cover for the first time since 1967. ANDREW MEREDITH



The new Bloomer inside Tyseley's workshops on January 21. ROBIN JONES

New Bloomer will be completed 'with or without HS2' go-ahead

VINTAGE Trains has vowed to proceed full steam ahead with its new LNWR Bloomer project even if the Government postpones or cancels the HS2 project amid growing concerns over its cost.

In January, a growing political battle over HS2 stepped up after a leaked Government review that found the costs of building it could soar to £106 billion, well over the original budget and 20% higher than the previous estimate in September.

Prime Minister Boris Johnson has been facing calls to scrap the project and divert the cash to other infrastructure projects, or impose budget restrictions, while conservationists have also called for the scheme to be axed because of environmental damage.

However, Tyseley Locomotive Works intends to display the 2-2-2,

No. 670, outside the proposed new Birmingham Curzon Street terminus of HS2 when – and if – the new line opens. The London & Birmingham Railway running from Curzon Street station was Birmingham's gateway to the world and now has Grade I listed building status.

VT chairman Michael Whitehouse said: "We began the project before HS2 was even invented and they are not bound together. Of course, if HS2 goes ahead it will be magnificent for the Bloomer to be there at the opening. Whether HS2 goes ahead or not, we will highlight Britain's past pioneer glories in connecting Birmingham with the world as part of its strategy to be the 'greatest manufacturing city the world has ever seen'."

→ To support the Bloomer project, visit www.vintagetrains.co.uk

Stolen McAlpine enamel station signs sold at car boot sales

By Robin Jones

A WARNING to collectors to beware of a rogue antiques dealer who has been selling enamel signs stolen from the late Sir William McAlpine's private Fawley Hill Railway in Buckinghamshire, has been sounded by his widow.

As reported in *Headline News* last issue, burglars stole 24 vintage enamel signs from the restored Somersham station building on Monday, January 6, using a crowbar to remove them from the side of the building.

Lady Judy McAlpine said that on the following Thursday, four of the signs were sold by a man who turned up at the market and car boot sale at Ford in West Sussex.

She told *Heritage Railway*: "For some reason various people knew who had purchased the signs who – amazingly – turned out to be a retired McAlpine employee! The poor man had thought he had a bargain but had no suspicions."

She said she was told by other dealers that the seller had recently

finished a prison sentence, and uses two names. His details have been passed to police. The following week, another four signs were sold, by the same 'dual identity' man at Malvern.

She added: "By now, I assume he will have sold more of the signs to some poor soul who thinks they've had a real 'bargain'. Beware genuine signs for sale for less than £100 each!"

Lady McAlpine reimbursed the former employee who had bought the four signs in innocence, and now has them back. "The people who lose out are the taxpayers who spend their hard-earned cash on stolen goods with no hope of being reimbursed if they have to relinquish their 'bargains,'" she continued.

"I am now in the market for 'fake' signs with which to dress the station which currently looks so sad as all items that can be unscrewed etc have been moved to safety where no one can enjoy them. If this incident frightens others who have similar stations, how sad a sight will the preserved railway world be in the future?"

Compulsory purchase threat to South Devon bridge disappears

THE threat of the South Devon Railway (SDR) losing a key footbridge through a compulsory purchase order has been lifted.

The railway has been fighting calls for Bulliver Bridge over the River Dart, which links its award-winning Totnes Littlehempston station and the Totnes Rare Breeds Farm to the town, to become part of a long-distance cyclepath. The railway objected on safety and security grounds.

Following years of fruitless talks, South Hams District Council's Highways and Traffic Orders Committee in December asked Devon County Council to investigate compulsory purchasing the bridge, which is owned by the South Devon Railway Trust.

However, the county council's cabinet has now agreed that no further work should be undertaken on investigating whether the footbridge could be used by the public and also the development of a multi-use trail to Littlehempston, and that a compulsory purchase order should therefore not be pursued.

Reaction

A delighted railway spokesman said: "The controversial, unjustified, and ill-considered scheme, took no account of the valid and legitimate security and safety concerns of the SDR and our neighbours, all of whom can now breathe a sigh of relief that this Trojan Horse of a scheme is now at an end.

"The SDR is pleased that common sense has carried the day and our concerns have been accepted. After 10 years of unhelpful and, at times, hostile conflict held in public, we hope everyone can now move forward and we'll get on with running the railway with our partners making it one of the jewels in Devon's glistening tourism crown."

In recommending refusal of a compulsory purchase order, a report from council officers read: "24-hour public access through the footbridge impacting on the station and the Rare Breeds Farm would have significant security issues. The council would need to make provisions in order to effectively increase the security in the area, adding an additional cost to the scheme which would not be in the public's interest."

The bridge was built in 1993 with half the funds provided by the trust and the other 50% from the British Rail Community Unit, Devon County Council, Rural Development Commission, South Hams District Council, Countryside Commission and Dartmoor National Park and other sources.

Group in last-minute talks to save threatened 118-year-old signalbox

By Geoff Courtney

A THREATENED Great North of Scotland Railway (GNoSR) signalbox that operated for more than a century in the shadow of one of the country's major locomotive works could avoid demolition if last-minute talks between Network Rail and a rail heritage group are successful.

The 'box, at Inverurie on the Aberdeen to Inverness line, was opened by the GNoSR in 1902, when the company relocated its works there from Kittybrewster in Aberdeen, 15 miles away. Due to the works' presence and a five-mile branch line to Oldmeldrum, the structure was grander than others on the line, and included elegant roof ridge tiles, large windows and decorative timberwork.

The branch line was closed to passengers by the LNER in 1931 and by BR to freight in 1966, the last train being a 666-gallon consignment of whisky from Oldmeldrum's Glen Garioch distillery.

Recent history

In 1970, when the line it controlled was singled, the signalbox's original 72 levers were replaced by a new 30-lever frame built by the Railway Signal Co of Liverpool – ironically to a design dating back 100 years. Last summer however, it was closed as part of a £170 million programme to upgrade the 108-mile long Aberdeen-Inverness line, a project that resulted in the loss of semaphore signalling.

It was placed on the market by Network Rail, but with no offers forthcoming, the process closed on



The full works: LNER J38 class 0-6-0 No. 65901 undergoes overhaul at Inverurie Works in 1964. The entire Nigel Gresley-designed class of 35 locomotives was based in Scotland, nearly half of them allocated to Thornton Junction (62A), including No. 65901, which was built at Darlington in January 1926 and was one of the last to be withdrawn, in April 1967. TRANSPORT TREASURY/NORRIS FORREST

January 6 and the 118-year-old 'box faced a sad end in the hands of a BAM Nuttall demolition crew.

However, two weeks later, Network Rail Scotland spokesman Nick King told *Heritage Railway* that a railway heritage group had expressed an interest in acquiring the signalbox and relocating it elsewhere within Scotland.

"We are now working with the group and our project contractor to assess the practicalities and costs involved," he said.

"At this stage we will not confirm which organisation it is."

The first Inverurie station was opened by the GNoSR as Inverury in September 1854, renamed in 1866, and replaced with a new station half a mile to the north in 1902 on the opening of the works. It is still open

and handles more than 350,000 passengers a year.

Works

Inverurie Works, which occupied a 24-acre site, was mainly a locomotive, carriage, wagon and permanent way repair shop, but between 1909 and 1921 it built 10 Class V and F 4-4-0s reclassified D40 by the LNER, most of which survived into BR ownership. Two were named, Nos. 62273 *George Davidson* and 62274 *Benachie*.

Its closure came in 1969, but 51 years later the name lives on, for a year after the works opened employees founded Inverurie Loco Works FC (nicknamed 'The Locos'), and this club has grown into a 21st century semi-professional outfit playing in the Highland Football League, still under its original name.



Hopes for survival: A panoramic view at Inverurie station in 1970 with the signalbox on the right, while on the far left the roof of the former Great North of Scotland Railway works that had closed the year before is just visible. The signalbox itself closed last year and could be saved from demolition if current talks between Network Rail and a rail heritage group are successful. TRANSPORT TREASURY/NORRIS FORREST



Ruston & Hornsby 165DE No. 412439 Clydebridge Iron Works No. 1. SRPS



Above: The surplus LMS mail and parcels van. SRPS



Left: Ruston & Hornsby 88DS No. 321733 will also be scrapped if a home cannot be found for it. SRPS

Steaming Ahead sparks Bo'ness diesels clear-out

By Hugh Dougherty

THE Scottish Railway Preservation Society's £2million Steaming Ahead project, which will establish a state-of-the-art steam locomotive maintenance storage and public viewing facility at Bo'ness, has sparked a review of the society's collections resulting in a clear-out of surplus diesel engines and rolling stock.

The society has already alerted museums and heritage railway bodies in Scotland that three diesel locomotives, several items of passenger and goods rolling stock, and some machine tools, are now surplus to requirements and are up for sale to "good homes".

Included in the list publicised via the STICK, the Scottish Transport &

Industry Collections and Knowledge network, are two Ruston and Hornsby 1958-built 0-4-0 diesel shunters, works numbers 421439 and 423658, both of 165DE type, built for the British Steel Corporation (BSC) and donated to the society by BSC.

Rolling stock

The locomotives are in working order and fitted for multiple working. Also operational and on offer is Ruston & Hornsby No. 321733, a four-wheeled, diesel mechanical, built in 1952 for Diageo at Cameron Bridge Distillery.

Items of rolling stock include a Cowans & Sheldon hand crane, built for the London Midland & Scottish Railway in 1942. It shares its LMS heritage with mail and parcels van No. 37813, constructed to diagram

1870 at Derby in 1935. On offer, too, is British Railways built Mk.3a sleeper in InterCity livery which has been used a messing carriage, along with two BR post vans and several items of goods rolling stock, which includes three Palvans and two tank wagons.

Museum of Scottish Railways curator Julia Stephen said: "We needed space for the new Steaming Ahead facility and that prompted us to review our collection to see what items could be offered to new homes to free up space.

"The list is the result of that exercise and we've had a few expressions of interest already.

"We're looking to meet the scrap value only on several of the items, with the exception of the operational diesel locomotives, where we'd be

happy to talk to anyone interested in making a realistic offer."

Scrapping is last resort

"We would very much prefer to see all the items go to museums or heritage lines where they would be valued and looked after, but, given the pressure on us to clear the space for the new facility, and given that we already work on a cramped site, we are letting everyone know that if the vehicles are not taken, we will have no option but, regretfully, to scrap them if they are still with us on March 31 this year."

→ Anyone interested in the locomotives or rolling stock, either to find out further details, or to make offers, should e-mail the SRPS at office@srps.org.uk or telephone 01506 825855.

New Severn Valley manager prepares for landmark 50th anniversary

By Robin Jones

HELEN Smith, the Severn Valley Railway's new general manager, has "hit the deck running" with preparations to celebrate the line's jubilee year.

A celebratory weekend is being planned for May 23-25, half a century after the line was officially reopened by revivalists on May 23, 1970, with the first public trains running between Bridgnorth and Hampton Loade.

Busy year ahead

The celebrations are part of a jam-packed calendar of events on offer to visitors, which includes the return of the A Very British Summer school holiday season and the enhancement of the sell-out Steam in Lights services, which were launched at Christmas.

Yorkshire-born and bred and the

first woman to hold the post, Helen has taken over from Nick Ralls who, as previously reported, left to join the Ironbridge Gorge Museums Trust as chief executive.

She relocated to the area from Dorset before Christmas to enable her to experience the railway during the festive season, its busiest time of year.

She has a wealth of experience within the visitor attraction sector, her most recent role being the deputy director of the Tank Museum at Bovington in Dorset, a £30-million Heritage Fund project with more than 300 vehicles and a £4.6-million tank rebuild and restoration workshop with an active apprenticeship scheme.

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

Helen joins the SVR in a landmark year, as it celebrates the 50th anniversary of its official opening in preservation and she says she intends to make it a memorable one for the railway and the thousands of visitors it is set to welcome on-board.

Bright future

"The SVR is an incredibly important attraction for the region and I am thoroughly looking forward to building on the great work that has already been achieved by the team here," she said.

"Taking on the role in this very special year for the railway has even more resonance for me and I can't wait to lead it into a very bright future, ensuring that it is a fabulous place to work, visit and volunteer."

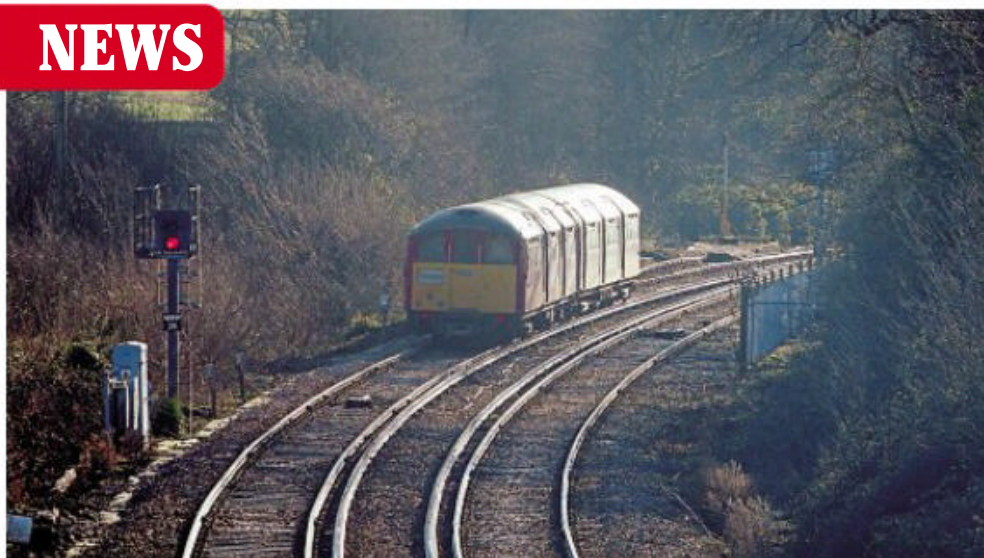
Nick Paul CBE, chairman of the SVR (Holdings) board, said: "I am



Helen Smith, the new Severn Valley Railway chief executive. SVR

delighted that Helen has agreed to join us. The decision to appoint her was a unanimous one involving the boards of both the Holdings and Guarantee Company."

The railway, currently closed for its annual maintenance programme, is due to reopen in February half-term.



On January 19, London Underground 1938 tube stock Class 483 No. 483006 passes Smallbrook Junction where the Island Line and Isle of Wight Steam Railway may be joined. PHIL MARSH



End of the heritage line for now: Hunslet Austerity No. WD198 Royal Engineer runs round at Smallbrook Junction on December 21, 2018. PHIL MARSH

New connection between Wight steam and electric lines proposed

By Phil Marsh

THE Isle of Wight Steam Railway (IoWSR) may gain a connection to the electrified Island Line – but for engineering trains and to remove the 1938 stock only.

The heritage line announced several months ago that it had all but given up on running steam services to Ryde along the third rail electrified route from Smallbrook Junction, due to the cost of meeting safety conditions and operating restrictions which would have been applied by rail authorities.

However, at the Isle of Wight Bus and Rail User Group's public meeting in Newport on January 18, South Western Railway's Island Line programme manager Andrew

Mundy made public the latest plans for Island Line and its unique 1938 former Tube trains.

He said that the combination of congested island roads, a lack of main line siding space and the introduction of the new replacement Vivarail trains may lead to the IoWSR becoming joined to Island Line to assist with its upgrade this year.

Platform heights will have to be adjusted before the new trains are introduced and once raised or lowered as necessary, the 1938 trains will immediately be withdrawn because of worse stepping distances than today.

The passing loop will be reinstated at Brading in an eight-week blockade and with other track upgrades, 7000

tons of materials will be needed in a short space of time.

Due to road traffic congestion and very little siding space on Island Line, consideration is being given to running engineering trains over a new connection at Smallbrook between the IoWSR and Island Line.

This connection could also be the way the existing 1938 trains are removed from the main line being tripped to Havenstreet before entering preservation, if there are any takers. Andrew warned that the 1938 trains have been heavily cannibalised to try to keep two trains operating so preservation groups cannot expect to obtain ready to run trains!

The new trains are scheduled to be

delivered from late May at Sandown, where there is a short siding with road access behind the up platform.

The IOW Council transport manager was present at the meeting and was asked about extending Island Line. He said it was unlikely to reopen to Ventnor but he confirmed the island's MP Bob Seeley was talking to the Government about funding to reopen to Newport.

Such a measure was likely to be included in the next IOW Local Transport Plan which might unlock funding.

It was not discussed how this might affect the IoWSR services which operate five miles between Smallbrook Junction and Wootton on the former Ryde to Newport line.

Buckfastleigh veteran No. 4555 home after nearly half a century

GWR flat-top prairie No. 4555 is to run on the South Devon Railway for the first time in 47 years for one weekend only, during the line's spring steam gala on March 14-15.

No. 4555 worked on the Ashburton branch during BR days, and following its purchase by the Dart Valley Railway Company in 1965, it became the first locomotive to arrive on the newly preserved line. There, it had the honour of hauling the official opening train with 'axeman' Dr Richard Beeching aboard in 1969.

In 1973, No. 4555 was transferred to the then newly-purchased Paignton to Kingswear line, now the Dartmouth Steam Railway, and it has not worked on any other heritage line since.

The gala has the theme of Old Friends Reuniting, and thanks to the nearby Dartmouth Steam Railway and Riverboat Company, No. 4555 will run alongside other veterans of the Buckfastleigh to Totnes Riverside line, including panniers Nos. 6412 and 1369 – the latter making a return to regular traffic after a two-year overhaul in a new GWR livery – and resident prairie No. 5542.

It will be the first time in 47 years that the three original Dart Valley locomotives have been together and steamed.

The event will feature an intensive timetable include auto-trains and freight workings.

After the gala, No. 4555 will head to the East Somerset Railway on long-term loan.

Freight to the fore at new Didcot season's kick-off

THE new Didcot Railway Centre season opens this weekend (February 15-16) with the Delivering The Goods event.

Demonstration freight trains and wagon movements will recall the days when goods traffic was more important to the railways than passengers.

One of the stars of the show will be 1913-built Hudswell Clarke 0-6-0ST *Sir Robert McAlpine & Sons No. 31*, making its first working visit away from the late Sir William McAlpine's private Fawley Hill Railway, courtesy of Lady Judy McAlpine.

The event will provide a rare chance to ride in a passenger carriage behind No.31, which spent most of its working life shunting trucks loaded with construction materials, with passengers at Fawley Hill carried in an adapted goods wagon.

At Didcot, No. 31 will be reacquainted with the goods wagons and trucks that played an important part in its history as it propels wagons loaded with coal up

the steep incline to the centre's coal stage, the sole surviving working example of a type of building that was once commonplace at locomotive sheds.

No. 31 will also be used to work demonstration goods trains on one of the centre's two running lines. It will be in action alongside No. 4144, which will head a mixed train of passenger carriages and goods wagons.

The pair will be joined by Class 08 No. 08604, which will shunt wagons, and Class 14 D9516, which will work demonstration goods trains and several passenger trains.

Visitors will also be able to see a working model layout of a goods yard that featured in the grand final of Channel 5's Great Model Railway Challenge and represents a goods yard set between 1947 and 1954. The layout, William Street Yard, was built by a group of volunteers who work at both Didcot and Fawley Hill, and many of the vehicles in action are models of those at Didcot.

Railway archive takes over running of Colin Garratt collection

By Geoff Courtney

A MAJOR collection of worldwide railway photographs dating from prewar Britain to the present day has come under the wing of Kezlan Images, a High Wycombe-based archive launched in 2013 by Robin and Sarah-Jane Fell.

The collection was created by Colin Garratt, who died in October 2018 at the age of 78.

Dubbed the 'David Attenborough of the steam locomotive,' Colin wrote and illustrated more than 50 books and was a director of publishing company Milepost 92½, which comprised what enthusiasts regard as one of the world's finest railway picture libraries and included cataloguing and conserving collections on behalf of other photographers.

He lived with his family in a Leicestershire farmhouse beside milepost 92½ on the Midland Main Line, overlooking a bridge from which he watched his first trains as a



Local service: In a photograph from the the Milepost 92½ archive that typifies Britain's rural railways in the late-1950s, LMS Class 2MT 2-6-2T No. 41228 of Warwick shed (2C) brings its two-coach train into Dunchurch station en route from Rugby Midland to Leamington Spa Avenue. REV A W V MACE / MILEPOST 92½

youngster, and as an adult he travelled the world chasing the dying days of steam.

Robin said Colin's archive comprised photographs taken across the history spectrum, and included work by the Rev Arthur Mace and Henry Priestley. "There are images from prewar days, BR, and right up to present-day Class 390 Virgin Pendolinos, while overseas images from the late-1960s to the

1990s are also in abundance as Colin travelled the world documenting steam in its final stages. In total there are more than 20 cabinets of slides, negatives and photographs.

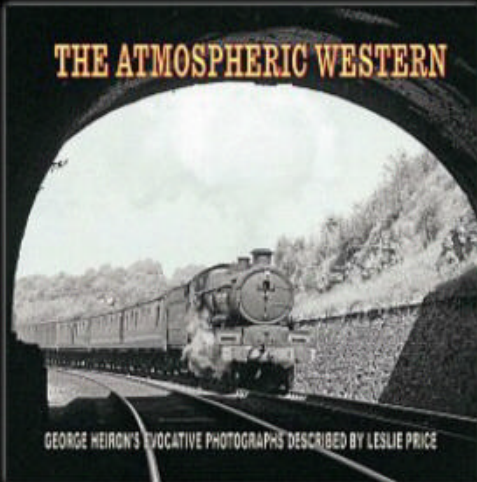
"We are very excited taking over the running of the Milepost 92½ archive, and great credit must go to the Garratt family for making the transfer such an easy process. Many people will link Colin to steam, but it

has been a pleasant surprise to find that the archive has such a wide scope of interesting images, from prewar steam, day-to-day scenes on British Rail, and overseas electrics.

"Colin was a superb photographer and much of his work has already been seen, but we have unearthed many unseen gems, and we suspect there are others to be found as we go through the collection."



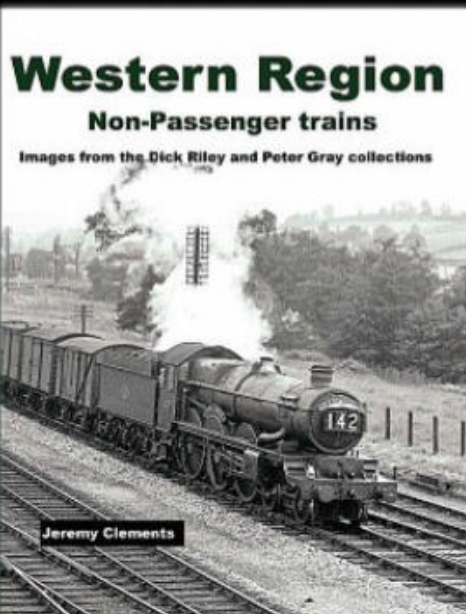
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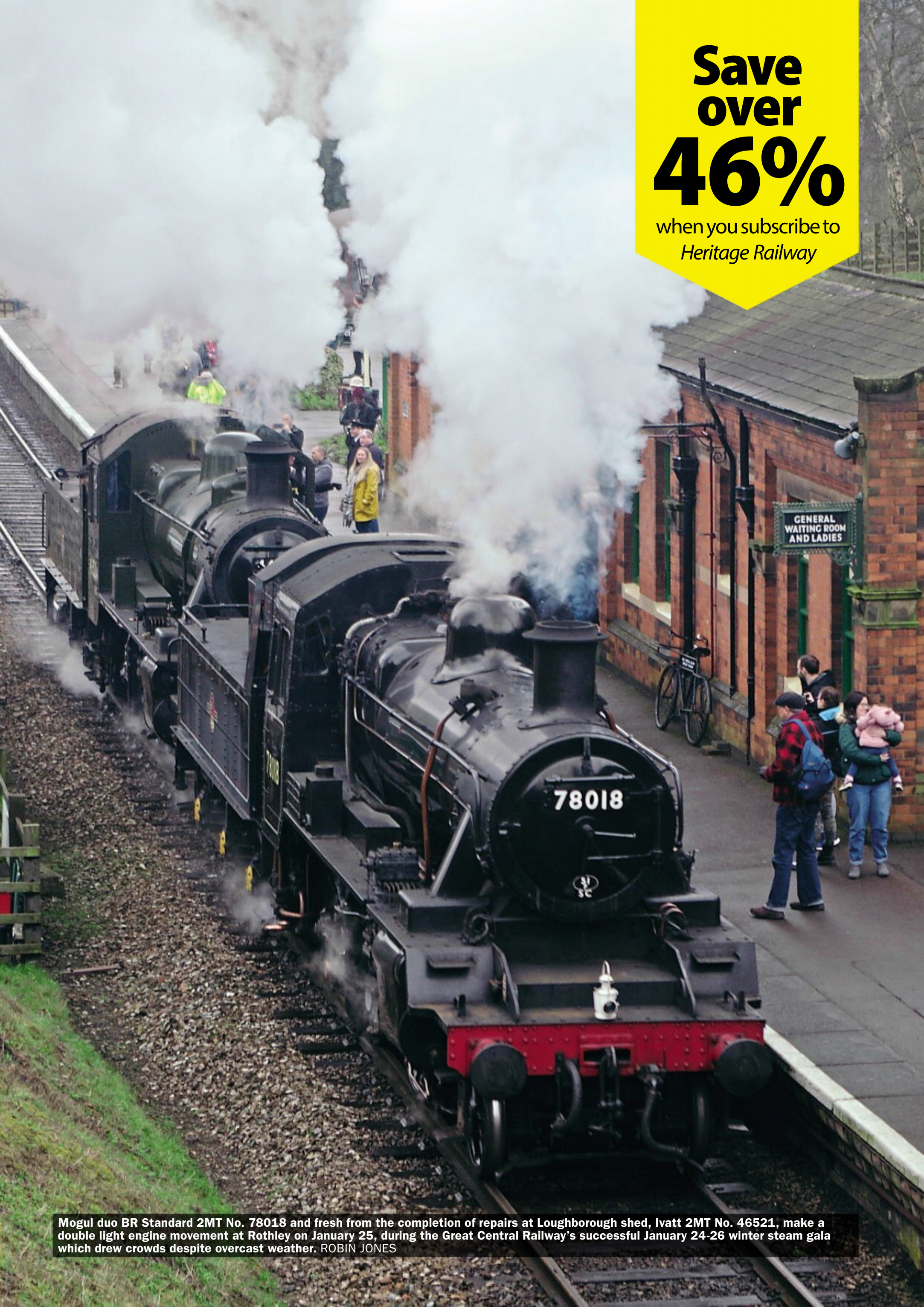
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Mogul duo BR Standard 2MT No. 78018 and fresh from the completion of repairs at Loughborough shed, Ivatt 2MT No. 46521, make a double light engine movement at Rothley on January 25, during the Great Central Railway's successful January 24-26 winter steam gala which drew crowds despite overcast weather. ROBIN JONES

‘Visitors first’ as society marks 60th anniversary with major Didcot upgrade

By Robin Jones

THE Great Western Society has unveiled its blueprint to boost the appeal of Didcot Railway Centre as a major tourist attraction.

Plans for the 21-acre site include the restoration of the listed 1932-built GWR engine shed and its iconic working coal stage, plus the provision of extensive new visitor facilities and exhibition areas for the society's extensive collection of artefacts.

The first phase, expected to take 10 years, will centre around the conservation of the coal stage and the transformation of the centre's entrance.

The society aims to make dramatic improvements to visitors' arrival with a new visitor entrance building housing a small cafe, a locomotive on display and a 'welcome and orientation area.'

Accessibility

The aim of widening accessibility to the centre are at the heart of the project and includes the provision of a toilet built to full 'Changing Places' accessibility standards and a lift to reach the first floor. This upper floor includes an exhibition area, meeting space and roof terrace to open up new vistas over the centre's main demonstration line and engine shed, as well as affording grandstand views of modern trains passing adjacent Didcot Parkway station.

Visitors will continue to pass through the original steam age subway which will be extended to provide access to a gently sloped ramp to provide easy access for wheelchair users and parents with buggies, while the distinctive historical staircase will be retained for those wishing to climb it to reach the site.

Chief executive Emma Jhita said: "Our vision for phase one is to make



GWR 4-6-0 No. 6023 King Edward II simmers in the engine shed at Didcot Railway Centre during a TimeLine Events photographic charter on January 11. As reported last issue, the Great Western Society has ruled out any future running of the blue King on the main line, preferring to use it to boost the appeal of its home venue and earn an income from being hired to heritage lines. NICK GILLIAM

great strides towards providing a visitor experience fit for the 21st century including making the site, and the heritage and history we share, accessible to wider audiences than ever before.

"New visitor entrance facilities will make effective use of a currently unutilised area of our site and we are determined to work towards a design that will have a distinctive feel, providing a real sense of arrival."

Initial concepts, being developed with Oxford Architects take inspiration from the former GWR enginemen's hostel that once stood close to Didcot station and

explore what might feasibly be accommodated in the space available.

Near the air raid shelter built to protect Didcot's enginemen from attack in the Second World War, a new exhibition hall complex is planned to replace the temporary refreshment rooms and gift shop which date to the early 1980s. The hall would provide much needed extra galleries for the exhibition of objects and vehicles from the collection, and function and education spaces.

2021 start

It is hoped that fundraising will be sufficiently advanced to allow

construction work on the visitor entrance building to start in 2021, marking the society's 60th anniversary.

Emma added: "The achievements of the last six decades have been tremendous and it's now time to focus on delivering a heritage attraction that will engage and excite today's visitors, helping inspire the transport engineers and heritage enthusiasts of the future and ensuring our remarkable collection is secure and enjoyed by generations to come."

→ Donations towards the cost of the developments are welcome: details can be found at www.DidcotRailwayCentre.org.uk

NRM's York red-brick Bullnose Building given listed status

A PROMINENT part of the National Railway Museum which visitors pass by but never enter has been given Grade II listed building status by English Heritage.

Hundreds of thousands of visitors to the York museum walk past the Bullnose Building on the way to the main entrance but do not realise its significance.

Now empty, the red-brick structure in Leeman Road was built in 1876 as offices and living accommodation for the manager of a new North Eastern Railway (NER) coal depot. It was designed

by NER chief architect Benjamin Burleigh and placed alongside the entrance gates to the goods station. In the early 20th century, it was used as the locomotive superintendent's office.

It has been empty since 2008 when a homeless charity which used it as offices moved out. The interior retains its original layout, staircase and fireplace.

The listing has been granted due to the significance of the goods station development in York's growth as a railway centre.



Visitors to the National Railway Museum walk past the empty Bullnose Building without realising its historical significance. PAULINE E/CREATIVE COMMONS

Leadhills' Wanlockhead extension opening delayed until 2023

By Hugh Dougherty

THE arrival of the first train into Wanlockhead since 1939 has been delayed until 2023, despite initial hopes that the 400-yard extension of the 2ft gauge Leadhills & Wanlockhead Railway from its current limit of working at Glengonnar Halt would be completed this year.

Hopes were high when ground was broken on the extension in August 2017, but a combination of very wet winters, planning delays and limited volunteer time has forced the Lowthers Railway Society to turn the calendar back and aim for completion of the extension and the new Wanlockhead East station by 2023.

Wanlockhead East extension project manager Alan Mackie said: "In the light of what we know now, the original timetable was too ambitious and I cannot see how we can achieve an entry into service of the extension until sometime in 2023.

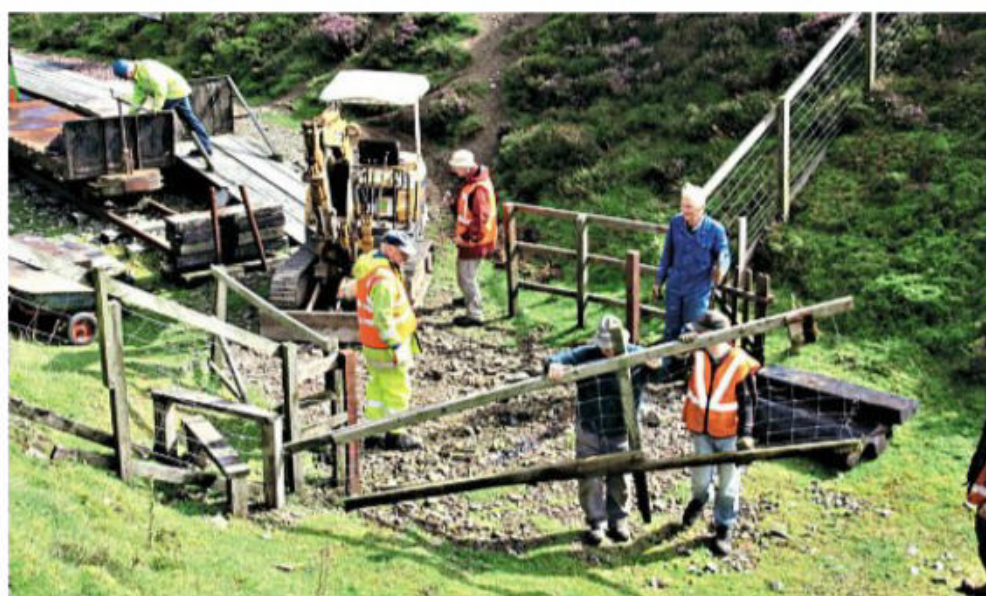
"An awful lot depends on fundraising and how much labour our membership can provide. The first step will be to engage a contractor to carry out the clearance of rockfall debris from Wanlockhead cutting and to install a drainage scheme and I would hope this can be

achieved sometime this year."

Alan was speaking almost immediately after receiving the final green light from Dumfries and Galloway Council planners for the project, nearly a year after the application was submitted in February 2019.

The application was objected to by just one neighbour in Wanlockhead, but the planners were satisfied that objections to increased car parking near the new station had been met by the provision of a new car park for use by passengers on operating days and that the station, with its 40-yard-long platform did not diminish the amenity value of the area. Indeed, the society was told that the plans ticked all the boxes of enhancing the local area by promoting tourism and stimulating the local economy through the extension of the narrow gauge heritage line.

Alan said: "There are a few planning conditions which we can easily meet and we also need a sign off by Historic Environment Scotland as the first three metres of the new track are in Leadhills, which, as well as being in the South Lanarkshire Council area, is a scheduled monument, but, it was encouraging to receive planning consent which allows us to move forward."



Optimistic: Lowthers Railway Society members access the site for the first time on August 17. HUGH DOUGHERTY



GWR large prairie No. 4110 arrived at the East Somerset Railway from the Dartmouth Steam Railway on January 9, to begin three years of restoration work at Cranmore, followed by a three-year running period. The 1936-built Barry wreck was sold by the West Somerset Railway to Dartmouth last February, due to lack of funding for restoration. ESR

New art sculpture marks pioneer London railway's trackbed

ONE of Britain's earliest public railways has been 'revived' in the form of a 2D sculpture.

The Iron Horse depicts a horse pulling two wagons along the Croydon, Merstham & Godstone Railway in Purley.

Croydon London Borough Council commissioned artist Alan Potter to design the £30,000 sculpture to mark nearly two centuries of local railway heritage. It has been installed in Rotary Field in Brighton Road, where a remnant of the track bed remains.

Alan engaged with the community through a series of workshops to paint and decorate models of the sculpture, which references the horse-drawn wagons that ran on the railway.

The artwork was jointly funded by the council's regeneration and culture teams and ward councillors through their ward budgets. Its installation was marked by an official public opening on Friday, January 31, when Croydon mayor Coun Humayun Kabir cut the ribbon.

Coun Oliver Lewis, the council's cabinet member for culture, leisure and sport, said: "The Iron Horse is a wonderful way of celebrating and recognising the historical importance Purley played as Britain's railways developed.

"It is an impressive piece of art and adds to the cultural offerings we have across the borough. I hope the sculpture, which reflects on Purley's past, is something the local community can be proud of both now and in the future."

The Croydon, Merstham & Godstone Railway, which opened in 1805 and closed in 1838, was built as an extension of the Surrey Iron Railway, but by a separate company.

The Surrey Iron Railway was the first transport project to come under the Parliamentary Bill Procedure and is often claimed to be the first public railway, but the Carmarthenshire Railway, later part of the Llanelli & Mynydd Mawr Railway, had already begun operations by the time that the Surrey line opened in July 1803.



The £30,000 sculpture recalling the Croydon, Merstham & Godstone Railway. CROYDON COUNCIL

IN BRIEF

→ **FIVE locomotives will steam at the East Somerset Railway's March 21/22 annual steam gala. Residents BR Ivatt 2MT 2-6-0 No. 46447, GWR 0-6-2T No. 5637 and Barclay 0-4-0ST No. 1719 of 1920 Lady Nan will be joined by GWR 2-8-0T No. 5239 Goliath and 2-6-2T No. 4555 from the Dartmouth Steam Railway.**

→ **MORE than 6000 objections have been lodged against Highways England plans to abandon the 1.4-mile Queensbury Tunnel between Holmfild and Queensbury in West Yorkshire and partially infill it. The Queensbury Tunnel Society wants the GNR structure, which closed to rail use in 1956, to become part of a cyclepath network connecting**

Halifax to Bradford and Keighley, and Transport Secretary Grant Shapps has said he is "really keen" on seeing it reopened if possible and has agreed to visit the site.

→ **EAST Devon District Council Plans has given the green light for a new stop on the Seaton Tramway to serve the Seaton Wetlands.**

→ **THE 4253 Locomotive Company, which is rebuilding Barry wreck GWR 2-8-0T No. 4253 at Rolvenden on the Kent & East Sussex Railway, has appealed for £30,000 for the boiler to be restored by Heritage Boiler Steam Services of Liverpool. For details of how to help or to buy shares visit www.4253.co.uk**

‘Well worth the wait’ as Pacific returns to main line after 12-year restoration

By Geoff Courtney

AUSTRALIAN flagship preserved locomotive No. 3801 has reached the finishing straight of its controversial and protracted overhaul with a 45-mile run on the main line under its own power, that one linesider described as “well worth the wait as it wasn’t hanging about.”

The streamlined Class C38 Pacific, which entered service in January 1943 and was saved for preservation by the New South Wales state government following withdrawal in December 1962 after becoming the first in its class to clock up 1,000,000 miles, is lauded down under as ‘Australia’s *Flying Scotsman*’. However, that accolade has been under severe strain since it was taken off railtour duty at the end of 2007 for an overhaul that was expected to be completed in 2011, but has been beset by problems, controversy and delays.

Issues

Those problems included a new £600,000 boiler built by DB Meiningen of Germany for the locomotive, being rejected by Australian officials as unfit for purpose, which resulted in a mid-overhaul decision to instead restore the boiler that was fitted to No. 3801 when it was withdrawn in 2007, and there were then further delays when the engineering company commissioned to carry out this work missed the contracted date for completion.

The restored boiler was returned in July last year to the works at Chullora, near Sydney, where the overhaul was taking place, and cautious optimism filtered through the corridors of power within the offices of Transport Heritage NSW (THNSW), which is



Ready for the off: Final preparations are under way at Chullora Works near Sydney with Australian flagship locomotive No. 3801 on the eve of its landmark journey to New South Wales Rail Museum on January 24. The iconic Pacific was taken off railtour duty at the end of 2007 for a restoration that was expected to be completed by 2011 but is only now in its final stages. STEPHEN GEORGE

overseeing the restoration.

And that caution turned to delight when, on January 24, the near-completed Pacific was fired up and travelled under its own steam, with one carriage and heritage diesel No. 4490 in tow, from Chullora to the NSW Rail Museum at Thirlmere, where it will be based alongside THNSW’s other operational locomotives.

THNSW marketing and commercial services manager David Bennett said No. 3801 would undergo further trials and crew training in the coming weeks before being repainted, following which its operating schedule for this year would be announced.

Of further main line certification or any other official testing prior to

its return to railtour duties, he said:

“In our regulatory environment we need to satisfy our own standards and safety management system, as well as various operating requirements and conditions set by the Asset Standards Authority, which sets the standard for transport assets across NSW.”

Long time coming

To date, there has been no confirmation of the cost of the restoration, which back in 2007 when the project started was estimated at £1¼ million, a figure which anticipated a return to revenue-earning operations more than eight years ago.

However, as the enthusiastic linesider who witnessed part of the Pacific’s run from Chullora to Thirlmere on a rainy January 24 told

Heritage Railway: “Yes, it’s been a long time coming and a really drawn-out affair, but it was well worth the wait.”

The arrival of the preserved icon at NSW Rail Museum would have been an especially sweet moment for the museum’s officials, as the day before it had been announced that the popular annual Festival of Steam due to be held there on March 1 had been postponed due to the ongoing bushfire emergency.

The event’s organiser, a local Rotary Club, has yet to decide on a revised date, but David Bennett said the museum’s weekend steam season would still be launched on February 29, with 45-minute return trips to Buxton, on the border of Thirlmere Lakes National Park.

Dean Forest Railway volunteers now clearing Wye Valley line

DEAN Forest Railway volunteers have been hard at work clearing another local line.

Network Rail has donated surviving trackwork still in place at Sedbury, on the former Wye Valley line to Monmouth, to the Dean Forest Railway Preservation Society.

Here, the cross-country route diverged from the main line to Gloucester, and climbed sharply towards Tidenham Tunnel and Day House Quarry, now the home of the National Diving and Activity Centre.

Beginning on January 4, volunteers have been clearing the heavily-overgrown line in order to retrieve the donated rails, sleepers and clips that may be used for a future extension north of Parkend on the heritage railway, which celebrates its 50th anniversary in 2020. Also, they have been assisting Greenways’ project to turn the trackbed into a cyclepath.

Anyone interested in joining a working party or donating towards plant hire is invited to email society@deanforestrailway.co.uk

Severn Valley Railway steam fleet more reliable than ever before

THE Severn Valley Railway has boasted its highest-ever steam locomotive service reliability levels.

Weekly average figures from 2019 show that more than 99% of its timetabled steam services were indeed hauled by a steam locomotive – a rise from 96% in 2016.

Also, services hauled by the exact locomotive named on the SVR website at the start of each running week have soared from 78% in 2016 to 96.7% in 2019 – its highest figure to date.

The line’s head of engineering services Neil Taylor said: “These are pretty good figures for any heritage railway – in fact, if you compare us with the main line, we’re coming out

more favourably. Considering we’ve worked with locomotives that are over 100 years old, that’s a pretty impressive achievement.

“Reliability is key if we want to remain a leading visitor attraction – just one disappointing visit can put people off for life. I have seen for myself the looks of utter disappointment on the faces of visitors when a steam locomotive fails, and while that can’t be avoided completely, we’re doing everything we can to ensure that we can deliver the experience that we promise.”

He said that part of the success is due to having separate maintenance and overhaul teams.”



Visiting from the North Norfolk Railway, Hunslet 0-6-0ST *Ring Haw* heads through the woods on the approach to High Rocks Halt during the Spa Valley Railway's Winter Warm Up event on December 29. It is now back in Norfolk. OWEN HAYWARD

Bluebell plans big 60th birthday bash in August

By Robin Jones

SIX decades of excellence at the Bluebell Railway are to be marked by a landmark special event, Steaming Through 60, on August 7-9.

Friday, August 7 marks the exact 60th anniversary since the heritage line opened.

The railway has already launched its anniversary year with a new visitor guide and a new tagline 'Celebrating 60 Glorious Years' on all publications and branding.

Organisers of the big celebratory event will encourage visitors to come for more than one day, because of the variety and breadth of activities and attractions on offer.

The railway will highlight each of its four stations and the different activities which take place there, current projects and the line's aspirations for the future.

The timetable for the event is currently at the planning stage, but the line will be operating trains and activities into the evenings on Friday and Saturday, including a music

festival at Horsted Keynes. Evening services will connect to the main line timetable at East Grinstead to allow visitors to get home by train.

Trains will have a 'Best of the Bluebell' theme involving locomotives and carriages from the 1890s to the 1960s.

Robert Hayward, chairman of the Bluebell's Diamond Anniversary Steering Group, said: "There'll be plenty to see and do for everyone from railway enthusiasts to tourists, from families to first-time visitors. There will be music, food and drink, locos, carriages, displays, activities and films – a big birthday bash.

"The finale of the weekend celebrations will be a cavalcade at Horsted Keynes on the Sunday afternoon. We'll be proudly showing off the railway's locos and displaying 60 years of our achievement in railway preservation. It'll be a spectacular sight and one not to be missed."

The railway is appealing for extra volunteers to help at the event. For details, contact Don Brewer by email at don.brewer@bluebell-railway.co.uk

Deltic debut for Stratford-Cheltenham route at July gala

THE Deltic Preservation Society's Class 55 No. 55019 *Royal Highland Fusilier* is to become the first of the type to run over the Western Region's Stratford-upon-Avon to Cheltenham route.

No. 55019 will be the star visitors at the Gloucestershire Warwickshire Railway's July 24-26 diesel gala and stay on at the line until October, allowing it to take part in the September 26/27 autumn diesel weekend.

It may also feature on occasional

service trains during its stay, which will include a members' day for the society.

A statement from the railway said: "Due to the ever increasing transport costs of moving such large locomotives by road, this is an opportunity that will probably not happen again, so will hopefully provide some historic images of this former flagship locomotive of the East Coast Main Line passing through the Cotswolds."

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Garden centre becomes Toddington's new visitor facility

THE Gloucestershire Warwickshire Railway is to develop a new education and interpretation facility in the now-closed Toddington Garden Centre.

The owners of the garden centre declined to renew the lease in December, and now the railway, which owns the freehold, aims to set up a visitor centre to unfold the history of the railway and its contribution to the local community. The aim is to give passengers an extra reason to alight at Toddington and explore what is on offer.

The garden centre building will also be used as a replacement for the marquees that are erected for special events.

Also at Toddington, a new locomotive department facility with classrooms, mess facilities, is being built on to the existing goods shed, using brick sympathetic to the original that was built in 1903.

Last year, the railway acquired the former offices of DM Cook Builders in Winchcombe station yard. These are being refurbished by volunteers to act as administration offices, replacing portable buildings. When completed, the building will be known as Churchward House, after the GWR chief mechanical engineer.



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Unique 1889 volume throws light on Swanage origins

By Robin Jones

A UNIQUE Victorian book of land surveyor's drawings has revealed how the LSWR Swanage branch was built between 1883-85.

The 45-page book, printed and bound for the LSWR in 1889 and now gifted to the Swanage Railway Trust by the Isle of Wight Steam Railway (IoWSR) shows in detail how the land along the route was changed by the building of the line.

The volume is titled *Terrier of the Swanage Railway*, 'terrier' in this instance being an old English legal term for a register or survey of land while 'terra' is Latin for land.

Tracks aside, the 10-mile branch cost £76,646 to build – nearly £8 million by today's money – with London contractors Curry & Reeves of Westminster starting work south of Wareham, as well as at Corfe Castle and Swanage in May, 1883.

Civil engineering

More than 30 bridges and culverts had to be constructed, along with 12 embankments and 11 cuttings – including the three-arched viaduct of Purbeck stone at Corfe Castle, where a cutting had to be dug through the chalk Purbeck Hills.

The completed single-track branch opened to traffic in May, 1885.

Trust chairman Gavin Johns said: "We are very grateful to the IoWSR for its very kind and significant gift, which is a great visual record – a thrilling and startling time capsule that takes you back to the early 1880s to see the route of the branch line through the Isle of Purbeck before and after.

"The book details the land that had to be purchased so the Swanage branch line could be built – from whom, at what cost and under what terms – thanks to the construction of

The Isle of Wight Steam Railway's heritage and learning department manager Roger Silsbury (left), presents *The Terrier of the Swanage Railway* book to Gavin Johns, chairman of the Swanage Railway Trust, watched by museum volunteers from the two heritage lines.

ANDREW PM WRIGHT



The site map of Swanage station as depicted in the book. ANDREW PM WRIGHT

cuttings, embankments, bridges and farm crossings."

Roger Silsbury, manager of the IoWSR's heritage and learning department, said: "I was delighted to hand over a document of such fundamental interest to the Swanage Railway museum because the book is now in its rightful home.

"I am delighted at the close co-operation between our two volunteer-run heritage railways and I hope that this will continue for many years to come. The book had been previously donated to the IoWSR."

Chris Morgan, the trust's museums manager, said: "The kind donation of

such a unique and remarkable book – showing how the building of the railway changed the landscape in the 1880s – is an exciting and important addition to the Swanage Railway Museum's collection.

"The book will be catalogued, documented and safeguarded for future generations by the museum team at Corfe Castle station," added Chris.

The *Terrier of the Swanage Railway* can be viewed at the Corfe Castle station museum by prior appointment by calling 01929 408490 or emailing museums@swanagerailway.co.uk



Pullman Car 36 is seen arriving at the Bluebell Railway on January 14, following a private purchase. It was due to be sent to the carriage and wagon works at Horsted Keynes for restoration. Used regularly on the 'Golden Arrow' between London Victoria and Dover or Folkestone until 1967, it was modified and used as a cinema coach until 1986. It was moved to the Colne Valley Railway two years later. BR

New Aln Valley cyclepath opens

A NEW cyclepath running alongside the future eastern route of the Aln Valley Railway (AVR) has been officially opened.

The Aln Valley Cyclepath runs for nearly 1½ miles along the trackbed of the former railway between the heritage line's Lionheart station near Alnwick and Greenrigg near Alnmouth, where it joins the local road network. The path connects Alnwick to the coastal cycle route and provides an alternative to riding on the busy A1068 road.

The idea of having a cyclepath

running alongside the line came from the AVR Trust, which is reopening the Alnwick to Alnmouth railway. Supported by Northumberland County Council, £144,000 in European funding was secured to build it.

Kevin Holden, the railway's permanent way manager said: "It is great to see so many people now using the new safe pathway, both cyclists and families on foot. We are now looking forward to our next 'push' from Greenrigg on towards Alnmouth."

Tornado Rail Journeys in 2020



Mandy Grant

'THE FEN AND FELS FLYER'

Saturday 4th April 2020

Cambridge to Carlisle, crossing the Settle and Carlisle Railway.

Picking up at: Cambridge, Ely, March, Peterborough and Newark.

'THE CUMBRIAN EXPLORER'

Saturday 2nd May 2020

Darlington to Carlisle.

Take in the spectacular views from the Settle and Carlisle Railway and the rugged Cumbrian coastline.

Picking up at: Darlington, Thirsk, York, Leeds, and Skipton.

'THE JORVIK EXPRESS'

Saturday 9th May 2020

A scenic trip from Liverpool to York

Picking up at: Liverpool, Newton-le-Willows and Manchester Victoria.

'THE PENNINE EXPLORER'

Saturday 6th June 2020

Leicester to Carlisle crossing the Settle and Carlisle Railway. Picking up at: Leicester, East Midlands Parkway, Derby and Chesterfield.

'THE CALEDONIAN'

Saturday 18th July 2020

Birmingham to Glasgow passing through beautiful Lake District countryside. Picking up at Birmingham New Street, Tame Bridge Parkway, Wolverhampton, Stafford and Crewe.

'THE ABERDONIAN'

• Thursday 23rd and Thursday 30th July

• Thursday 13th and Thursday 20th August

• Thursday 3rd and Thursday 10th September

A scenic coastal trip from Edinburgh to Aberdeen

'THE QUEEN OF SCOTS'

Saturday 12th September 2020

York to Edinburgh and Stirling along the East Coast Main Line. Picking up at: York, Darlington, Durham and Newcastle.

'THE TICKET TO RIDE'

Saturday 19th September 2020

Liverpool from Darlington and Yorkshire - Tornado's first tour to Liverpool.

Picking up at: Darlington North Road, Darlington, Thirsk, York and Wakefield Kirkgate.

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Premier Dining	£235.00



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An artist's impression of the heritage interpretation centre at New Romney. RHDR



Overseeing the last piece of trackwork lifted from the 'Old Paint Shop' at New Romney on January 18 are, left to right, Simon Foulkes, Coun Patricia Rolfe, Coun Paul Thomas, Pat Newsome and Danny Martin. RHDR

New Romney heritage centre set to be 'ready this summer'

By Robin Jones

THE Romney, Hythe & Dymchurch Railway (RHDR) has begun work on building a heritage interpretation centre in advance of the world-famous 15in gauge line's centenary.

The centre is being set up inside the 'Old Paint Shop' at New Romney station, where, to officially launch the venture, the last section of former rail was lifted out on January 18.

In attendance were the mayor of New Romney, Coun Paul Thomas; Patricia Rolfe, the chairman of New Romney Coastal Community Team and a Folkestone and Hythe District and New Romney town councillor; railway general manager Danny Martin; RHDR Association chairman

Simon Foulkes and association committee member Pat Newsome.

It is intended to have the centre opened to the public on August 1.

The goal of the project is to help visitors learn more about what was long billed as the world's smallest public railway (until that accolade was taken by the more recent 12/14in gauge Wells & Walsingham Light Railway in north Norfolk) and encourage them to return and become involved with the line as volunteers.

The railway was the dream of millionaire racing drivers Captain John Edwards Presgrave ('Jack') Howey and Count Louis Zborowski, who was killed on October 19, 1924 at the Monza Grand Prix. Howey continued

the project alone, and at one stage he attempted to buy the Ravenglass & Eskdale Railway, but miniature locomotive engineer Henry Greenly drew his attention to the potential of a line between New Romney and Hythe. Howey first visited New Romney on September 8, 1925 and immediately chose it as the location for his line, which opened on July 16, 1927 and was extended to Dungeness on August 3, 1928.

An association statement said: "The railway is a wonderful family attraction and sharing knowledge about its unique history will add value to everyone's experience and, we hope, increase appreciation of this unique piece of British heritage.

"The railway is famous around the

globe and indeed owes its existence to Australian economics as well as Grand Prix motor racing. It played its part in the war effort between 1939-45 and was only narrowly saved from closure in the 1970s. It deserves a place that tells its story and the association hopes the new interpretation centre will do just that.

"The association, in partnership with the railway company, has ambitious plans for the future to further its charitable aims to develop and improve our educational input for the public in coming years, especially as the railway celebrates its 100th anniversary in 2027."

The project is being led by Nigel Whitburn as part of the line's education and heritage group.

IN BRIEF

→ **THE Bodmin & Wenford Railway is offering Class 33 No. 33110 for sale by sealed bid. It is in working order but requires an overhaul, and has been declared surplus to requirements after Class 47 No. 47306 returned to action. Details at <https://bodminrailway.co.uk>**

→ **FOLLOWING** the return of the Vintage Carriages Trust's Metropolitan Railway nine-compartment carriage No. 465 from its five-year loan to the Buckingham Railway Centre and the resulting need to make space at the trust's Ingrow West museum on the Keighley & Worth Valley Railway, Bulleid coach S1469 has been hired to the Embsay & Bolton Abbey Steam Railway on a rolling 12-month contract.

→ **BRIDGNORTH** Cliff Railway conductor Peter Wishart, 74, from Eardington, has stepped down after nearly 20 years' service. He was presented with gifts, including a copy of the reprint of the line's' original 1892 guidebook to mark his retirement by director Malvern Tipping.

'Simplexfest' marks pioneer line's 60th anniversary

THE 60th anniversary of the first UK heritage line to be laid on a green field site is to be celebrated with a parade of Motor-Rail Simplex 20hp internal combustion locomotives.

It was in 1960 that the 2ft gauge Lincolnshire Coast Light Railway (LCLR) opened on its original site at Humberston, near Cleethorpes, using second-hand stock from the county's potato farm railways.

As part of the anniversary celebrations, the railway and its Historic Vehicles Trust will present 'Motor Rails Through the Decades' on Saturday, June 6 at its present location

in the Skegness Water Leisure Park in Walls Lane, Ingoldmells.

The free-to-enter event (donations on the day welcome) will be an opportunity to see locomotives and wagons not normally on view, or in use, and will demonstrate the military, agricultural and industrial use of narrow gauge railways.

Public passenger trains will not be running during the event, but lineside photography will be allowed.

There are nine Simplexes on site, dating from 1920 to 1947, and it is hoped to run all those in working order, with the others on show

The oldest Simplex in action will be No. 1935 of 1920 *Nocton*, coupled up to War Department Light Railways Class P four-wheel wagons, running as they did on the Nocton Estates Light Railway from 1920 to 1969.

Other demonstration trains will include locomotives and wagons from ammunition depots, brickworks, timber yards and peat works systems.

Trust secretary and organiser Jim Smith said: "Simplex narrow gauge locomotives were devised by the Motor Rail Company of Bedford, for use on the trench railways of the First World War battlefields, supplying troops, ammunition, medical supplies and fodder to the field of battle.

"They helped evacuate the wounded for treatment in field hospitals and for recuperation in the UK.

"They were solidly built, with petrol engines and could be driven in either direction on the 60cm gauge track. They were a decisive factor in the Allied victory in 1918.

"Many were sold to industry and agriculture after the Armistice with their petrol engines eventually replaced by diesel."



Simplex No. 9264 of 1947, which was swamped in the 1953 East Coast floods at Mablethorpe and later used in brickworks there and in Skegness, is seen undergoing testing in January as part of its restoration to working order. CHRIS BATES/LCLR



Exmoor Steam Railway-built 0-4-2T No. 300 of 1996 *Monty* heads an afternoon train at the 15in gauge Evesham Vale Light Railway on a sunny January 19. ALISTAIR GRIEVE

Cement works youngsters speed up overhaul of LNWR Coal Tank

APPRENTICES from Derbyshire's Hope Cement Works have entered into a heritage skills partnership with the Bahamas Locomotive Society.

Jake Saxon, Alex Dunsby, Harrison Winters and Daniel Hobson travelled to Ingrow Locomotive Museum at Ingrow West on the Keighley & Worth Valley Railway in December.

Society chairman Keith Whitmore said: "We were delighted to be able to accommodate four apprentices from the works for a three-day experience of working in a heritage engineering environment. The apprentices worked on the dismantling of our 1888-built LNWR Coal Tank No. 1054, which was steamed for the last time at the beginning of November.

"The lads worked as part of a team and fitted in extremely well and I think they enjoyed themselves at the same time as seeing skills that are no longer part of a training programme in the modern rail industry. They removed parts from the cab of the locomotive, which is now totally stripped down and the boiler has been lifted.

"With the apprentices' help we are now about five months ahead of schedule in the overhaul of the locomotive. We look forward to welcoming the apprentices again and especially to the time when they will be able to work on Hudswell Clarke No. 1704 *Nunlow*, which spent its entire working life at the cement works in Hope and which, following the Coal Tank, will be next in line for overhaul. The name *Nunlow* comes from the hill at the back of the works and the loco is all that is left of the name, as the hill has completely gone as cement!

"We so much appreciate the cooperation of the management at Hope and are looking forward to working with them on other projects with us.

"In the meantime we will be ensuring the apprentices receive certificates to acknowledge

their work with us and to thank them for being with us."

Cement works maintenance manager John Mulryan said: "I would like to thank The Bahamas Locomotive Society for supporting us with the development and enhancement of our apprentice programme."



Apprentices Jake Saxon, Alex Dunsby, Harrison Winters and Daniel Hobson from Hope Cement Works with LNWR Coal Tank No. 1054 at Ingrow. BLS

'Double Manors' £25k appeal at Severn Valley launched

A £25,000 appeal to return stricken GWR 4-6-0s Nos. 7802 *Bradley Manor* and 7812 *Erlestoke Manor* to action this year has been launched.

Last July, *Bradley Manor* suffered a serious mechanical failure while working on the West Somerset Railway on hire from the Erlestoke Manor Fund (EMF) for the summer. It was taken to Tyseley Locomotive Works where the extent of the damage was assessed.

The failure was caused by the right-hand piston rod breaking due to fatigue arising from a defect in the metal of its BR piston rod at a location which could not be inspected with the locomotive assembled. Following the break, the piston and rod were forced forward out of the cylinder block, damaging the front cylinder cover, securing studs and the cylinder casting beyond repair.

Now that the investigations are complete, the repairs to No. 7802 have begun. The replacement of the complete cylinder block and associated work is required at an estimated total cost of £150,000. Thankfully, the consequential damage is covered by insurance, but the replacement of the piston rod itself, plus other repairs that are prudent to undertake at the same time, are not.

2020 return target

The fund's other locomotive, *Erlestoke Manor*, is also at Tyseley, currently undergoing overhaul, and around £25,000 is needed to bridge the current cash shortfall for repairs to both Manors.

Fund chairman Paul Fathers said: "Our target is to return both *Erlestoke Manor* and then *Bradley Manor* to traffic during 2020.

"While we are well on the way to achieving this, we face a cash shortfall with both locomotives currently unserviceable and so not bringing in any revenue.

"As a result, we are asking all those who support us and wish to see both Manors running again this year to come forward with donations or by purchasing shares as part of the Two for 2020 Appeal we have just launched."

Supporters can help by becoming a member and shareholder in the fund or increasing an existing shareholding, minimum subscription £50. More details are available at www.erlestokemanorfund.co.uk/want-to-help/shareholders and completed applications or queries should be sent to the EMF Membership Secretary, Rose Cottage, High Green, Chorley, Bridgnorth WV16 6PP erlestokemanorfund@gmail.com

Straight donations to the appeal with Gift Aid wherever possible are invited at www.erlestokemanorfund.co.uk/want-to-help/donate/

Alternatively, suitable items for resale may be donated via the fund's shop at Bewdley station, details at www.erlestokemanorfund.co.uk/shop/

All shareholders and those donating over £25 will receive an invitation to travel free behind either Nos. 7812 or 7802 on a return-to-service special train.

South Africa comes to Snowdonia as Garratt returns

By Robin Jones

WELSH Highland Railway articulated NG/G16 Garratt No. 87 is set to return to traffic – in its former black South African Railways (SAR) livery.

The locomotive has just emerged from its first 10-year overhaul, having covered 107,479 miles in Snowdonia, and will re-enter traffic at the end of March.

No. 87, built in 1936 by Cockerill in Belgium, under sub-contract from Beyer Peacock which had a full order book at the time, was supplied new to SAR where it ran for several decades.

In South Africa, it suffered two very serious accidents, twice rolling over, with the crew not surviving on one occasion.

Background

It was bought for use on the abortive Robin Hood's Bay railway scheme in North Yorkshire, and sold to the Exmoor Steam Railway. There, a wealthy sponsor asked where it could be run once he funded its restoration, and was pointed in the direction of the Ffestiniog & Welsh Highland Railways.

Before leaving Exmoor the boiler was given an ultrasound scan and was found to be in a satisfactory condition. However, in 2006, when No. 87 arrived in Boston Lodge Works, another scan discovered a series of problems.

The boiler backhead was found to be very thin in places. The backhead was cut off and replaced with a new one from Israel Newton, together with a new firebox, both of which are of welded construction. No. 87's



Resplendent in its original South African Railways black livery once again, NG/G16 No. 87 is seen in the final stages of its overhaul in Dinas workshops on January 23. FF&WHR

boiler is now a hybrid with a welded backhead and firebox attached to a riveted boiler.

The sponsor paid more than £500,000 to turn No. 87 from all but a wreck to a reliable member of the Welsh Highland fleet.

No. 87 was taken out of service at the end of October 2018 and spent last year in the Dinas workshops. Its boiler was lifted out of its cradle in December 2018 and sent to Israel Newton, being returned last June.

At Dinas, workshop staff fitted a new ashpan, complete with drenches to prevent lineside fires and installed a new enlarged vacuum brake cylinder so that No. 87 will have all vacuum brakes and not the previous mixture of steam and vacuum. A new

smokebox was fitted together with a new improved spark arrester, the boiler cradle has been strengthened and a new steel cab floor has been installed together with a wooden floor which sits on top of it.

Back in traffic

Now the overhaul is completed, the locomotive will undergo a period of testing and running-in trials before re-entering passenger service.

Due to a request from the sponsor, No. 87 has been repainted in SAR black with the SAR/SAS logo on the bunker.

FF&WHR general manager Paul Lewin said: "This could never be described as just another locomotive for us. No. 87 has been a true

railway adventure, seeing an engine taken from scrapyard condition to running such a prodigious mileage is immensely satisfying.

"No. 87 has been funded in a way which allowed us to do the restoration job very thoroughly, develop our skills and have the patterns and jigs to build almost any part of an NG/G16. It is so pleasing to see the locomotive back for its second 10-year stint so quickly, thanks to the team at Dinas."

The railway has now an ongoing pre-emptive maintenance programme to keep No. 87 in its present excellent condition. Apart from routine maintenance this will be centred around the power units, which have suffered cracked frames requiring repairs.

That could mean a heavy repair of the existing units, using frames from one of the line's other NG/G16s or building a set of completely new bar frames.

It is hoped that sister No. 130 will be joining the fleet later in 2020.

Meanwhile, the boiler previously fitted to Garratt No. 129 has had its safety valves lifted for the first time. It was last steamed in Africa, before heading to Australia's Puffing Billy Railway and later given to the FF&WHR.

After two years of work and investment, the safety valves were lifted in January for the first time at Locomotive Maintenance Services in Loughborough.

The boiler will now be used on Garratt No. 138, whose boiler ticket is about to expire.

Moorsline's new Bridge 27 delivered to site by rail

A REPLACEMENT for the North Yorkshire Moors Railway's Bridge 27 has been installed.

The newly-fabricated 83-ton structure was constructed by Darlington-based Cleveland Bridge UK as a replacement for the 22-yard bridge which crosses the Eller Beck at Goathland.

The bridge replacement is the first in a series of scheduled repairs under the line's Yorkshire's Magnificent Journey project.

Transport of the components involved taking six loads by road from Cleveland Bridge's factory to A V Dawson's freight facility in Middlesbrough for onward shipment by rail to Goathland.

Cleveland Bridge worked in close collaboration with the NYMR on the dismantling of the old bridge, earthworks, and pre-casting of concrete elements, as well as the in-situ casting of its new deck.

Once fabricated, the firm's engineers undertook a full trial assembly of the new structure to ensure the final installation could be completed efficiently, minimising any environmental impact on the countryside.

NYMR general manager Chris Price said: "This investment in the future of our railway paves the way for future generations to enjoy our vibrant rail history.

"We are pleased to be working with



Cleveland Bridge UK engineers are seen undertaking the installation of Bridge 27 on the North Yorkshire Moors Railway.

such an iconic bridge manufacturing and installation company, who are proud to be from the North of England, just like the railway itself."

The Yorkshire's Magnificent Journey has been funded by grants from The National Lottery Heritage Fund, the Rural Payments Agency, the Local Enterprise Partnership

and the line's supporters.

→ The NYMR has raised 90% of the funds to deliver the project but still needs to raise an additional £1 million over the next three years and is appealing for further support to achieve that target. For further information and to donate, visit www.nymr.co.uk/YMJ

US railroad artistry in the spotlight as poster couple Richard and Judi launch new 262-page volume

By Geoff Courtney

IT'S taken a long time coming, but transport poster aficionados, lovers of railway art, and enthusiasts who enjoy eye-catching colour on their study or railwayana den wall, will welcome its arrival.

Volume nine of the widely-acclaimed and award-winning Poster to Poster Railway Journeys in Art series is typical of the genre that Richard and Judi Furness have spawned since volume one hit the shelves in July 2009. It's an astonishingly-researched tome that reflects the determination of the couple to produce what is literally a work of art worthy of gracing any coffee table or bookcase.

This latest volume follows the first seven which covered the UK from Scotland to the south-west via the north-east, the Midlands & Wales, the eastern counties, London & the south-east, and the north-west, and volume 8 which embraced European, Australian and North American destinations.

When Volume 8 made its appearance Richard indicated it would be the last, and a metaphorical sigh of relief could be detected over the phone as we spoke back then. It was not to be, though, and after a gap of nearly four years, volume nine makes its debut covering posters issued by the railways of the USA.

Within its 262 pages are 375 posters and 67,000 words, a task made even harder by the fact that, in contrast with our own National Archives or National Railway Museum, there is no central register of information in the United States,

so leading Richard to turn to public libraries, auction houses, railroad companies and societies, other small regional organisations, and private individuals scattered throughout this vast country.

Challenges

"This has been a very challenging book to produce, not least because initially it was not known how many posters existed for each state," he said, speaking to *Heritage Railway* from his home in the Canary Islands. "Collating and verifying data alone took me more than nine months, but after much correspondence, research and cataloguing, a coherent picture began to emerge.

"New England, New York and California were the three most advertised places, while such railroads as the New York Central, Pennsylvania, Southern Pacific and Northern Pacific gradually used artwork to good effect after noting the influence of posters in the UK, France and Italy."

Richard, a 73-year-old internationally-respected chartered engineer who was a Midlands' trainspotter in the 1950s lived and worked in the USA for a decade, and posters he collected then adorn his and Judi's home. "I used to see Duchesses and Jubilees at one end of Shrewsbury station and then race down to the ex-LNWR signalbox to watch the 'Cambrian Coast Express' come in," he recalled.

As well as acknowledging Judi's artwork layout and design contribution to this and previous volumes, Richard expressed his gratitude to Swann Galleries of New York, saying that without its support the book would not have been published.

Rarely covered

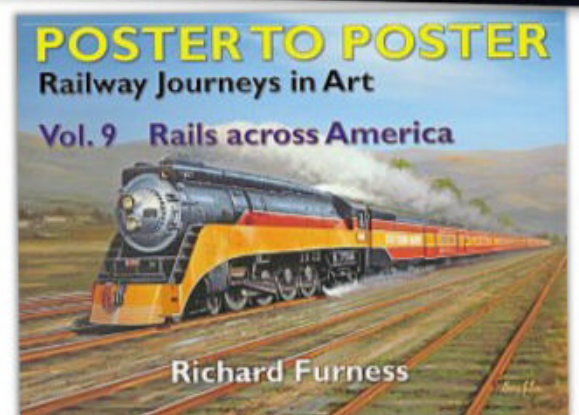
In the volume's foreword, the galleries' Nicholas Lowry writes that there were surprisingly few US railroad publications about posters. "This volume is the result of many years' work, and is a mixture of documentary reference, geographic study, historical review and artist appreciation, using the central theme of posters," he said.

The entire history of US railroad posters from 1869 to 2017 is covered, but of the hundreds included, what is the author's favourite? After much thought, he went for a work by Bern Hill (1911-77) featuring the 'Santa Fe



Above: Work of art: The poster by Bern Hill that Richard Furness selected as his favourite among the hundreds featured in volume nine of the widely-acclaimed Poster to Poster series of publications.

→ Poster to Poster Volume 9 is published by Poster to Poster Publishing (hardback, £40, 262pp, ISBN 9780857161697).



Chief' in the Death Valley area of eastern California issued in about 1950. "He had a quite wonderful eye for colour, line and form, and his composition skills were masterful," said Richard. "This artwork is contemporary commercial art at its very best."

Other artists Richard flagged up were Maurice Logan, Leslie Ragan and Sascha Maurer, all of whom he said were as good as four artists whose names will resonate with UK railway poster enthusiasts – Tom

Purvis, Frank Newbould, Claude Buckle and Frank Sherwin.

Of his decision to write a ninth volume, he said: "I did it partly because there were almost no books available on US posters before this one, and partly because, having lived there, I wanted to document what an amazing and diverse country it is. Had I known how difficult the book was going to be I probably would not have started it. I went down many cul-de-sacs before a coherent picture emerged."



Cheers: Richard and Judi Furness raise a toast at their Canary Islands home to the launch of their latest Poster to Poster volume. FABIO GALLO

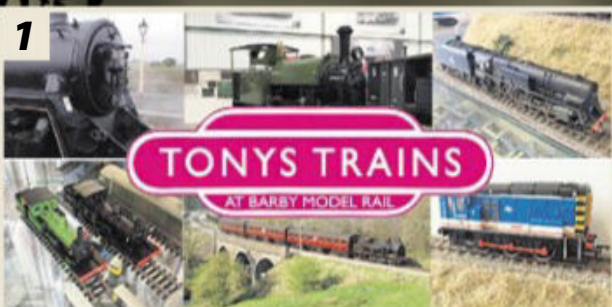
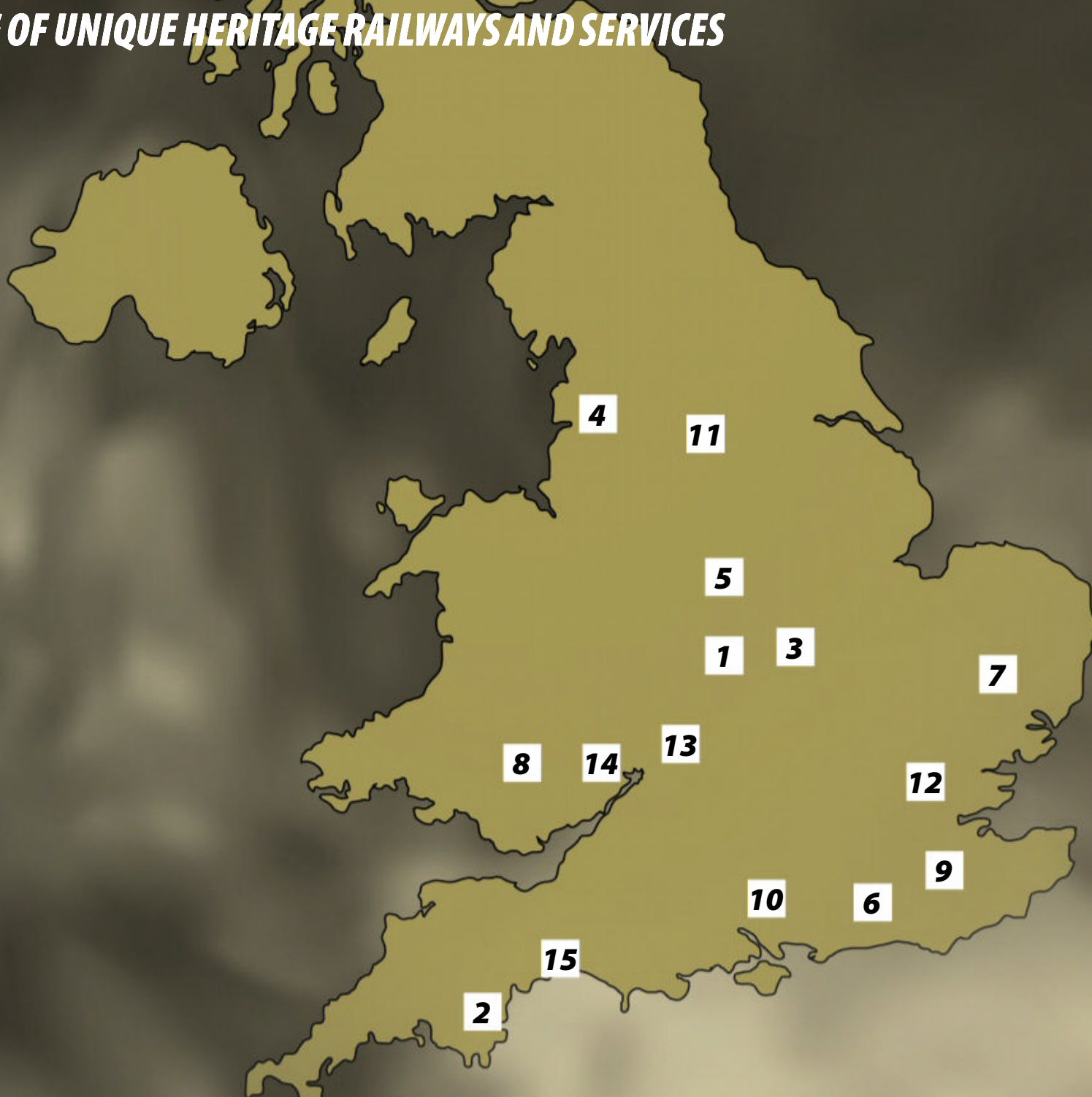
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INDUSTRY ISSUES

What it's all about: an immaculately restored steam locomotive at the head of a smart rake of heritage carriages in beautiful scenery on a lovely line. Oliver Edwards began volunteering at the Keighley & Worth Valley as a young member aged 13 through what he calls 'a particularly well managed young members group'. BR 2MT 2-6-0 No. 78022 approaches Oakworth with the 12.30pm Keighley to Oxenhope service on Saturday, January 18. BRIAN DOBBS





JUST HOW SUSTAINABLE ARE HERITAGE RAILWAYS?

In 2021, it will be 70 years since the world's first volunteer-run railway was established on the Cambrian coast.

Now, steam trains criss-cross the United Kingdom on a multitude of lines which, if combined, would stretch from London to Glasgow. But is this really sustainable in the long term, asks **Oliver Edwards**.

Early last year, I began writing a comprehensive study about the sustainability of heritage railways in the UK. I have been involved in the sector for seven years, across a wide range of projects and organisations, and steam traction is a huge part of 'who I am'. Therefore, it's fair to say I had a vested interest in uncovering the underlying issues which may cause trouble in years to come.

The study culminated in a 9000-word research paper, using over 30 pieces of reference material and including interviews with senior managers within our sector. This article will probe the challenges I found in bite-sized chunks. There are, of course, many exceptions to the 'rules' laid out, but heritage railway volunteers and managers should objectively reflect on whether any suggestions in this article would be of benefit to their organisation.

Where are we today?

IT'S worth remembering that in the 70 years since the opening of the Talylyn, heritage railways have grown into distinct sectors of the UK tourism and heritage conservation arenas. There are approximately 140 sites, running lines and museums in Great Britain themed around railway history, generating an estimated £400 million for the economy each year, giving pleasure to 22,000 volunteers and providing income to 4000 members of staff.

For a group which, in the vast majority of cases, does not receive any local authority or government subsidy to run day-to-day, that is pretty impressive. While these figures are pleasing, can we carry on in eternal growth and expansion, as has been the case up to now?

Locomotives, carriages, stations and track are not cheap assets to maintain, particularly to increasingly stringent legal standards. Paid staff, who are often essential because of the volume of work now involved in both the safe management and fierce promotion of heritage railways, have wages to be paid each month, and a raft of other costs are continually eating into revenues.

One thorny issue in the sphere of finances are the level of donations needed to sustain our railways. Some lines have been particularly successful in their fundraising efforts, notably for locomotive overhauls. These are attractive to donors, who are excited by the prospect of a 'fan-favourite' back on the line, are easy to explain to the 'joe public' visitor and can free up cash for investment in less glamorous essentials like trackwork.

The legacy of legacies

IT is unlikely that a railway which currently relies on legacies, for example, will be able to sustain these donations when the end of steam in the 1960s has been largely erased from living memory. Sad and blunt as this may sound, we have to ready our commercial operations to bear a greater strain of our ever-increasing costs.

An area in which finances may be better managed is in reducing the number of train services we operate. Many readers will be familiar with half- or near-empty trains, particularly at the start or end of the day. To run an additional two services on a 10-mile railway each day is likely to require the use of another steam locomotive. If this is done over 20 days or more a year, it might be considered wise to overhaul another steam locomotive ➡

"While the trains run may generate a seemingly reasonable revenue stream, do they come anywhere near meeting their true cost? It is fair to say that if our railways made great swathes of cash that they would not have closed, but most of our visitors would happily come an hour later or earlier to catch a train if that was what was offered. For many railways, the savings these changes would bring about could be the difference between survival or closure."



Above: “Coal provision, the lifeblood of heritage railways, is perhaps the most pressing challenge of this new decade to ensure the continuation of our sector,” writes Oliver Edwards. GARETH EVANS



Right: Crucial to the sustainability of the heritage railway sector is the recruitment and retention of volunteers. A well-known and long-standing model of best practice can be found at the Ffestiniog & Welsh Highland Railways, which has engaged with a range of groups and demographics to deliver a host of projects, establishing a skills base essential for the railways’ future well-being. Volunteers are seen during one of the popular seasonal ‘bash’ working parties carrying out maintenance at Porthmadog Harbour Station. ROGER DIMMICK

to run them. In an era of £300,000 overhauls, that luxury costs £30,000 per annum, to say nothing of the additional coaches needed.

While the trains run may generate a seemingly reasonable revenue stream, do they come anywhere near meeting their true cost? It is fair to say that if our railways made great swathes of cash they would not have closed, but most of our visitors would happily come an hour later or earlier to catch a train if that was what was offered.

For many railways, the savings these changes would bring about could be the difference between survival or closure.

Is it possible for your dining train to have limited capacity for standard passengers, increasing the options available with a disproportionately small cost comparable to running an additional service. The conclusion of this line of thinking may be fewer operational steam locomotives, which may sound less exciting to crews but gives your railway a better financial future. Do not be tempted to cut down to the extreme, with no room for failures, as the hire locomotive market is difficult to predict, but be sensible. You’d save on volunteers, too, which we’ll discover are a cornerstone of our continued success.

Manning our railways

Perhaps unlike any other industry, volunteers are critical to the economics of steam railways. Most railways, even those particularly large names, employ only 10% or fewer of their workforce. Finding a paid member of staff who isn’t office or workshop based, and is instead involved in the actual operation of trains, is rare. Upsetting this fine balance would make many railways financially unsustainable. Our volunteers, though, are aging.

“Trials in the US by the Coalition for Sustainable Rail were carried out in 2019 on a standard gauge locomotive of a wood-based biofuel, moulded into cobbles similar to coal. The trials found that the fuel burned hot, and needed minimal extra shovelling by the fireman to be maintained. With no certain future for coal, and the real possibility that we may not be able to access it in five years’ time, real efforts should be made to embrace this technology in the UK.”

We all know the benefits of volunteering, including meeting new people and learning new skills, but we must improve our messaging to reach those of working age or to capture people when they are even younger. It is possible.

I started at the Keighley & Worth Valley as a young member aged 13, through a particularly well managed young members’ group, and am now a 20-year-old trustee at the Welshpool & Llanfair Light Railway. Working with under 18s is now more difficult due to government regulation, but we often forget the universities and colleges nearby that can often provide students to deliver projects to further their own educational aims.

Revolutionise the roster...

At 18 and above, training for many operational roles can begin. For example, just four new guards a year could be revolutionary for your roster. We must not forget, either, the substantial efforts of those who man our shops, tea rooms, bookstalls, buffet cars and a whole plethora of other public-facing roles. Training for these takes less time, and is more open to those who are not as agile as others.

Think about your local rotary clubs or Women’s Institutes, who may be able to help. It is important to remember, though, that volunteers in these roles have to have interpersonal skills or can easily upset visitors.

Retention is key, and to do this railways should actively promote social events and gatherings that make volunteers friends as well as colleagues. Running a DMU on a summer’s evening and giving every (off-duty) volunteer a drink may cost a couple of hundred pounds, but it will give them a priceless sense of worth and camaraderie.

We should consider what is feasible in terms of volunteer effort. Dozens of railways

cancelled running days in 2019, often at very short notice, which is the worst possible news for visitors. Many cancelled more than one day, and some over five. While some of these may have been because of unfortunate events, our timetable planning should reflect a service level that is realistic and achievable. If you have to be unrealistic in your timetabling to be financially viable and then cancel running days anyway, your railway may not be sustainable in the long term.

The demands of visitors, much like the demands of customers in every industry, are ever-changing. We must keep up with these changes in order to continue to attract them to our railways. Several disparaging comments were made on social media when the Welsh Highland’s new station at Caernarfon was opened, but this facility has provided benefits like a changing places toilet for those with disabilities, which will revolutionise the area’s tourism credentials. A more traditional building, particularly of stone, may have been much more expensive and would not have been as eye-catching to potential visitors.

Getting the basics right

Little things can mean a lot to visitors, so get the basics of train cleanliness and appearance right in order to provide the ‘chocolate-box’ Railway Children image of a steam railway that popular culture has built in the minds of the public. What does a full bin or dirty toilet have to do with sustainability? Put simply, if your visitors have a poor experience and do not return to empty their wallets again, telling their friends how poor their visit was, there is less cash in the system to run your railway.

Increasingly, tourism is talked about in terms of ‘experience’, namely the unique memories that an attraction can provide to visitors. In this, heritage railways have a clear advantage. We can offer footplate rides, dining on board, driving experiences, tours of hidden gems, family-friendly trips such as Santa trains and so much more. These products, by diversifying our audiences and enabling premium pricing, spread the risk of our operations.

Coal provision, the lifeblood of heritage railways, is perhaps the most pressing challenge of this new decade to ensure the continuation of our sector.

In 2018, the UK burned 12 million tons of



Number Crunching

£400 million	The estimated sum generated for the UK economy each year by heritage railways
140	The approximate number of running lines and museums in Great Britain themed around railway history
22,000	The number of volunteers in the UK heritage railway sector
150	The number of 'Barry Scrapyard wrecks' restored
9	The number of gauges in use on running lines in Great Britain

Open weekends can provide a valuable opportunity to persuade would-be volunteers to get their hands dirty. A group of visitors is seen in front of Hunslet 0-6-0ST Jacks Green (No. 1953 of 1939) enjoying a tour of Wansford sheds during the Nene Valley Railway open weekend on March 23, 2019.
GARETH EVANS

coal, of which just 26,000 was used by steam locomotives.

As coal mines close around the UK, and power stations cease to use this fuel, our buying power for this 'black gold' will be significantly reduced, alongside the leverage we have at present to piggyback on industrial users. Public concern about climate change is well covered in the media, though fortunately no railway has yet been hit with a demonstration as far as I'm aware.

We shouldn't brush off concerns as 'namby-pamby-liberalism', as hard legislation such as the Clean Air Act will soon enforce strict guidelines and targets on the burning of household coal. Trials in the US by the Coalition for Sustainable Rail were carried out in 2019 on a standard gauge locomotive of a wood-based biofuel, moulded into

cobbles similar to coal. The trials found the fuel burned hot, and needed minimal extra shovelling by the fireman to be maintained. With no certain future for coal, and the real possibility we may not be able to access it in five years' time, efforts should be made to embrace this technology. A trial as soon as possible would demonstrate its suitability for British steam locomotives, and would give time before the demise of coal to implement larger scale production.

Securing the fuel

While this may sound frantic, there is no bigger issue which seriously threatens our existence in the near future, and while assurances have been made by government that there will be no ban of coal use by steam locomotives, sourcing fuel will be more difficult.

Few examples of a 'failed' heritage railway exist, but they include the Derwent Valley Light Railway in full form, whose steam services in the 1970s failed to take off (though we now have a shorter, well-preserved station and section). As steam trains are an ingrained part of British culture and family interest is kept alive by Thomas the Tank Engine, we should not worry that interest is dwindling in steam. Indeed, many of my study interviewees highlighted television programmes that put railways on our screens every week as having a positive effect on their traffic figures.

That said, a great number of railways serve the same population base as several others, which leads to questions about whether they can all not just continue, but grow into thriving destinations. Sometimes, the historic and tourism nature of railways



The Kent & East Sussex Railway's coaches are extremely well kept and are a pleasant place to spend an hour or two. Dirty coaches can have a severe impact on your reputation and are frequently mentioned on TripAdvisor. OLIVER EDWARDS



The entrance to your railway sets the scene for a visitor's whole day out. Clean and well-presented spaces like this at Cheltenham Racecourse on the Gloucestershire Warwickshire Railway are great examples. OLIVER EDWARDS



Running a train offering a mix of dining and standard passenger accommodation can increase the options available with a disproportionately small cost comparable to running an additional service. GWR Collett 7800 Manor class 4-6-0 No. 7802 *Bradley Manor* is seen at the head of the Severn Valley Railway 'Venturer' train, which provides a mix of both dining and standard class seats. IAN MURRAY

which are close to each other provides ample justification in their continuation as separate entities.

The UK domestic tourist generally travels an hour from their home to a visitor attraction for a day out, so there is plenty of scope for a good number of heritage railways across the country. It is possible, though, that a small rationalisation of 10-15 locations would enable the remaining dozens to solve many resource shortages and boost visitor numbers. The findings of this research point to a natural slimming down, as a small number of lines suffer acute difficulties in certain areas.

Many of the issues highlighted above are 'established challenges', meaning we have known they will prove an issue for some time.

About the author

Oliver Edwards has volunteered and worked on heritage railways for more than seven years, at far-flung locations such as the Bodmin & Wenford in Cornwall and in Wales on the Welshpool & Llanfair Light Railway, where he is the marketing and audience trustee. He has contributed to and managed projects such as Home from the Front, a two-week commemoration of the end of the First World War in Yorkshire and the creation of the Llanfair Connections pop-up museum. He has studied tourism and business management at degree level, is on the Heritage Railway Association's Business Development Committee and is co-founder of a business (Fox & Edwards Events, www.foxandedwards.com) which manages events at heritage venues.

Increasingly, tourism is talked about in terms of 'experience', namely the unique memories that an attraction can provide to visitors. In addition to a train ride, visitors to the Middleton Railway in Leeds can explore a collection of artefacts, including seeing out of service locomotives, some of which offer access to the footplate. GARETH EVANS

As a sector, we have to be proactive about solving them, often through partnerships. Reach out, talk and discuss, and then undertake actions that move your organisation forward. This is not simply the role of the Heritage Railway Association, and railways can, through local enterprise partnerships, tourist boards, local government and other forums, better 'their lot' in order to ingrain their regional importance in the minds of the public.

Across railways, too, more can be done. Cross-railway promotion has worked particularly well for the Great Little Trains of Wales, which proves railways need not always be in fierce competition to succeed. Narrow gauge railways snaking through beautiful

valleys to slate mines is seen as a part of Welsh culture and as a must for many tourists, largely because of the work of this body.

Take away from this article this; that we can continue to be extremely successful but we have to face up to the real issues facing us to survive and thrive.

Acknowledgements

I would like to acknowledge Jonathan Brown's The Railway Preservation Revolution, which was a ground-breaking text in the record of the history of railway preservation, my interviewees for their help in producing my study and the Heritage Railway Association whose statistics have been useful throughout. 



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A first for Great Central as nameplate finds new home

THE postal section of Great Central's sale at Stoneleigh on December 7, made its own little piece of history when nameplate *Woollas Hall* from GWR No. 5965, one of two that were the first to ever be included in this particular segment of the auction, sold for £4400 including its cabside numberplate.

The second plate, from LMS Patriot No. 45534 *E. Tootal Broadhurst*, had no success, but other realisations included £780 for a GWR 8ft high lamp column and £640 apiece for an operational early LNWR rotating ground disc signal as introduced in 1881, and a GER home signal.

The Isle of Wight also wove its magical web by securing top bids of £780 each for two Freshwater Yarmouth & Newport Railway staff tickets. This line opened in 1889, was absorbed by the Southern in 1923, and was closed by BR on September 21, 1953, with the final train being worked by O2 class 0-4-4T W29 *Alverstone*.

A BR(E) Wickford Station enamel sign went for £940, but probably the most eye-catching of all in the auction of nearly 1200 lots were 10 sections of Caledonian Railway cast iron balustrades from Edinburgh Princes Street station that were sold in four lots and realised a combined £2620. They totalled 34ft in length, and some of the sections featured the railway's monogram, thistles and lions, while two also carried crown and sceptres.

Princes Street station was opened by the Caledonian in 1870 and rebuilt in the 1890s incorporating an 850ft long trainshed and a 205-room hotel with Louis XV-style decor. The station closed in September 1965 and was substantially demolished, although the hotel survives. Prices exclude buyer's premium of 15% (+ VAT).

→ The top realisation in Great Central's postal auction of railway tickets in January was £620 for a London Brighton & South Coast Railway 3rd class single for the short trip from Langstone to Havant on the Hayling Island branch line. The ticket spelt Langstone with the final 'e', a style that was used for just six years, from the station's opening in July 1867 to 1873, when it was dropped. The price excludes buyer's premium of 10% (+ VAT).

It's looking great for Western collectors at Pershore



D 1057

ALTHOUGH the Southern Railway will headline GW Railwayana's sale on March 14 with West Country and Merchant Navy nameplates, as reported on news page 23 of this issue, five of the GWR express locomotive classes will also vie for attention in the nameplate, cabside, and smokebox categories.

Heading the Swindon nameplate pack will be *Dartmouth Castle*, aided and abetted by *Rood Ashton Hall*, *Holker Hall*, and *Burmington Grange*, from Nos. 4088, 4965, 6911 and 6829 respectively, and even diesel traction has a Western bias, thanks to *Cockade* from a Class 42 and *Western Chieftain* from a Class 52.

No. 4088 was built in July 1925 and withdrawn from St Philip's Marsh, Bristol (82B) in May 1964. No. 4965 in November 1929 and taken out of service in March 1962 when allocated to Didcot (81E). No. 6911 in January 1941 and retired from Banbury (2D) in April 1965, and No. 6829 in March 1937 and pensioned off in November 1965 from Worcester (85A).

The cabside numberplate selection will include one of the pair from No. 4088, which is being sold separately from the nameplate, and additionally 4008 from *Royal Star* – a June 1935 withdrawal – 4076 from *Carmarthen Castle*, and 6017 from *King Edward IV*.

The *Castle* was the only member of the class I failed to 'cop' (other than the rebuilds withdrawn early, Nos. 111 and 4000/09/16/32), but underlining it in my dog-eared 1959 Combined Volume after

seeing the cabside at Pershore would sadly be an absolute no-no.

Also among the cabside are six from a single collection carrying GWR identification, Nos. 35/224/349/684/1205 and 3015, while the smokebox numberplate line-up has two named GWR representatives, Nos. 5003 (*Lulworth Castle*) and 7005 (*Lamphey Castle*, renamed *Sir Edward Elgar* in August 1957).

The pair of diesel nameplates that further the Western theme, *Cockade* and *Western Chieftain*, are from Class 42 'Warship' D810 and Class 52 D1057, with the latter also including its cabside numberplate as a single lot. Finally on the nameplate front, comes a lone LMS contender, *Nelson*, from Jubilee No. 45664 that emerged from Derby in January 1935 and ended its days in May 1965 as a Leeds Holbeck (55A) engine.

Highlight

I'm heading westward again to highlight one of the worksplates, an Avonside Engine Co of Bristol example (Works No. 1421) dated 1900 from an 0-6-0ST built for the Burry Port & Gwendraeth Valley Railway, for whom it entered traffic as No. 2 and named *Pontyberem* after a village in the valley.

This old-timer was sold in 1914 to Llewellyn (Nixon) Ltd and worked

at Mountain Ash Colliery until 1962, when it was transferred by the NCB to the nearby Penrikyber Colliery. It was withdrawn from there in 1970 after an operating life of seven decades and became the only ex-BPGVR loco to be preserved, and is currently at Didcot.

Other worksplates include a selection from the pre-Grouping days of the GWR.

An auction debutante will be LMS hawkeye Tilton, a Leicestershire station opened by the Great Northern & London & North Western Joint Railway in 1879 and closed in 1953, and another hawkeye from the same line is Melton Mowbray, from Melton Mowbray North station, the 'North' not being carried on the sign.

Totems include BR(Sc) Fort William and BR(M) Northampton Castle, the Midland Region station being renamed simply Northampton in April 1966, and among the timepieces is an ornate 12in dial shelf clock supplied to the Great Eastern Railway's Sandringham Hotel in Hunstanton, Norfolk, when it opened in the 1870s adjacent to the town's station.

The line-up of carriage prints includes prewar LNER and SR issues, while from the late steam era comes a 'Royal Scot' tartan headboard. There is also a collection of Victorian directors' free passes and tickets, including two issued by the London & Birmingham and Grand Junction railways circa 1837, the first year of Victoria's long reign. The auction, at Pershore High School, starts at 9.45am.



→ A SOUTHERN Railway target sign from Yalding, on the Medway Valley Line out of Charing Cross, was the top railway realisation in a railwayana and signs auction held by TW Gaze of Diss, Norfolk, on January 17, with a hammer price of £650. Runner-up at £550 was a BR(M) Victoria Station enamel direction sign. Prices exclude buyer's premium of 18% (+ VAT).

→ THE former North British Railway station of Coatdyke, on the North Clyde Line east of Glasgow Queen Street, topped the charts at a Thirsk Railwayana auction on January 18, thanks to a £620 realisation for one of its totem signs, followed by an LNER Scarborough seatback plate that went for £500. Prices exclude buyer's premium of 10% (+ VAT).

→ ALTHOUGH Meccano items set the pace in a Vectis railway books, model trains and toys sale on January 17, railway rolling stock put on a good show, led by six kitbuilt OO-gauge LNWR coaches (£750) and an early gauge 1 Red Cross hospital coach made by Marklin of Germany (£700). Prices exclude buyer's premium of 25% (inc VAT).

Will the atmosphere be electric at Stoneleigh on March 7, or will diesel gatecrash the party?

NAMEPLATE *Anti-Aircraft Command* from SR Pacific No. 34049 may be set to grab the spotlight in Great Central Railwayana's sale on March 7, as reported on news page 23 of this issue, but the auction house's team is also cautiously optimistic of success with a plate from an entirely different era and class of locomotive traction.

It is *Edmund Burke* from Metropolitan Railway No. 7, an electric Bo-Bo built in 1922 by Metropolitan-Vickers that operated for four decades on the City and Baker Street to Aylesbury services as far as Rickmansworth, where electrification ended and steam took over. In 1961 London Underground electrified the line beyond Rickmansworth to Amersham, leading to the remaining 16 members of the class, including No. 7, being withdrawn, although two – No. 5 *John Hampden* and No. 12 *Sarah Siddons* – were saved for preservation.

From March 1927 ornate brass nameplates were given to all 20 locomotives in the class, but these were removed during the Second World War and in 1953 were replaced by what many regard as less desirable alloy versions. The brass plates have gained something close to cult status due to their fate after their removal being unknown, and *Edmund Burke* is one of these originals.

Peak expectation

Ironically, another non-steam plate may give *Edmund Burke* a run for its money – that being *The Staffordshire Regiment (The Prince of Wales's)* with badge from Class 45 'Peak' D71/45049, a 1Co-Co1 built at Crewe in November 1960 and withdrawn from Cricklewood East in October 1987.

A nameplate from BR Standard No. 72007 *Clan Mackintosh*, which was also built at Crewe, will be among the steam locomotive representatives. This Class 6 Pacific entered traffic in February 1952, fewer than nine years before D71 was outshopped by the famous works, and was withdrawn from Carlisle Kingmoor (68A), its life-long home, in December 1965.

Two of the big four, the GWR and LMS, complete the nameplate contingent, with three each. From the former come *City of Winchester* – the oldest of the category on offer – *Chirk Castle* and



CUMBRIAN RAILWAYS ASSOCIATION/PETER ROBINSON COLLECTION

North Aston Hall, and from the latter *Caernarvon*, *Bahamas* and *Armada*.

The City 4-4-0 was built at Swindon in May 1903 as No. 3441, renumbered 3718 in 1912, and in October 1927 became the first in the 20-strong class to be withdrawn. Eight other members of the class were built in the same month as No. 3441, including claimed 100mph No. 3440 *City of Truro*.

The Castle plate was carried by No. 5025, built at Swindon in May 1934 and withdrawn from Hereford (86C) in November 1963, and the hall plate by No. 7917, built at Swindon in April 1950, more than two years after Nationalisation, and withdrawn from Oxford (81F) in August 1965.

The trio of LMS representatives comes from Patriot No. 45515 and Jubilee Nos. 45596 and 45679. The Patriot was built at Crewe in September 1932 and withdrawn from Manchester's Newton Heath shed (26A) in June 1962, while No. 45596 was built by North British of Glasgow in January 1935 and taken out of service in July 1966 from

Stockport Edgeley (9B) and saved for preservation. No. 45679 was another Crewe product – the fourth in the nameplate category built at the works

– and saw service for exactly 27 years, from December 1935 until being withdrawn from Newton Heath in December 1962.

Cabside numberplates include 5960 from *Saint Edmund Hall*, 6835 (*Eastham Grange*), and 6969 from *Wraysbury Hall*, among the smokeboxes are 7818 from *Granville Manor* and 45679, which is being sold separately from its matching nameplate, and worksplates include the English Electric example from Great Train Robbery loco D326, as reported in *Heritage Railway* issue 262.

Shap nameboard

Another in the same category is a Southern Railway/Ashington Coal Co 1946 rebuild plate from LBSCR E class 0-6-0T No. 163 *Southwick*, built at Brighton in 1892 and renumbered 2163 by the Southern Railway. After withdrawal in 1932 it was sold to Ashington Coal Co of Northumberland for whom it worked at Linton Colliery, where it was rebuilt in 1946 and broken up in October 1954.

There is also a Shap Summit signalbox nameboard which, although made of wood with cast letters and located nearly 1000ft above sea level, defied for many decades everything the Cumbrian weather could throw at it. Another wooden veteran is a Great Central Railway coat-of-arms believed to have come from one of the

TRAIN SPOTTERS
ARE NOT
ALLOWED INSIDE
THIS GATE

company's paddle steamers.

Other items include a BR(E) 'Train spotters are not allowed inside this gate' sign from an unknown location – the sort of instruction that was a challenge to steam spotters rather than an order – and BR(W) totem signs from Bromsgrove and Blackwell. These two stations were respectively at the foot and summit of the two-mile 1-in-37 Lickey Incline south of Birmingham, the former being the location of Bromsgrove shed (21C) which was home to the 0-10-0 Lickey banker No. 58100 'Big Bertha'.

Decorative gifts for departing colleagues were historically prevalent in the railway industry, and one example in the sale is a brass standard lamp, complete with plaque and other adornments, presented by Great Northern Railway drivers, firemen and cleaners in February 1912 to H A Ivatt, marking his retirement as chief mechanical engineer. The auction is at Stoneleigh Park and starts at 10am.



THE STAFFORDSHIRE REGIMENT
(THE PRINCE OF WALES)

Warship sails into transport sale and B1 steams in close behind

A CLASS 43 'Warship' nameplate will head the main line contingent in the Transport of Auctions of London auction on February 28, with smokebox numberplates from two other BR locomotives and a pair of GWR cabside numberplates providing the supporting cast.

The nameplate is *Temeraire* from diesel-hydraulic D851, which emerged from North British Loco's Glasgow works in July 1961 and was withdrawn from Newton Abbot (83A) in May 1971 after less than a decade in service.

The smokebox numberplates are 61300 from an LNER B1 and 90492 from a WD 2-8-0. The former, another North British product, entered traffic in March 1948 as Nationalisation was taking its first tentative steps, and was withdrawn

from March (31B) in November 1963, while the WD was built by the Vulcan Foundry in August 1944 and ended its days in October 1965 when a resident of Nottingham's Colwick (40E) depot. The cabsides are from

0-6-0PT No. 3729 and 2-8-0T No. 5262.

Also among the main line selection are shedcode plates, handlamps, and GWR, SR and LNER posters, while from the Metropolitan Railway come two timetable posters from 1863/64, the railway's first years of operation between Paddington (Bishop's Road) and Farringdon Street.

London Underground items include platform frieze panels, bullseye signs, cab destination plates and Harry Beck poster maps. The sale is at Croydon Park Hotel and starts at 11am.



Veil is lifted on loco nameplate register's enigmatic authors

GREAT Central Railwayana director and auctioneer Mike Soden has cast a little light on the enigmatic trio Hobdey Summers and Wooliscroft, who, as reported in last month's column, have long intrigued collector Paul Tilley.

The mysterious trio published a Locomotive Nameplate Register in the mid-1960s, but who they were, why they wrote the register, why they used just their surnames, and how they gathered their information in the pre-internet and

social media era, fascinated Paul.

Mike believes that Hobdey – first name Leonard – was a retired bank manager who lived in Buxton, as did John Wooliscroft, whose profession Mike did not know, while Maurice Summers lived in Weybridge and was a member of the Institution of Civil Engineers. Mike said that Hobdey was a nameplate collector and specialist who he occasionally spoke to and who was almost certainly the one responsible for compiling the register,

which became known within railwayana circles as 'Hobdey's Book'.

"It was one of the very first railwayana reference books and updates were planned, but the 1964-65 issue was to my knowledge the only one ever published," said Mike. "I believe Hobdey gathered his information from mainly advertising, although as a collector he would also have had a certain amount of knowledge of who owned what. Hobdey also kept his

own extensive hand-written records of nameplate owners."

The register, copies of which can occasionally be found in railwayana paperwork and literature auctions, listed the names in the locomotives' numerical order accompanied by the owners' names and the village or town, and county in which they lived. It was divided into seven sections, the first four covering the Big Four and three more listing Irish, industrial and minor railways.



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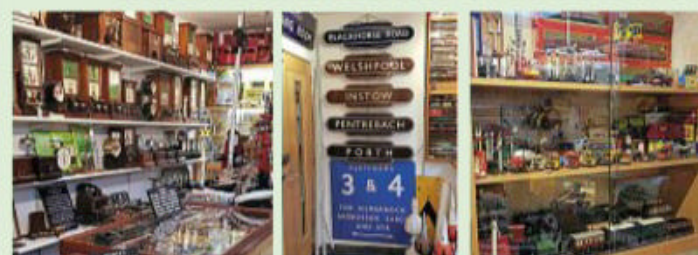


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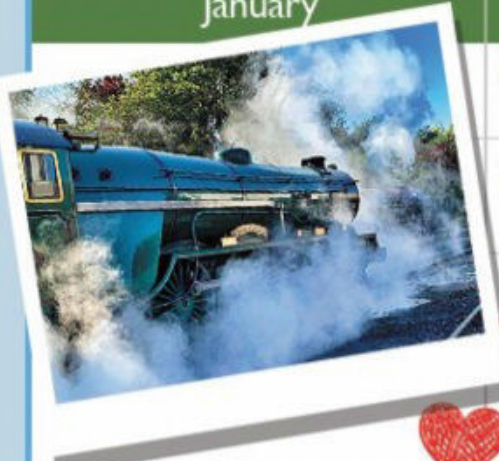
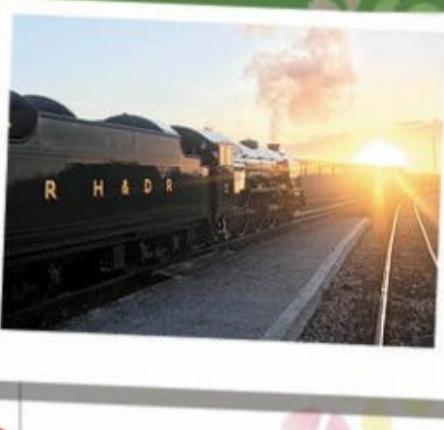
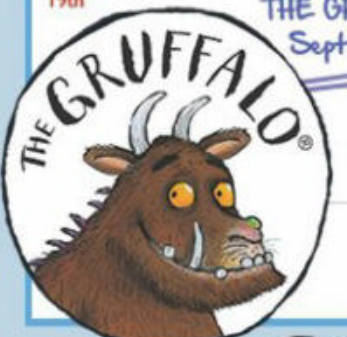
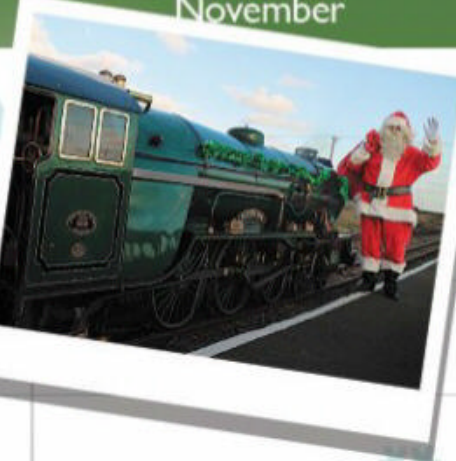


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January	February	March	April
 1st NEW YEAR'S DAY (Bank Holiday)	15th VALENTINE'S EVENING DINER 17th - 21st CHILDREN'S WEEK 	 22nd MOTHER'S DAY	4th - 5th KENT BIG WEEKEND 
May	June	July	August
8th Bank Holiday 16th MUSEUMS AT NIGHT 16th - 17th STEAM & DIESEL GALA 29th FAMILY "DISCOVER DUNGENESS DAY" 30th COMPANY & RH&DR AGMs	 12th DISCOVER DUNGENESS DAY (Adults) 13th EARLY SUMMER DINER 20th BEER EVENING 21st FATHER'S DAY BEER FESTIVAL	2nd - 11th JAM ON THE MARSH 5th CHILDREN'S SUNDAY 4th - 12th HYTHE FESTIVAL 18th - 19th JUNIOR ENGINEERING WEEKEND 25th NEW ROMNEY COUNTRY FAYRE	9th DUNGENESS LIFEBOAT OPEN DAY  31st DAY OF SYN
September	October	November	December
 5th LATE SUMMER DINER 6th BUS RALLY DAY 19th THE GRUFFALO! Sept 19th	 28th - 30th HALLOWEEN SPOOKY SPECIAL 31st HALLOWEEN SPOOKY SPECIAL 31st END OF SEASON PARADE	 28th - 29th SANTA SPECIALS	 5th - 6th SANTA SPECIALS  12th - 13th SANTA SPECIALS  19th - 20th SANTA SPECIALS  22nd - 24th SANTA SPECIALS



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Gruffalo will be appearing at intervals



HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

WR 4-6-0 No. 6989 *Wightwick Hall* starred in a 30742 photographic charter on January 11, at the Battlefield Line. It is seen simmering at the delightful restored Shackerstone station in this atmospheric after-dark scene. Emerging from Swindon Works on March 25, 1948, it was the penultimate locomotive to be ordered by the GWR – and it became the 150th ex-Barry scrapyard engine to steam when it moved under its own power on December 11, 2018. The Modified Hall hauled its first passenger train since 1964 on March 2, 2019 and it was relaunched to the public the following day at the Buckinghamshire Railway Centre, where it is based. KENNY FELSTEAD



Triple changes at the top for Tyseley's Vintage Trains

By Cedric Johns and Robin Jones

VINTAGE Trains Limited (VTL) has announced the departure of chairman Adrian Shooter, managing director Cath Bellamy and safety consultant Ian Lake following the firm's full year of operations as a Train Operating Company.

A statement issued by the Tyseley-based firm said that Adrian had retired from the business. "Adrian's significant experience of rail operations at senior executive level was fundamental in enabling VTL to be granted operating licences for both charter and non-passenger trains from the Office of Rail & Road, following the establishment of safe operating procedures, enabling express steam trains to operate safely over Britain's main lines," it said.

Adrian is chairman of Vivarail, manufacturer of the Class 230 D-Trains, converted from London Underground D78 stock and which run on eco-friendly power sources.



All set for overhaul: GWR 4-6-0 *Earl of Mount Edgcumbe* is seen in the works at Tyseley on January 21. ROBIN JONES

Personnel

Cath, a former graduate trainee with British Rail, had been managing director at Chiltern Railways under Adrian and also ran Hull Trains. The statement said: "Cath is a life-long railway professional and established the core structure of VTL, delivering its first year of operation, now underpinned by the recent award of a five-year safety certificate and a five-year track access contract."

Ian has taken up alternative employment in Ireland, where he now lives.

In what was described as the second phase of the firm's business development, Michael Whitehouse, chairman of the Vintage Trains Community Benefit Society, has become chairman of VTL, while Alastair Meanley has been named as general manager of both VTL and its sister business Tyseley Locomotive Works.

David Keay will assume board responsibility for safety and operations and Ian Bertram has taken up a consultancy appointment as safety consultant, replacing Ian Lake. Michael Gilbert remains board member responsible for finance and Robin Coombes is company secretary.

Michael said: "We are indebted to Adrian Shooter, Cath Bellamy and Ian Lake for their very considerable help in achieving the strategic objective of gaining licensed train operating status for VTL and management of the operation in its first year. They are leaving with our good wishes as they pursue their interests elsewhere. We would like to place on record our sincere gratitude for their work."

"We will now take Vintage Trains into the next phase of its development. We strongly believe in steam operation on the main line and intend to build

on the legacy with community engagement and local partnerships."

Last year, VTL, Britain's first charitably controlled and publicly-owned TOC, ran 18 charter trains, a revitalised 'Shakespeare Express' series and its second series of the 'Polar Express' Christmas programme of 72 passenger trains over 18 days, behind 'Black Five' 4-6-0 No. 45305 *Alderman A.E. Draper* hired from the Great Central Railway, carried nearly 23,000 passengers.

Since gaining its operating licences in September 2018, VTL has carried over 50,000 passengers.

2020 operations

On Saturday, April 18, Tyseley's flagship WR 4-6-0 No. 7029 *Clun Castle* makes its first visit to the Settle and Carlisle line since 1967. The train departs New Street and picks up at Coleshill Parkway, Tamworth High Level, Burton-on-Trent

and Derby hauled by Tyseley's Class 47 No. 47541 *The Queen Mother* as far as Hellifield where the Castle takes over for the final leg to Carlisle.

Llandudno's Victorian Extravaganza & Transport Festival is the destination on Saturday, May 9. Steam hauled, the excursion departs Dorridge calling at Solihull, Tyseley, Birmingham New Street, Wolverhampton and Chester.

Clun Castle is booked to head a day trip to Minehead and the West Somerset Railway on Saturday, May 30, stopping at Solihull, Tyseley, Moor Street, Snow Hill and Worcester Shrub Hill en route.

VTL is aiming to have GWR 4-6-0 No. 5043 *Earl of Mount Edgcumbe* back in action by late summer or autumn, following a top-end overhaul. Early thoughts are that it may make its comeback with a series of double-headed trips with *Clun Castle*. No. 5043 last ran in 2018.

LSL confirms Jeremy Hosking wants HST – 9F and A2 to return to action too!

By Cedric Johns

LINESIDE rumours that multi-millionaire enthusiast Jeremy Hosking was in the market for a recently withdrawn Class 125 InterCity High Speed Train unit have been proved correct.

When asked the question, Locomotive Services Limited (LSL) spokesman Peter Greenwood said: "Yes, it's absolutely true."

At the end of January, Jeremy was said to be selectively choosing the unit which he wishes to add to his mixed fleet of steam and diesel locomotives.

It was also understood that Porterbrook is helping him choose vehicles fresh from recent exams or overhauls. Whether his selection proves to be a 'ready-to-run' unit remains to be seen, as will the livery he chooses to paint the vehicles in.

Jeremy is also said to be buying Class 90 electric locomotives Nos. 90001/2.

Steam fleet update

On the LSL front, LMS 'Black Five' 4-6-0 No. 45231 *The Sherwood Forester* has been booked to head Saphos Trains' first trip of the year which ran to Holyhead on February 1.

Peter said that returning LNER A2 Pacific No. 60532 *Blue Peter* to steam

remains a top priority overhaul.

Meanwhile, BR Standard 9F 2-10-0 No. 92212, which is to be stored at the former Hornby factory in Margate as part of The One:One Collection following its withdrawal from Mid-Hants Railway traffic, as reported last issue, will also have a place in the Crewe Works overhaul queue. When its turn comes, it will be moved north from Kent and be equipped with a new spare boiler.



No. 35018 *British India Line* passes Langcliffe on January 25 with the 'Winter Cumbrian Mountain Express'. KEVIN WHITEHURST

Bulleid kicks-off steam tour season!

By Gareth Evans

THE 2020 main line steam raitour season began in earnest on January 25, when SR Merchant Navy 4-6-2 No. 35018 *British India Line* hauled the

'Winter Cumbrian Mountain Express'.

At a time of the year when steam tours tend to be thin on the ground, The Railway Touring Company's excursion ran from Manchester Victoria to Carlisle, via Hellifield, Settle.

The Bulleid Pacific hauled the return leg as far as its home shed at Carnforth. West Coast Railways Class 47 diesel No. 47746 *Chris Fudge* worked the remainder of the return leg via Preston and Bolton.



SR Merchant Navy class 4-6-2 No. 35018 *British India Line* is seen departing Hellifield on January 25. CHRIS GEE

Class 50s in day return to Stranraer

By Brian Sharpe

MAIN line raitours hauled by preserved diesels are currently at a low ebb with no main line-registered Deltics, Westerns, Peaks or Class 40s serviceable. Only a handful of nominally-preserved Class 47s are active on the main line, but there has been something of a revival of the fortunes of the main line-registered Class 50s.

April 18 will see Pathfinder Tours

return a pair of the 100mph English Electric Type 4s to one of their old haunts, the line across Galloway to the port of Stranraer. The 'Galloway Fifties' will depart from Tame Bridge Parkway, running via Birmingham New Street, Crewe and the West Coast Main Line to Carlisle.

From here the train will take the Glasgow & South Western Railway route via Dumfries to Kilmarnock and on to Troon, Ayr and Stranraer. The return will

be by the same route to Ayr and on to a break at Newton-on-Ayr. From here the train will take the normally freight-only route via Annbank to Mauchline to join the GSWR main line towards Dumfries, from where it retraces its steps back to Tame Bridge Parkway.

Motive power will be two Class 50s provided by the Class Fifty Alliance, Nos. 50007 *Hercules* and 50049 *Defiance* both of which currently carry GB Railfreight livery.

Major changes to 'Great Britain 2020'

By Brian Sharpe

SINCE announcing details of its 2020 'Great Britain' nine-day steam-hauled raitour, the Railway Touring Company has made some major changes to the itinerary and the allocated motive power.

Essentially, the planned trip from Stirling to Oban has proved not to be feasible and LMS Princess Royal Pacific No. 6201 *Princess Elizabeth* will now be visiting Scotland, while Princess Coronation No. 6233 *Duchess of Sutherland* will now be handling the last two days in the south-west.

The tour is still scheduled to depart from King's Cross on Friday, April 17 behind LNER A1 Pacific No. 60163 *Tornado*, which will now hand over to No. 6201 at York for the run to Edinburgh.

Pacific power

Another major change is that SR Merchant Navy Pacific No. 35018 *British India Line* will now be in charge of the train on day two, running from Edinburgh to Inverness over the Highland main line and returning to Stirling.

Instead of the planned trip to Oban, 'Lizzie' takes over again on Monday 20th for a run from Stirling to Carstairs and Culross, before returning to Stirling. Tuesday 21st sees the Princess take the train south from Stirling to Carlisle.

Wednesday 22nd is still expected to feature LMS Jubilee No. 45690 *Leander* running round the Cumbrian Coast from Carlisle to Grange-over-Sands and the following day, LMS Royal Scot 4-6-0 No. 46115 *Scots Guardsman* will take the train from Grange-over-Sands to Cardiff via the Welsh Marches route.

Duchess of Sutherland takes over at Cardiff on Friday 24th for the run to Penzance and the last day of the tour will see the *Duchess* running throughout from Penzance to Paddington.

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Developer rejects Hosking's bid for Springburn Works

By Hugh Dougherty

WHAT has been described a 'multi-million pound' bid by Jeremy Hosking's Locomotive Services Limited (LSL) to buy Glasgow's Springburn Works site, has been rejected by the site's owner, property developer Hansteen Holdings PLC.

LSL planned to buy the historic Caledonian Railway works, which dates back to 1854, as a Scottish base for storing and maintaining some of its growing fleet of heritage steam, diesel and electric locomotives.

Springburn would also have been developed as an operational depot to allow the company to expand its Scottish and Anglo-Scottish main line operations. Up to 40 new jobs would have been created, and bosses said the continuity of railway operations at the historic site would have been maintained.

LSL managing director Tony Bush said: "Rumours that our bid has been rejected are correct, I am afraid to say. Hansteen has indeed declined our multi-million pound offer to acquire Springburn Works.

"It's extremely disappointing and Hansteen has been far less engaged in dialogue than we had hoped.

"The site has significant liabilities and costs for a new owner to resolve. Despite that, we still submitted a very competitive offer for the facility which would have provided benefit to both

ourselves and the local area."

However, there may still be a glimmer of hope for, despite the initial rejection of the bid, Tony added: "We haven't given up, but, at the moment, the gulf between us and Hansteen's expectations of value and our own are clearly too great."

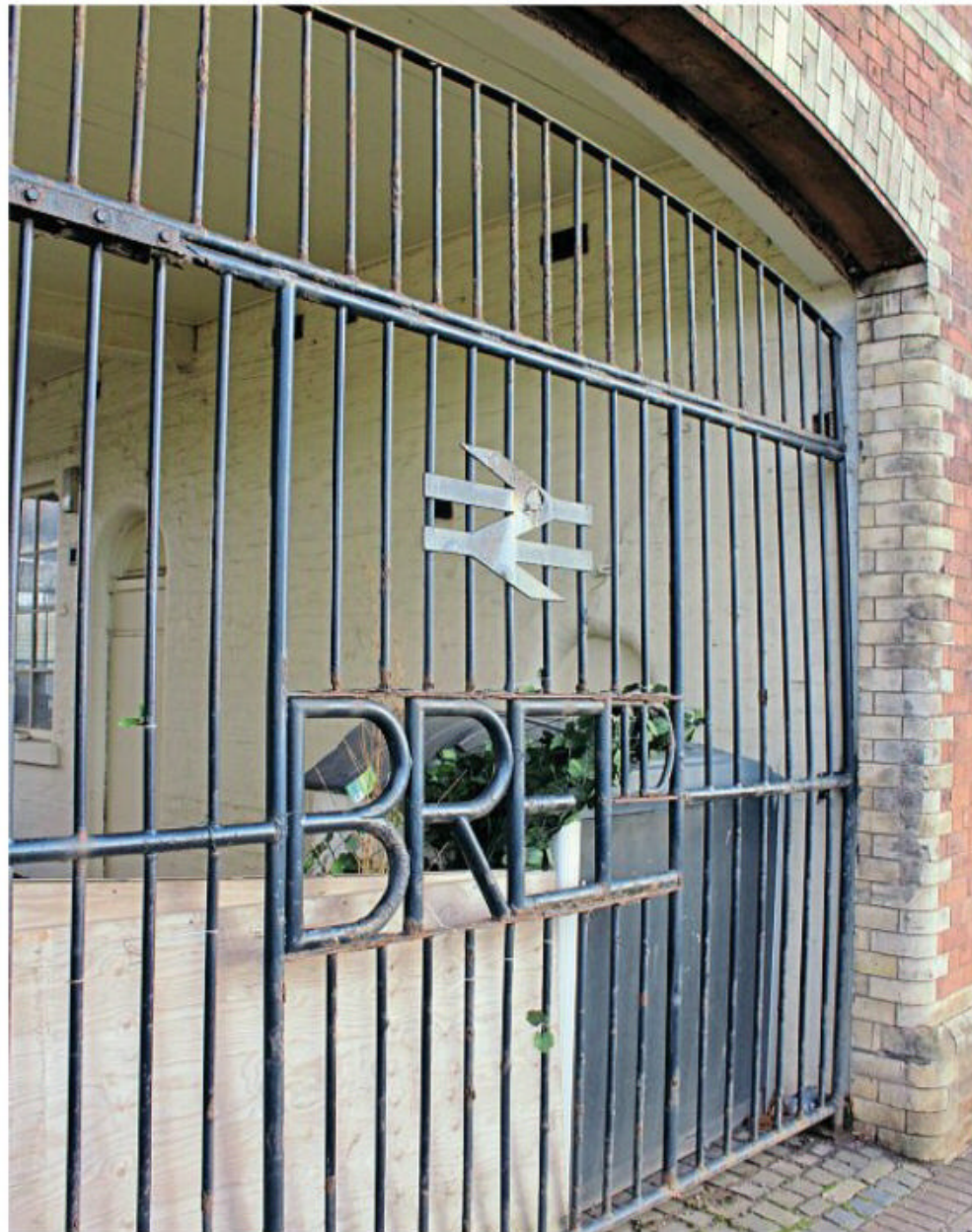
Nor might the rejection mean an end to LSL's Scottish ambitions. The company, prior to its bid submission, had been in talks in case the Springburn bid faltered. LSL is keen to expand into Scotland and those talks will continue.

Glasgow City Council, which was keen to see railway continuity at Springburn and job creation to take place at the site, has expressed its disappointment, as have local politicians.

Scottish Enterprise, which encourages economic development in the country, had been in talks with LSL, but was unable to make any firm commitments unless the bid had been successful.

Hansteen did not respond to an invitation to comment on its rejection of LSL's bid and, surprisingly, the Springburn site does not appear on the company's industrial property listings on its website.

With the rejection of the LSL bid, its future, and that of its historic railway buildings, remains uncertain. Gemini Rail Services, Hansteen's tenant, which carried out the last rolling stock maintenance at Springburn, will quit the works at the end of March.



Could Jeremy Hosking unlock the gates at Springburn? HUGH DOUGHERTY

Alycidon's damaged traction motors repairs agreed

THE Deltic Preservation Society's insurer has authorised full repairs to Class 55 D9009 *Alycidon's* six damaged traction motors.

The damage was suffered when a huge power surge caused the calamitous failure of the locomotive on March 3 last year.

The motors had been removed at Burton upon Trent where D9009 has resided ever since, and a preliminary assessment had been made by the repairer, Sulzer.

However, discussions continue with the insurer regarding the loss of income, as four railtours were lost due to D9009's non availability. Furthermore, No. 2 generator also requires remedial work.

It was decided to bring D9009 back to Barrow Hill from Burton upon Trent in early February by road transporter, as it is currently sitting on accommodation bogies.

It will be far easier and cheaper to lift out the power unit with the damaged generator at Barrow Hill to enable a swap to be made. A conditioned generator is available which will then allow the damaged one to be sent away for repair.

Also returning to Barrow Hill will be the two bogies which were beneath D9009 on its ill-fated railtour.

One bogie which will be staying at Nemesis Rail's Burton depot will be the fabricated bogie, originally under No. 9 which was exhibiting signs of one of its middle wheelsets being rubbed and marked. This bogie is to be stripped by Nemesis to try and ascertain what was causing this longstanding problem.

The society has again appealed for supporters to donate to the MoneyGiving account set up to repair this defective bogie. Further details about how to donate can be found at www.thedps.co.uk/news

Return to Wensleydale for RTC

By Brian Sharpe

FOLLOWING the success of a similar tour in 2019, the Railway Touring Company (RTC) is again promoting a railtour to the Wensleydale Railway in North Yorkshire in the spring.

The tour will originate at Carnforth on April 4, taking the 'Little North Western' line via Clapham to Hellifield and onwards through Skipton to Leeds and York. Motive power will be drawn from West Coast Railways' Carnforth pool, possibly one of the LMS Jubilee 4-6-0s; No. 45690 *Leander* or No. 45699 *Galatea* now running in BR green livery as No. 45562 *Alberta*.

At York another engine from the Carnforth pool will be added to the rear of the train which will then

continue north along the East Coast Main Line to Northallerton where it will need to reverse to join the 22 mile Wensleydale Railway for a run through the highly scenic Yorkshire Dales to the line's present terminus at Redmire.

The train will pause on the branch first at Leyburn, where passengers have the opportunity to alight to visit the attractive market town before continuing to the current end of the branch at Redmire, where the nearby 14th century Bolton Castle is visible on the edge of the town.

This will be a rare opportunity to visit the Wensleydale line by a through steam-hauled train, which will return to Carnforth by the same route but diesel-hauled on the last leg from York.

The boiler that steamed four Kings

By Cedric Johns

THE reuniting of the overhauled boiler of GWR 4-6-0 No. 6024 *King Edward I* with its frames at Minehead in early January has fuelled hopes that the locomotive will make its main line return this year.

No. 6024 was withdrawn for its heavy general overhaul in 2012. However, the engineer in charge of the project from the outset, Colin Henderson, continues to insist that target dates would not be set.

The Standard Type 12 boiler, delivered by Riley and Son (E) to Minehead in January, served four different Kings during its service with BR.

According to Swindon's records, boiler No. 8610 was outshopped new in February 1953 and was first fitted to No. 6027 *King Richard I*. After the locomotive had covered 155,060 miles, the boiler was lifted in May 1956.

That August, it was lowered into the frames of No. 6018 *King Henry VI* and lifted back out 47,362 miles later in



The boiler of No. 6024 *King Edward I* was reunited with the frames at Minehead on January 9, after slight adjustment to the newly-fabricated ashpan. MARTIN BANE / 6024 SOCIETY

January 1958. The doyen of the King class, No. 6000 *King George V*, received the boiler in June 1958 and ran with it for 77,264 miles until October 1959, when it was lowered into No. 6024 *King Edward I* where it remained until No. 6024 was withdrawn in June 1962 with 94,384 on the clock.

In full service from new *Edward I* ran for 1,570,057 miles before being sold

with its current 'new' 4000 gallon tender to Dai Woodham at Barry.

The tender, built a year earlier than No. 6024, is now fitted with a new tank and the latest electronic add-ons by Bennett's Boilers of Highbridge.

Part funded by the 6024 Society and Jeremy Hosking, the King is owned by the Royal Scot Locomotive & General Trust.

In an agreement struck when the engine changed hands, the 6024 society will manage the 4-6-0 for 10 years after the boiler receives its ticket.

Whether the engine will head Saphos Trains' excursions or be freely hired out to rail tour promoters remains to be seen. However, the society wants to restrict No. 6024 to running on former GWR routes.

Irish international tour marks 50 years since steam's end

FOLLOWING its near sell-out main line Santa special, the Railway Preservation Society of Ireland has turned its attention to its annual international railtour which begins this year on May 7.

Promoted as the 'Lough Foyle Railtour', the three-day event includes visits to Bangor, Belfast, Coleraine and Dublin, plus the first public steam

train to and from Derry/Londonderry since 2003.

The tour coincides with the 50th anniversary of the end of steam on Northern Ireland Railways.

In addition to the main event, fringe trips – single day fares – are Thursday, May 7, one way steam hauled trains from Whitehead and Belfast to Dublin,

return by public services; Friday, May 8, Ormond diesel railtour from Dublin Connolly-Limerick-Nenagh, Ballybrophy, Thurles and back to Dublin; and Tuesday, May 12, a coach tour with heritage interest in the Belfast area.

Locomotives booked for the tours are 2-6-4T No. 4, 4-4-0 No. 131 and 4-4-0 No. 85 *Merlin*.

K class 2-6-0 No. 461 has not been included in the line-up. Built by Beyer-Peacock (1922) for the Dublin & South East Railway, it was discovered that its axle loading was too heavy for that line and so was sold to the Great Southern Railway.

Bookings must be made in advance for the three-day event.

Historic Edinburgh North Bridge being restored

By Hugh Dougherty

EDINBURGH North Bridge, which has towered above Waverley station since it was built by Forth Railway Bridge contractor Sir William Arrol between 1894-97, is being refurbished by Edinburgh City Council in a £22 million programme designed to ensure the future of the Grade A listed structure.

Contractor Balfour Beatty is repairing steel and decorative cast iron on the bridge spans.

The structure was built to replace an earlier bridge, after a memorandum of understanding was signed by the council and the North British Railway Company (NBR), which owned and operated Waverley station. The NBR contributed £30,000 of the £90,000 total cost as the company regarded the bridge as a key part of extensive developments it was then making at

the station to meet the demands of growing traffic.

Over the years, the bridge has witnessed thousands of express and local trains passing under it to enter and leave Waverley, including the inaugural runs of *Flying Scotsman* and Gresley's A4 Pacifics, right through to today's LNER Azumas.

It also witnessed the steam special, hauled by A4 No. 60009 *Union of South Africa*, carrying The Queen for the reopening of the Waverley route to Tweedbank in September 2015.

The bridge carried horse, cable and electric trams over the railway, with the last of Edinburgh's first generation trams crossing it in 1956. It may carry trams again if ambitious plans to extend the current tramway system are taken forward.

A council spokesman said: "North Bridge is an iconic part of Edinburgh's



Looking towards scaffolded North Bridge above one of the remaining LNER Class 91-hauled trains in service on January 15. HUGH DOUGHERTY

cityscape and is well-known to railway passengers arriving into and departing from Waverley Station. It also affords a superb view across the roof of Waverley Station.

"The refurbishment is due to be completed by 2021. The bridge will

be returned to its original condition and its concrete deck is also being strengthened. We and our contractor are liaising closely with Network Rail and train operators to ensure that the work does not affect the operational railway below the bridge."

Steam Dreams switches to Victoria as surviving B1s prepare for busy time

By Cedric Johns

WITH plans almost complete and by adding an extra number of trains to its Windsor and evening diner operations, Steam Dreams has switched its departure point from Waterloo to London Victoria commencing Tuesday, June 2.

Steam Dreams chairman David Buck said that there had been talk of splitting departures between Waterloo and Victoria, but on reflection it was decided that Victoria was the more convenient station for most passengers in terms of access.

Therefore, trains to Windsor will depart on Tuesdays from June 2 until September 8.

Additional trains will be scheduled to run on Fridays or Saturdays with departure timings more or less the same as last year and subject to confirmation – i.e. leaving Victoria for Windsor at 8am, 11.10am and 2.10pm. Timings for the evening diner have been brought forward from 7pm to 6pm.

Platform 2 at Victoria – the scene of the Southern's 'Golden Arrow' boat trains of yesteryear and its special waiting room – has for years usually been the starting point for steam-hauled railtours out of Victoria, so there is no reason to think that

the Windsor trains will not follow suit.

Meanwhile, Steam Dreams' daytrip programme has been given a fresh appeal with news of new destinations and in some cases trains being double-headed.

On March 22, Mother's Day, a trip has been arranged to run from Victoria to Winchester. It provides the opportunity to join the train for an afternoon teatime outing from Winchester to Littlehampton and back before the train returns to London.

Old stomping ground

On Saturday, June 7, B1 No. 61306 *Mayflower* will operate over its former routes when the 4-6-0 takes a train to Cambridge and Harwich as part of the Mayflower 400 celebrations commemorating the sailing of the Pilgrim Fathers to the New World. Originally booked to run on Saturday, May 23, the departure has also been changed to King's Cross.

Portsmouth is the destination on Sunday, June 21 – the trip starting from Paddington and calling at Reading, before making its way to the port via Reading West, Basingstoke and Eastleigh.

In addition to the various maritime attractions in 'Pompey' such as the Mary

Rose museum or crouching low in the restricted gun deck of *HMS Victory*, passengers are offered the option of sailing across the Solent to the Isle of Wight.

This train could be double-headed with either a 'Black Five' hired in from Ian Riley as cover for the B1 during the Windsor season or Swanage-based U class 2-6-0 No. 31806. An afternoon cream tea trip will be operating for local residents wishing to experience a rare whiff of steam.

On Friday, July 31, Bournemouth and Weymouth are the destinations, the day trip leaving Waterloo and calling at Woking and Basingstoke en route. No. 31806 is expected to haul the train back from Weymouth as far as Southampton.

The Mayflower 400 celebrations will see Nos. 61306 and 31806 heading for Southampton from Waterloo on Friday, August 14, stopping at Egham and Woking. The trip is followed by an afternoon cream tea special around Hampshire.

As reported previously, Steam Dreams is to run a special to Chichester for the Goodwood Revival event on Saturday, September 12. It may well see both surviving B1s in action, No. 61264

working with No. 61306 on the main train and a cream tea special during the afternoon.

The two B1s will probably feature in double heading a trip to Cardiff on Tuesday, September 22. Booked to call at Maidenhead, Reading, Gloucester and Lydney, passengers can opt to travel by road from Gloucester to the home of Prince Charles at Highgrove.

More B1 'haulage'

On September 24, No. 61264 is due to work a trip to York, Durham and Newcastle, calling at Hertford North, Stevenage and Peterborough. On arrival, the 4-6-0 is set to proceed to the North Yorkshire Moors Railway to participate in the railway's autumn gala, the train returning diesel-hauled to King's Cross.

Sunday, September 27 will see a B1 *Mayflower* make a rare departure from Liverpool Street for a trip around Suffolk to Lowestoft. The train is due to stop at Stratford and Shenfield.

The two B1s will work a double-header down the Hants & Berks line to Penzance via Exeter (break) and Plymouth on Monday, September 14 for a four-day trip marking the 400th anniversary of the sailing of Mayflower across the Atlantic to New England.

Clan Line to make Norwich debut in April

By Gareth Evans

SR MERCHANT Navy class No. 35028 *Clan Line* is due to haul its inaugural train to Norwich on April 18. The UK Railtours excursion will also see the 4-6-2 make only its second departure from London King's Cross.

Travelling along the southern end of the East Coast Main Line, the excursion will pick up at Potters Bar and Stevenage, before continuing to Norwich via Cambridge.

As previously reported, No. 35028 had been undergoing winter maintenance at its Stewarts Lane base in December and January. The locomotive has now received its certification for another year's operation.

In a further welcome development, Lord Rotherwick has agreed to become the president of the Merchant Navy Locomotive Preservation Society.

The 3rd Baron Rotherwick is a member of the Cayzer family, who started the Clan Line shipping company after which the locomotive is named, so there is a strong family connection. He succeeds David Shepherd, the artist, who died in 2017.

September target as steel solution cranks up *The Duke*

By Gareth Evans

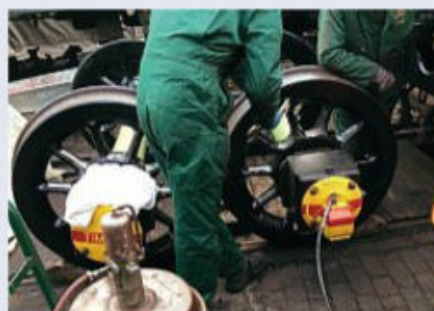
A SOLUTION has been found for the manufacture of a key new component for BR 8P No. 71000 *The Duke of Gloucester*, which is currently under overhaul for main line service at Tyseley Locomotive Works.

Trevor Tuckley, chairman of BR Class 8 Steam Locomotive Trust told *Heritage Railway*: "Obtaining the steel for the new crank axle was a problem but I'm delighted to say we've now resolved that."

"Initially it was assumed we would need the same steel specification as used on No. 60163 *Tornado*, but we then learned that was different because the A1 was a new-build and had to go through an accredited supplier and gain the necessary approval."

"It was incredibly difficult to source such a small quantity for *The Duke*, it was costly and it was also hard to find someone to do it."

"We examined the possibility of utilising the same steel as used when the locomotive was built. We can obtain a similar specification as 1954, but with the benefit of better quality today."



No. 71000 *The Duke of Gloucester's* overhaul continues to make good progress at Tyseley. The tender bearings are seen being filled with grease at Tyseley. BRCL8STL

"A meeting was held at South Devon Railway Engineering to explore that option. In attendance were Rob Le Chavallier, engineering manager at SDR Engineering, Tyseley's Bob and Alistair Meanley – and from the trust, Steve Wakeland, senior principal, Dave Oliver, engineering manager and myself. After agreeing the idea during the meeting, the proposal was put to the VAB (Vehicle Acceptance Body), which signed it off on January 27."

"The sum of £80,000 to complete the overhaul is more palatable – but the fact remains we still need to raise it."

Asked what the development means for the project, Trevor replied: "We're now within sight of the finishing line. We've got to order the steel and raise the funds. It means *The Duke* will definitely be back on the main line!"

"If we can raise £80,000 as soon as possible, we could get *The Duke* completed by the September Tyseley open weekend. Therefore, the need for donations is more pressing than ever."

As for the latest on the Pacific's overhaul, Trevor said it is progressing well. All the new bearings have been refitted to the tender and greased, and the undercarriage has been lubricated. The electrical work, including the safety systems, is progressing well. Reassembly of the Caprotti boxes has also commenced.

"I would like to thank the team from Timken and Acorn, the manufacturer's UK agent, who were extremely generous with their time and advice."

→ Donations can be made online at <https://www.theduke.uk.com/> or sent my post to: The Duke Aurora House Deltic Avenue Rooksley Milton Keynes MK13 8LW.



Class 20 No. 20305 leads sister No. 20302 across Knaresborough viaduct as they head the 'DRS 20 Farewell' tour on January 18. MICHAEL ANDERSON

Pathfinder's farewell tour for DRS Class 20s

By Robin Jones

PATHFINDER Tours ran a farewell charter for Direct Rail Services' (DRS) Class 20s on January 18.

A wholly owned subsidiary of the Nuclear Decommissioning Authority (NDA), DRS was formed in 1995, post-privatisation, with five BR Class 20s comprising its original fleet. That number grew to 15 – and the 'Choppers' were regularly used for freight flows, including nuclear flask workings.

The DRS 20s were eventually superseded by the newer classes 68s and 88s, leaving the few that were left to haul autumn Rail Head Treatment Trains in Yorkshire.

With their main line work done, DRS in conjunction with Pathfinder Tours decided to run one last public railtour using three 20s and Mk.1 carriages.

Sadly, No. 20303 was ruled unfit to work the week before the trip, so it was left to Nos. 20302 and 20305 to play the starring role on their own.

Class 57s Nos. 57002 and 57003 hauled the special from Bristol Temple Meads to York. There, the pair of 20s took over and took the train to Harrogate and then Leeds.

The 20s spent two hours in Neville Hill Depot before taking the tour from Leeds to Sheffield and on to Crewe.

Class 68 No. 68009 *Titan* then headed the train back to Bristol.



No. 20305 and 20302 standing at Leeds with Pathfinder's DRS 20 Farewell railtour. It was probably the last main line train that these would operate. ALISTAIR GRIEVE

Editor/writers

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MAIN LINE ITINERARY

February

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 14: 'The Cumbrian Coast Express'

London Euston, Carlisle & return.

Steam-hauled: Carlisle, Carnforth.

Loco: TBA. RTC

SAT 21: 'The Edinburgh Flyer'

York, Edinburgh & return.



At home on the main line: WR Castle class 4-6-0 No. 7029 *Clun Castle* storms towards Langley Mill after its stop at Ilkeston with the Vintage Trains-operated 'The Christmas White Rose' to York on Saturday, December 14. TOM NOBLE

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

FRI 27: 'The Golden Age of Travel by Steam'

London Victoria, Shalford & return.

Steam-hauled throughout.

Loco: No. 35028 *Clan Line*. BEL

SAT 28: 'The Wensleydale Railway'

Carnforth, Leyburn & return.

Steam-hauled throughout.

Loco: TBA. RTC

April

WED 1: 'The Pendle Dalesman'

Liverpool, Carlisle & return.

Steam-hauled: Hellifield, Carlisle.

Loco: TBA. WCR

SAT 4: 'The Fen and Fells Flyer'

Cambridge, Carlisle & return.

Steam-hauled: York, Carlisle, Doncaster.

Loco: No. 60163 *Tornado*. RTC

SAT 4: 'The Pennine Blackpool Express'

London Euston, Blackpool & return.

Steam-hauled: Blackpool North, Preston,

Carnforth.

Loco: TBA. RTC

MON 6-SUN 17: 'The Jacobite'

Fort William, Mallaig & return.

Steam-hauled throughout.

Loco: TBA. WCR

SAT 11: 'London & East Anglia to Lincoln'

Stratford (London), Lincoln & return.

Steam-hauled: Stratford, Lincoln. Lincoln,

Peterborough.

Loco: No. 61306 *Mayflower*. SD

SAT 18: 'London to The Settle & Carlisle Railway'

London Euston, Carlisle & return.

Steam-hauled: Carnforth, Carlisle. Carlisle,

Blackburn.

Loco: TBA. SD

SAT 18: 'Clun Castle on the S&C'

Birmingham New Street, Carlisle & return.

Steam-hauled: Hellifield, Carlisle & return.

Loco: No. 7029 *Clun Castle*. VT

SAT 18: 'The Merchant Of Norfolk'

London King's Cross, Norwich & return.

Steam-hauled throughout.

Loco: No. 35028 *Clan Line*. UKRT

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.

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TABLE ONE: BABWORTH LOOP TO YORK

Date	Saturday, December 14, 2019				
Train	The Christmas White Rose				
Loco	A1 class 4-6-2 No. 60163 <i>Tornado</i>				
Load	11 coaches + 47802, 517 tons tare 540 tons gross				
Driver	Mick Rawling				
Fireman	Chris Yates				
Timed by	Alan Rawlings				
Weather	Cold and damp				
	miles	sched	mins	secs	speed
Babworth Loop	0.00	0.00	00	00	
Retford North Jct	0.59		02	50	26
Botany Bay LC	1.67		04	30	44
Sutton LC	2.71		05	49	48
Ranskill	4.99		08	25	58
Scrooby O/A	6.85		10	16	63
Bawtry	8.66		12	00	62
Pipers Wood	10.51		13	51	59
Rossington	12.38		15	26	73
Loversall Carr Jct	13.01	16.00	15	57	75
Black Carr Jct	14.28		16	58	68*
Decoy North Jct	15.14		17	40	67
Doncaster	17.00	20.00	19	15	67
Marshgate Jct	17.36		19	45	68
Arksey	19.04		21	03	72
Daw Lane LC	20.14		21	59	73
Shafthome Jct	21.21	27.00	22	54	73
Barcroft LC	23.19		24	28	74
Moss	24.04		25	10	75/76
Balne	26.94		27	28	75
Heck	28.20		28	28	75
Goole Rly U/B	29.33		29	22	74
Templehirst Jct	30.10	35.00	30	03	76
Selby Canal U/B	33.55		32	42	74
Hambleton S Jct	35.14		34	02	75
Hambleton N Jct	35.95	40.00	34	39	74
Stoker Wood	39.01		37	06	74
Ryther Viaduct	41.06		38	53	72/58* sigs
Colton Jct	44.00	47.00	41	38	61
Copmanthorpe	45.80		43	05	64/68
Chaloners Whin Jct	47.60		45	03	66
			sigs stop		
Signal Y207	48.60		47	58	0*
			54	04	
Holgate Jct	49.14		56	03	19
York	49.51	53.00	57	54	
net time 49 minutes					
start to stop average to sigs stop: 60.79 mph					
*brakes or speed restriction					

WITH FULL REGULATOR

LOCOMOTIVE PERFORMANCE THEN AND NOW

In his latest column, Don Benn reports on the even time run to York by *Tornado*, the performances of *Clan Line* and *Bahamas* and a sterling effort by *Flying Scotsman* on the Midland main line in the winter of 1969.

DECEMBER produced two good runs with LNER A1 Pacific No. 60163 *Tornado* – the first from Wolverhampton to Bristol on the seventh, which I reported on in the last issue, and the second the following Saturday, the 14th.

The Railway Touring Company's (RTC) 'Tynesider' was originally planned to be hauled from King's Cross to Newcastle by *Tornado* and return by LNER A4 No. 60009 *Union of South Africa*. Quite early in the planning stage this itinerary proved to be impractical and the trip was cut back to York and renamed 'The Christmas White Rose'.

In the event, with No. 60009 unavailable, the trip was hauled both ways by No. 60163 and it also took a diesel locomotive for train heating and shunting at York. I had thought of booking but the early start from King's Cross meant a long drive to find an early enough train to get to King's Cross for the 7.23am start, plus the lack of No. 60009 and the diesel on the back put me off. As it turned out that was the wrong decision, for *Tornado* produced two even time runs on the way to York – a very rare event in recent years.

However, the ever-mobile Alan Rawlings was on the train – and in Table One I have set out his details of the second even time section, from Babworth Loop to a signal stop outside York, 48.60 miles in 47 minutes 58 seconds, an average of 60.79mph.

Alan describes the run down the ECML main line: "York remains a popular destination for steam charters, but the increasing complexity of locomotive and stock movements in the Holgate and South/North Yard areas

does often result in trips taking a diesel to help out. This was the case on the RTC's 'Christmas White Rose' but given the time of year, this also had the benefit of electric heating keeping the passengers warm without the irritation of steamed up windows.

"However, what you don't want, especially with an A1 on the ECML, is 200 miles of shared haulage leading to the lottery of not knowing whether you are on a steam or mixed traction trip. As an aside, perhaps 2020 may finally see operators behaving in a more transparent manner over such details given that these are usually part of train planning?

No assistance en-route

"So luck, or maybe preplanning, presented *Tornado* with an 11-coach train plus West Coast Railways Class 47 No. 47802. This falls within the manageable scope of a Class 8 locomotive and the driver confirmed that he would not be asking for assistance en route. So with a little banking assistance out of Platform 6, *Tornado* started off on what was actually quite a demanding schedule given the 540 tons load. We picked up at Stevenage and then ran slow line to the water stop at Holme, which we reached a minute inside of even time, despite the slow approach to our watering point, 41.2 miles in 40 minutes 25 seconds.

"A further pick up was at Peterborough and this was followed by a nicely judged climb of Stoke to slot in behind a service train for a fast run to Babworth Loop, arriving on time. We were booked to wait 45 minutes for our next path and so it came as a surprise that once

SR Merchant Navy No. 35028 *Clan Line* hauled the British Pullman to Stratford-upon-Avon on July 10. The Bulleid Pacific is seen powering towards Kings Sutton. JAMES CORBEN





LNER A1 Pacific No. 60163 *Tornado* is seen at York on December 14, 2019 with The Railway Touring Company's 'The Christmas White Rose' charter. ALAN RAWLINGS



Left: LMS Jubilee 4-6-0 No. 45596 *Bahamas* is seen passing through Widney Manor at the head of Vintage Trains' Sunday 'Shakespeare Express' from Stratford-upon-Avon to Tyseley on August 4. BRADLEY LANGTON

Below: Driver Ray Churchill is seen on *Bahamas* August 4 while working Vintage Trains' 'Shakespeare Express'. ALAN RAWLINGS



watering was completed we were released from the loop nearly 20 minutes early. It later transpired that an incident north of London had closed the ECML temporarily and so *Tornado* had the line to itself. The accompanying log in Table One shows the advantage that was taken of this bonus and the lively running to York where we were held outside the station.

"For understandable reasons, it took a little while for *Tornado* to get its train up to speed and we only hit the 1-in-200 climb to Markham at 63mph. However, after a momentary dip below 60mph at the summit we then ran the next 30 miles or so at our maximum apart from a slowing approaching Doncaster that was nevertheless passed at speed. It was no surprise that York was not ready for us, although the signal check did give us the second even time run northbound.

"While the run was unusual because of the path that became available, it is worth observing that Mick Rawling and Chris Yates had taken us to York in well under five hours, including four stops and two even time legs. On a busy, high speed line, it does illustrate that the right locomotive (and load) can still find itself in a slot on the network to make timely progress."

I thought it would be worth including the missing section of SR Merchant Navy No. 35028 *Clan Line's* British Pullman run from last July 10 (the other sections

being covered in previous editions of *Heritage Railway*), as published runs on the Pullman are not seen often.

Table Two shows the section from Banbury to Hinksey Sidings, timed by Alan Rawlings. The heavy 495 ton load was no problem for *Clan Line*, ably handled by Dave Proctor and Wayne Thompson, both of whom know this engine well.

Effortless *Clan Line* performance

THE start from Banbury is 1-in-1077 down and then level to Kings Sutton where the Pacific already had the heavy train up to 64mph. Speed increased to 73mph in the 1-in-361 dip to Aynho and continued to increase up the 1-in-621 which follows, before peaking at 77mph on the 1-in-330 down before Heyford. Another effortless performance by the big Bulleid saw even time reached in 17 miles from the start and Hinksey reached well inside schedule.

Continuing with a catch up from 2019, Table Three shows a run behind LMS Jubilee 4-6-0 No. 45596 *Bahamas* on Vintage Trains' Sunday 'Shakespeare Express' from Stratford-upon-Avon to Tyseley on August 4. Once again I am indebted to my roving reporter Alan Rawlings for the detail of this easy jaunt by the Jubilee driven by Ray Churchill and fired by Tom Allen. At present this seems to be the only way to get a

TABLE TWO: BANBURY TO HINKSEY

Date	Wednesday, July 10, 2019				
Train	The British Pullman				
Loco	Rebuilt MN class 4-6-2 No. 35028 <i>Clan Line</i>				
Load	12 coaches, 472 tons tare 495 tons gross				
Driver	Dave Proctor				
Fireman	Wayne Thompson				
Timed by	Alan Rawlings				
Position	First coach of 12				
Weather	Dry				
	miles	sched	mins	secs	speed
Banbury	0.00	0.00	00	00	
M40 O/B	1.15		03	15	44
MP 64	2.18		04	28	55
Kings Sutton	3.50		05	46	64
M40 O/B	4.26		06	27	67
Aynho Jct	5.01	7.00	07	10	70
Aynho	5.87		07	50	73
Fritwell	8.04		09	33	74
Somerton O/A	8.88		10	16	76/77
Heyford	10.93	14.00	11	53	76
Tackley	13.56		14	04	71
Bletchington O/A	15.72		15	51	71
Kidlington	17.06		17	01	65
Roundham LC	17.63		17	32	64
Sandy Lane LC	18.20		18	03	66
Yarnton LC	18.67		18	27	68
Wolvercote Jct	19.81	23.00	19	28	66
Oxford North Jct	21.65	25.00	21	23	52
Oxford	22.68	26.00	23	08	16* sigs
MP 63	23.18		24	52	19
Hinksey North Jct	23.68		25	48	22
Hinksey Sidings	23.93	30.00	27	25	
*brakes or speed restriction					

TABLE THREE: STRATFORD-UPON-AVON TO TYSELEY

Date	Sunday, August 4, 2019				
Train	The Shakespeare Express				
Loco	LM Class 5XP 4-6-0 No. 45596 <i>Bahamas</i>				
Load	8 coaches, 274 tons tare 285 tons gross				
Driver	Ray Churchill				
Fireman	Tom Allen				
Timed by	Alan Rawlings				
Position	5th coach of 8				
Weather	Dry				
	miles	sched	mins	secs	speed
Stratford-upon-Avon	0.00	0.00	00	00	
Stratford Canal U/B	0.23		02	48	14
MP 9½	0.55		03	49	25/38
Parkway	1.09		04	48	37
MP 11	2.05		06	30	31
MP 11½	2.30		07	00	29
Wilmcote	2.69		07	44	30
Bearley Jct	3.68	10.00	09	34	34
Bearley Jct	4.29		10	41	36
MP 15	6.05		13	28	48
Claverdon	7.55		15	19	51
Hatton West Jct	8.89	18.00	17	54	14*
Hatton North Jct	9.34	20.00	19	33	24*
Finwood Road O/A	11.28		22	18	60
Lapworth	13.01		23	57	64/65
Dorridge	15.56	28.00	26	21	64
Bentley Heath LC	16.16	30.00	26	51	65
Widney Manor	17.45		28	04	69
Solihull	18.94		29	19	71/74
Olton	20.76		30	51	72
Axocks Green	21.73		31	55	34*
sigs stop					
Signal LJ 3327	22.30		32	48	0*
			33	41	
Tyseley South Jct	22.54		34	54	20
Tyseley	22.69	41.00	36	06	
net time 34 minutes					
*brakes or speed restriction					

TABLE FOUR: LEICESTER TO LUTON					
Date	Sunday, February 23, 1969				
Train	5.15 pm Leicester to St Pancras				
Loco	A3 class 4-6-2 No. 4472 <i>Flying Scotsman</i>				
Load	10 coaches + 2nd tender, 393 tons tare 435 tons gross				
Crew	Not recorded				
Timed by	Don Benn				
Weather	Cold and wet				
	miles	sched	mins	secs	speed
Leicester	0.00	0.00	00	00	½ min late
Knighton South Jct	1.48		03	42	30
Wigston	3.69	6.00	07	33	46½
MP 92	7.08		11	41	50
Great Glen	7.53		12	13	51/13* sigs
Wistow	8.50		17	00	21
Kibworth North	9.30		18	53	27½
Kibworth	10.15	16.00	20	15	50
Grimley	12.33		22	50	66½
East Langton	12.75		23	11	70
Market Harborough	16.14	25.00	26	26	50*
MP 82	17.08		27	33	48
MP 81	18.08		28	50	45½
MP 80	19.08		30	12	43
MP 79	20.08		31	39	42
Desborough North	20.59		32	30	41½
Desborough	20.94	33.00	33	06	50
MP 77	22.08		34	08	63
Glendon	23.49		35	30	54*
Glendon South Jct	24.50	38.00	36	36	54½
MP 73	26.08		38	14	60
Kettering	27.05	48.00	39	13	58½/18* tsr
Fineden	30.84		45	44	56/53½
Wellingborough	34.01	55.00	49	13	60/63
Irchester	36.40		51	33	58½
			sigs stop		
MP 62½	36.58		52	16	0*
			53	41	
			57	24	
MP 61	38.08		59	05	36
MP 60	39.08		59	05	36
Sharnbrook Smt	39.40	62.00	59	36	37½
Souldrop	41.08		61	36	63
Sharnbrook	42.43		62	52	70½
MP 55	44.08		64	15	67/68
Oakley	46.10		66	04	66½
Oakley Jct	47.48		67	14	70
Bedford North Jct	49.13	72.00	69	23	21* sigs
			sigs stop		
MP 49¼	49.83		71	04	0*
			72	10	
Kelpston Road Jct	50.25		73	59	30
MP 48	51.08		76	03	47½
Elstow	51.79		76	58	50
MP 47	52.08		77	21	54½
MP 45	54.08		79	23	56
Millbrook	55.31		81	43	55½
Ampthill	57.33		82	58	53½
Flitwick	58.85	84.00	84	30	58½/60
MP 39	60.08		85	48	58
Harlington	61.81		87	36	56
MP 37	62.08		87	54	56½
Sundon	63.11		89	00	55
MP 35	64.08		90	07	53½
MP 34	65.08		91	14	52½
Leagrave	66.33		92	33	58½
Luton	68.83	95.00	96	26	
net time 77½ minutes					
*brakes or speed restriction					

Right: The platforms at Leicester were crowded with well-wishers as No. 4472 *Flying Scotsman* prepared to depart for St Pancras on February 23, 1969.
DON BENN

TABLE FIVE: LUTON TO ST PANCRAS					
Date	Sunday, February 23, 1969				
Train	5.15 pm Leicester to St Pancras				
Loco	A3 class 4-6-2 No. 4472 <i>Flying Scotsman</i>				
Load	10 coaches + 2nd tender, 393 tons tare 435 tons gross				
Crew	Not recorded				
Timed by	Don Benn				
Weather	Cold and wet				
	miles	sched	mins	secs	speed
Luton	0.00	0.00	00	00	1¼ mins late
MP 29	1.24		02	48	40½
Chiltern Green	3.00		05	00	56
MP 26	4.24		07	30	63
Harpenden	5.60		08	09	60
MP 24	6.24		09	05	66½/64
Sandridge	9.00		10	32	68½
St Albans	10.40	14.00	11	51	72½
MP 19	11.24		12	33	76
Napsbury	12.15		13	03	73
MP 17	13.24		15	41	74½
Radlett	15.05		15	41	70½
MP 14	16.24		16	46	65
Elstree	17.85		18	15	61½
MP 11	19.24		19	35	71½/70
Mill Hill	20.90		20	56	73/76
MP 8	22.24		22	03	74½
Hendon	23.30		22	51	75
Brent Jct SB	24.00		23	23	75½
			sigs stop		
MP 5½	24.74		24	33	0*
			24	53	
			26	57	
Cricklewood	25.15		26	57	24½
West Hampstead	26.35	28.00	29	26	40
Finchley Road	26.70		29	58	50
			sigs stop		
			33	20	0*
			34	01	
			35	50	
Kentish Town	28.70		35	50	42
St Pancras	30.25	33.00	39	50	
net time 30 minutes					
start to stop average to sigs stop: 60.46 mph					
*brakes or speed restriction					

diesel-free run with this operator, though I would have thought that by now they could risk going it alone, at least with their flagship Castle, No. 7029.

No. 4472 in 1969

My offering from the past is a run with that famous crowd puller and money spinner, LNER A3 Pacific No. 4472 *Flying Scotsman*. After the end of main line steam in 1968, this engine alone was allowed to roam the rails and I managed to book on one of the ‘Mystery Tours’ which were operated by *Flying Scotsman* Enterprises on February 22 and 23 and March 29 and 30, 1969.

I was on Mystery Tour No. 2 on Sunday, February 23 which should have been hauled by No. 4472 from King’s Cross via the ECML, Grantham and Netherfield to Leicester. However, the A3 had been failed the previous day at Cleethorpes and so we set out with Class 47 No. 1869 13 minutes late at 11.18am from King’s Cross for an easy run northwards without exceeding 79mph, gaining time on the schedule planned for steam haulage to arrive at Leicester seven minutes early mid-afternoon on a misty and damp day.

I was eagerly awaiting the run south as word on the train north was that No. 4472 was fit again. The platforms at Leicester were crowded with well wishers and so as soon as the engine had backed onto the train I secured my milepost side seat towards the front of the train, though I was soon standing by an open window in order to pick up the mileposts in the dark. Shades of the end of Southern steam in 1967 and no GPS then of course.

It was a damp and gloomy evening as *Flying Scotsman* set off with its 10 coach train plus second tender weighing 393 tons tare and about 435 tons full, meaning we could run the whole 99.10 miles to St Pancras without a stop for water. A forerunner of Vintage Trains’ water carrier 45 years later.

High quality and noisy work uphill

Table Four shows the detail of the section south to Luton, 68.83 miles easily timed in 95 minutes. Leaving Leicester on time at 5.15 pm, the line climbs almost continuously for the first 9.30 miles to Kibworth North, with varying gradients, the steepest being 1-in-199 for a mile and a half from Kilby Bridge topped at 50mph accompanied





LNER A3 Pacific No. 4472 *Flying Scotsman* is seen at King's Cross June 9, 1968. DON BENN

by a lovely roar, which I captured on my reel to reel tape recorder. Then the brakes came on and speed was reduced to 13mph by adverse signals. Recovery had to be up the 1-in-156/210/161 to the summit at Kibworth North where speed was 27½mph, followed by a dash up to 70mph down to East Langton and brakes for the 50mph speed limit which then applied at Market Harborough.

The engine crew was then faced with the 4.4 mile 1-in-132/133 climb from the Welland to Desborough North where again No. 4472 did well, speed only falling to 41½mph at the summit. It was then easy going down past Kettering and Wellingborough, interrupted by a temporary speed restriction to 18mph at Kettering Junction where I noted that the engine was blowing off steam which it did a number of times on the journey south.

A signal stop at milepost 62½ could hardly have come at a worse place at the foot of the climb to Sharnbrook, but we had been eight minutes early at Kettering, and nearly six minutes to the good passing Wellingborough. From the restart No. 4472 and its crew were faced

with 2.50 miles of continuous 1-in-120 which was completed at 37½mph, before a restrained descent of the 1-in-119 past Sharnbrook where we touched 70½mph. Then came another signal stop between Bedford North Junction and Kelpstone Road Junction, so it appears we may have been following a train which stopped at both Wellingborough and Bedford.

Once again the power of this renowned Pacific was tested on the 17 miles of mainly 1-in-200 up to the summit of the chalk escarpment of the Chiltern Hills at milepost 34. Speed was up to 50 by Elstow and then averaged 56.18mph over the 13 miles of almost unrelenting climbing from milepost 47 to milepost 34. From milepost 39, passed at 58mph to the summit where the minimum was 52½ the average was 55.19mph and I calculate the EDBH to have been 1400. The only concession to the solid 1-in-200 over this stretch is the short 1-in-330 past Harlington. As soon as the engine was eased once past the summit the safety valves lifted again, demonstrating good firing and free steaming.

"It was a damp and gloomy evening as *Flying Scotsman* set off with its 10 coach train plus second tender weighing 393 tons tare and about 435 tons full, meaning that we could run the whole 99.10 miles to London St Pancras without the need to stop for water. A forerunner of Vintage Trains' water carrier 45 years later."

The final section to St Pancras

I have set out in Table Five the final section from Luton as it shows a determined effort by the crew to keep the tight 33 minute schedule to St Pancras. My notebook is littered with remarks such as 'utter thrash' and 'superb noise' as we stormed through the darkness and rain to achieve an even time run to the signal stop just after Brent Junction.

As can be seen, the train stopped very rapidly indeed from passing Brent Junction at 75½mph.

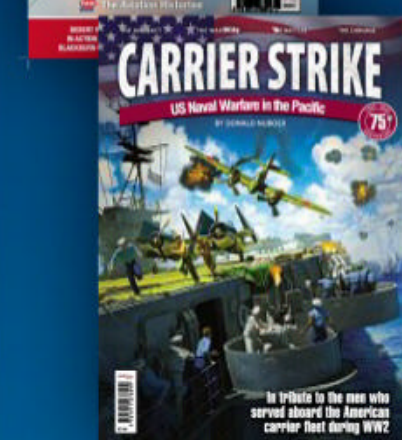
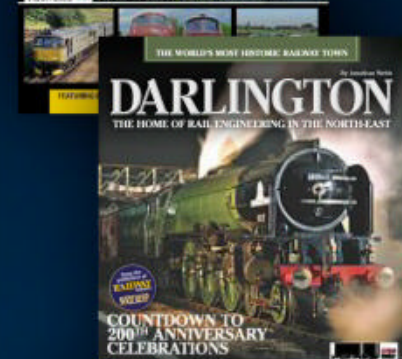
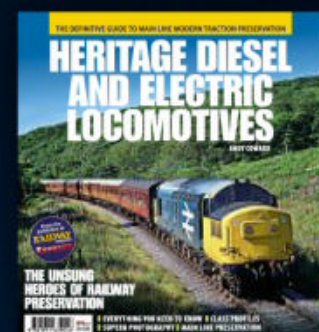
The downhill start from Luton was quite rapid and then speed was held in the 60s until a maximum of 74½ down the 1-in-176 past Napsbury, declining to a minimum of 61½mph up the 1-in-200 to Elstree before a final dash at 76mph alongside the M1 after Mill Hill. To record this depth of detail I was still standing by an open window in the rain, something not appreciated by my wife of just over a year. Maybe that's why she hasn't been on a railtour since!

Another signal stop ruined the run but the net time of 30 minutes for the 30.25 miles was good going indeed. Eight minutes late at St Pancras was scant reward for some fine running and we didn't get home to Ashford (Kent) by emu and bus until after 10pm, only to be back on the 6.14 am bus to the station the next morning for yet another long day at work in London. I didn't really think anything of it then!

I generally avoid travelling behind *Flying Scotsman* now due to high prices to travel behind what is supposed to be 'the people's engine.' **HR**

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Making its inaugural visit in service to a heritage line away from its Embsay & Bolton Abbey Steam Railway home was NER petrol-electric autocar No. 3170, the world's first internal-combustion passenger vehicle. Working its first service on the GCR, the 11.05 from Loughborough to Leicester North on January 25, it is seen stopping at Quorn & Woodhouse. ROBIN JONES

WHEN A DIESEL STOLE THE BIG STEAM SHOW!

Ten locomotives in steam had already laid the foundations for one of the most successful Great Central Railway winter galas in several years. However, a last-minute addition to the roster added a surprise 'wow' factor, to the sheer delight of visitors, reports **Robin Jones**.

Despite overcast skies and gloomy weather predictions, the Great Central Railway (GCR) again proved that its January 24-26 winter gala provided the perfect start to the sector's operating year.

Eight home fleet locomotives joined the two visitors – the North Eastern Locomotive Preservation Group's (NELPG) LNER K1 2-6-0 No. 62005 from the North Yorkshire Moors Railway and GWR 4-6-0 No. 4953 *Pitchford Hall*, making a speedy return from its Epping Ongar Railway home. No. 4953 underwent running-in on the GCR last autumn after being overhauled at Locomotive Maintenance Services at Loughborough.

Throughout the gala, No. 62005 carried a wreath on its smokebox door following the death of long-serving NELPG volunteer Dave Whitfield, who worked for the group for 40 years.

The visiting pair starred alongside BR Standard 9F 2-1-0-0 No. 92214 *Leicester City*, LMS Stanier 8F 2-8-0 No. 48305, BR

Standard 5MT 4-6-0 No. 73156, WR 4-6-0 No. 6990 *Witherslack Hall*, LMS 'Black Five' 4-6-0 No. 45305 *Alderman A.E. Draper*, BR Ivatt 2MT 2-6-0 No. 46521, BR Standard 2MT 2-6-0 No. 78018 and LMS 'Jinty' 3F 0-6-0T No. 47406.

With its intensive timetable, the gala attracted around 4000 visitors – a rise of 15% on the same event last year, again, highlighting the ever-growing importance of out-of-season special events on heritage railways to local tourist economies.

However, a surprise addition to the advertised roster was 1903-built Northern Eastern Railway petrol-electric autocar No. 3170, which is based on the Embsay & Bolton Abbey Steam Railway.

Not only is the distinctive red-and-cream-liveried railcar the earliest example of the internal combustion engine being used in a passenger-carrying rail vehicle, but is also Britain's most modern diesel – a very unusual addition to a high-profile steam gala!

After spending decades as a holiday home in North Yorkshire and all but forgotten by the movement, the Vincent Raven-designed autocar was rediscovered by acclaimed coach restorer Stephen Middleton, who set up the NER 1903 Electric Autocar Trust to restore it.

However, to comply with modern safety standards, petrol-electric transmission to replace the long-scrapped original traction unit was ruled out, and so a diesel alternative was commissioned.

Last year, the trust carried off the Heritage Railway Association's Peter Manisty Award for Excellence, for an exceptional and outstanding contribution to railway preservation. The citation read: "For the restoration of the pioneering 1903 NER autocar, the first railway vehicle to combine an internal combustion engine with a generator and traction motors, and thus the forerunner of all modern trains."

No. 3170 also carried off the Mortons Media (*Rail Express*) Modern Traction Award.





Visiting K1 No. 62005 carried a wreath in memory of owning group NELPG's volunteer of four decades Dave Whitfield. PETER FOSTER



Gala visitor K1 No. 62005 in BR lined black livery at the head of the GCR van train passes Rabbit Bridge during a TimeLine Events photoshoot on January 15. RICHARD WOODFORD



BR Standard 9F No. 92214 passes Woodthorpe with the line's fabled 'Windcutter' rake of 16T mineral wagons, on January 26. EDWARD DYER



Above: Swindon duo No. 4953 *Pitchford Hall* leads No. 6990 *Witherslack Hall* pass Kinchley Lane with the 1.45pm from Loughborough on January 25. NICK GILLIAM

Left: BR Standard 5MT No. 73156 creates a steamscape as it departs from Loughborough with the 10am local to Quorn & Woodhouse and Rothley on January 24. GRAHAM NUTTALL

After No. 3170 was exhibited at last year's Warley National Model Railway Exhibition at the National Exhibition Centre near Birmingham, the railcar was taken back to the GCR, where the chassis has undergone test running, for further modifications, including the fitting of switchgear to feed saloon heating and to modify the engine control system to suit.

With the work completed, a decision was taken on January 22 to run No. 3170 at the gala, with the railcar taking the place of the DMU, which had been timetabled to make three daily round trips on the Saturday and Sunday.

By and large, visitors expressed surprise at its unexpected appearance, and it appeared to be packed for each of the six round trips that it made.

No. 3170 will stay at the GCR until Easter when it will be taken to Didcot Railway Centre for the April 10-13 Railcar Rendezvous event, as reported in issue 261, before returning to Embsay. At Didcot, No. 3170 will line up with home-based duo 1908-built GWR steam railmotor No. 93 and 1940-built GWR diesel railcar No. W22W alongside 1958-built Waggon und Maschinenbau diesel railbus No. M79964 from the Keighley & Worth Valley Railway.

The gala, however, was not without its problems. A structural survey of a farm



BR 9F No. 92214 *Leicester City* makes a spirited departure from Loughborough on January 25. ALAN WEAVER

overbridge, Bridge 341, a quarter of a mile south of Quorn & Woodhouse station a fortnight before raised concerns to the extent that a 10mph speed limit was imposed on it – meaning that the line's Travelling Post Office set could not be run in demonstration trains during the event.

As we closed for press, the 10mph restriction was still in place, and railway officials were awaiting the engineers' report. It is conjectured that the bridge will be repaired

by placing a support structure beneath it so that the line will not have to be closed while work is underway. A spokesman said that the repairs could cost £200,000.

There was also a points failure south of Loughborough on the Saturday evening, and around the same time, some youths threw fencing on to the track at Woodthorpe Lane, needing a working party to clear the line.

The line's next big enthusiast event will be the March 28/29 Goods Galore gala. **HR**



Ivatt 2MT No. 46521 departs from Loughborough with the 12pm to Leicester on January 26. MAURICE BURNS



LMS 'Jinty' No. 47406 climbs away from Loughborough on the 9.15am suburban stock local train to Rothley on January 26. MAURICE BURNS

Western Region magnificence on the Great Central: WR 4-6-0 No. 6990 *Witherslack Hall* heads an appropriate rake of chocolate and cream Mk.1 coaches as it departs from Loughborough with the 9.45am to Leicester during a rare burst of sunshine on an otherwise wet January 26. Newly-outshopped No. 6990 took part in the 1948 Locomotive Exchanges and ran on the Great Central route from Marylebone. MAURICE BURNS



Welcome to Heritage Modeller

By Gareth Evans

WE'RE introducing a modelling section in the magazine this month, known as *Heritage Modeller* (HM) – but the aim is for it to have a preservation/heritage line angle. We want *Heritage Railway* to retain its core focus and the modelling section will complement the magazine editorially, with content crossing the 'divide' between miniature and full-size.

We also want to do something a little different. It is my belief that there is a growing interest in modelling heritage lines – be they faithful reproductions or freelance affairs based on one's own favourite prototypes.

I will be editing HM – I've been a modeller since childhood in both 'OO9' and 'OO' and I have an appreciation of all the scales HM will cover.

Heritage lines can serve as rich sources of inspiration, whether you are modelling a representation of a bygone era or a present day heritage line. It's there to hand today – we can see it for ourselves, photograph, measure, memorise, absorb and appreciate it.

We aim to inspire readers to visit heritage lines and even if they're not avid modellers, we hope they may look at locations in a different way when particular aspects or sites are examined in a manner they would not normally be. Modellers may come away captivated and full of ideas to incorporate into their projects.

Personally, I like detail in models – cameo scenes can help bring a layout to life – and I also like 'clutter', as some layouts can look rather clinical. Visit an engine shed and it's the norm to see wheelbarrows, fire irons or 45 gallon drums nearby, but all-too often they're absent from layouts.

Modelling a preserved railway allows a range of stock to be operated 'authentically' – and there is rich scope for space-saving micro-layouts.

We're looking forward to meeting volunteers who run model layouts at heritage lines in the coming months too.

Furthermore, HM aims to inform those who may not necessarily be 'full-on' modellers but would be interested in purchasing models of their favourite prototypes.

→ While a stack of ideas is to hand, I would welcome suggestions for news and features. Email me on gevans@mortons.co.uk



Heritage lines help Hornby

A NUMBER of heritage railway venues have provided valuable assistance to Hornby with the production of several of its new releases that were outlined last issue.

Hornby's all-new BR Standard Class 2MT 2-6-0 is based on No. 78022, the design team having surveyed the locomotive at the Keighley & Worth Valley Railway in November 2018. The manufacturer said that the design on the project has been completed and in recent weeks the first engineering sample has been received, which is currently being assessed. The model is due for release in December.

Research for the all-new Class 370 Advanced Passenger Train model began during August 2018, with the first of several visits to Crewe Heritage Centre taking place to survey the remaining vehicles on display there. The design phase has now been completed and the 3D models have been generated, with the commencement of tooling occurring shortly.

LMS carriage detail

RESEARCH for the third of Hornby's long-term projects, the LMS 'Coronation Scot' coaches, began during January 2016 with several visits to the National Railway Museum's 'Search Engine' archive.

Hornby said the project has proved quite complex, but a survey visit to the Severn Valley Railway at the beginning of December allowed the final questions

to be answered. With the design phase now completed, the 3D models are expected shortly – with the models set to be released in October.

Buffet car surveyed

The Epping Ongar Railway assisted with Hornby's new BR Mk.1 RB (Buffet Restaurant) coach. According to the Vintage Carriages Trust database, the vehicle is No. 1699.

The design phase has now been completed and the 3D models generated and assessed. Hornby is currently waiting for the first engineering samples of both the RB and RB(R) versions to arrive. The model is due for release in November.

The National Railway Museum also helped Hornby with the new *Rocket* model by allowing a comprehensive survey of the static *Rocket* replica. The Bowes Railway assisted too.

Meanwhile, the Bluebell Railway's Sheffield Park station features prominently in Hornby's promotional video to mark the model manufacturer's centenary. The railway scenes depict a couple in 1940 with the woman giving her departing soldier boyfriend a model locomotive as a gift, not knowing if she will see him again.

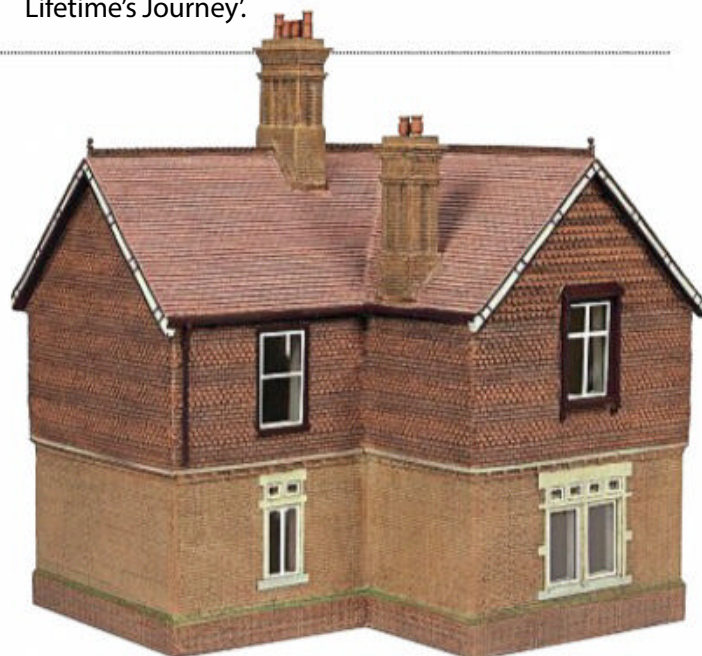
Watch the video at <https://youtu.be/zIJryE8GFU0> or search online for 'Hornby More Than Just A Hobby A Lifetime's Journey'.



Bachmann builds on its Bluebell range

ENHANCED versions of Bluebell Railway station buildings featured in Bachmann's 2020 range were announced on February 4.

Coming in the year the popular heritage line celebrates its 60th anniversary of re-opening, the models of Sheffield Park station structures form part of Bachmann's Scenecraft 'OO' scale range. They comprise: Bluebell Booking Office £99.95; Station Canopy £57.95; Waiting Room and Toilet £89.95; and Office and Store Room £59.95.



These will be available in two colour schemes – green & cream and crimson & cream. The buildings cater for modellers of the Bluebell Railway and the wider London, Brighton & South Coast Railway network and cover multiple eras, thanks to the two colour schemes.

Bachmann said improvements to the latest versions include additional details and refined components – such as the station canopy, which now features injection-moulded supports rather than the resin components used on the previous release.

The models are due to be available in late February. Bachmann confirmed to *Heritage Modeller* that there are currently no plans to release enhanced versions of the Bluebell footbridge and signal cabin.

Venue redevelopment halts Swanley's ExpoNG model show for 2020

THE organisers of a popular narrow gauge railway modelling show have confirmed that the event will not take place this year due to the redevelopment of its traditional venue.

Established in 1983, Expo Narrow Gauge – known as ExpoNG – has grown to attract layouts, traders and

visitors from across the world.

"We have received formal notice that this redevelopment is likely to start in 2020, with the site to be used for both residential and leisure use," organisers said in a statement.

"Although we have already identified a few options, it is clear

that there is now little time to arrange a show in October.

"With the agreement of our members, we have decided not to hold ExpoNG in 2020. This will give us time to take a breather, settle on a new venue and to look at what format future ExpoNGs might follow.

"We hope you will understand our decision. We know that ExpoNG is a big part of the narrow gauge modelling calendar. We'd like to thank all our visitors, exhibitors and traders who have supported us in the past and look forward to seeing them again in the future."

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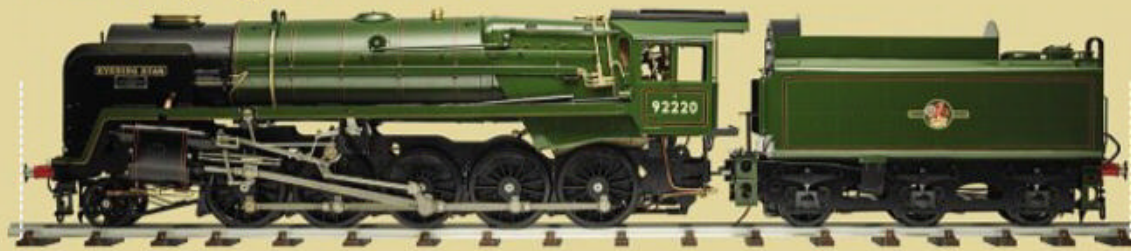
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Preserved Planets available in model form

A HIBBERD Planet diesel type which can be found at several railway heritage venues in Britain, is to be available in model form in the coming weeks.

Planet Industrials launched its first 4mm scale OO gauge model – a late 1950s-built variant – in November, which is still available.

A second version of the model – an early 1960s example, with steps at the front – is due for release at Easter. Several have been preserved, including *Alpha*, which is operational at Cambrian Heritage Railways in Oswestry.

A third variant is to be produced later in the year – a Devonport-based model, complete with lower height cab.

"Planet Industrials brings a new concept to OO gauge models, based on techniques perfected over many years with our other brand, Narrow Planet," James Hilton, designer, told *Heritage Railway*.

"Our models are designed to

appeal to a newcomer and combine the best aspects of 3D print with etched nickel silver detail overlays. We use a 3D printed plastic core to provide a robust, solid and true structure to detail with etched metal overlays and other parts.

"We aim to design our models so that most people can build them – and enjoy doing so. Only basic modelling tools are required. We offer our Planet diesels as a body and also with the ready-to-run Tenshodo mechanism."

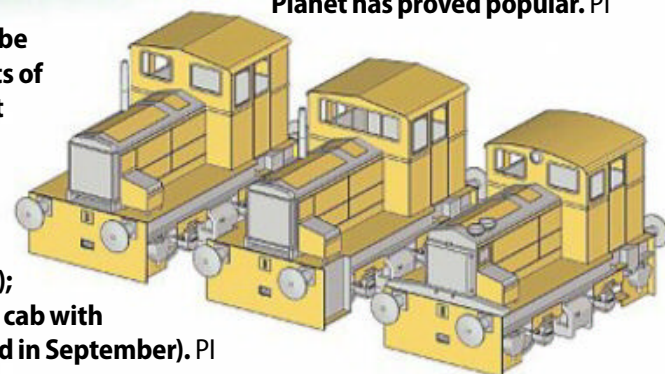
James added: "In response to requests from more experienced modellers, a custom kit chassis is to be produced with a larger gear reduction, which should lead to enhanced performance. This is set to be released later in the year."

→ Costing £110 complete kit, or £80 for the body only, the Planet models are available from www.narrowplanet.co.uk



Above: Launched in November, the original 1950s-built variant of the Planet has proved popular. PI

Right: Planet Industrials will be releasing two further variants of its 4mm scale Hibberd Planet diesel kit. Seen in this CAD image, from left to right are: the original version; the revised cab and front step (to be released at Easter); and the Devonport cut down cab with flameproofing (to be released in September). PI



Support Bulleid restoration by buying models

ON THE River Medway and Thames Estuary, the General Steam Navigation Company (GSN) worked closely with the New Medway Steam Packet Company and in 1936 acquired the New Medway Company outright, but retained the name for trading purposes.

These wagons are the first product of the cooperation between the General Steam Navigation Locomotive Restoration Society, based at Blunsdon on the Swindon and Cricklade Railway, and the Medway Queen Preservation Society (MQPS), based on Gillingham Pier. The two societies have commissioned a joint batch of OO box vans from Dapol and sales will help the

restoration of No. 35011 *General Steam Navigation* and paddle steamer *Medway Queen*.

The locomotive society aims to restore the Merchant Navy to its original as-built condition, complete with air smooth casing and Bulleid's unique chain-driven valve gear.

The wagon design fits the MQPS theme of fictional wagons that might have been seen at Gillingham pier if there had been a rail connection, but at the same time is very relevant to the GSN Locomotive Restoration Society.

→ They are available in two colours from either society at £12.90 per wagon and £3.30 per order for UK



Two Dapol box vans have been produced to support the restoration of Bulleid Pacific No. 35011 *General Steam Navigation* and paddle steamer *Medway Queen*

P&P. Two wagons with UK P&P totals £29.10. MQPS has also commissioned Dunkirk commemorative vans in OO for April/May release and for N gauge in August.

The models can be ordered from

www.35011gsn.co.uk and www.medwayqueen.co.uk – or by post from Richard Halton (for MQPS), 2 Drury Close, Hook, Royal Wootton Bassett, SN4 8EL. Please make cheques payable to 'R Halton.'

Peco reveals plans for Ffestiniog bogie coaches in OO9

PECO is to boost its range of ready-to-run OO9 rolling stock with the addition of further Ffestiniog Railway carriages.

The manufacturer said 'Bowsider' bogie coaches Nos. 17-20 will feature plenty of detail and have smooth running as standard. Full details of the models planned for release will be announced later in the year, but Peco did confirm they are scheduled for release in 2021.

Due to be available imminently are three 4-wheel 'Bug boxes' in preservation livery – a first class, third class and observation coach.

Peco said Victorian liveried variants are due to be released "shortly" – with Colonel Stephens and 1970s cherry red liveried models to follow.

The stock will complement two Ffestiniog steam locomotives, which are currently under development – a 'Small England' 0-4-0STT and a Double-Fairlie 0-4-4-0T. Announced back in November at the Warley National Model Railway Exhibition as part of a new collaboration between Peco and KATO, Peco said the England model was "well-advanced" and is expected to be released in spring 2021.

Due to be powered by a new KATO chassis, livery details remain to be finalised, but it is likely that *Prince* will be launched in green and *Princess* in maroon.

Following the release of the *Englands*, attention will focus on a Double-Fairlie 0-4-4-0T. Further details are expected later in the year.

Also of interest to Welsh narrow gauge fans is the addition of slate walling to the Wills material sheet plasticard range. Numbered SSMP232, the accompanying photo in Peco's announcement which is

labelled 'prototype picture' shows a section of the Cob between Boston Lodge and Porthmadog Harbour station.

In a separate Peco OO9 development, a Snailbeach District Railways 4-wheeled hopper wagon is currently under development. An example of the distinctive-looking (by British narrow gauge standards) vehicles survives in preservation at Snailbeach after it was restored by the Shropshire Mines Trust. Displayed in the locomotive shed, it can be seen when the visitor centre is open.



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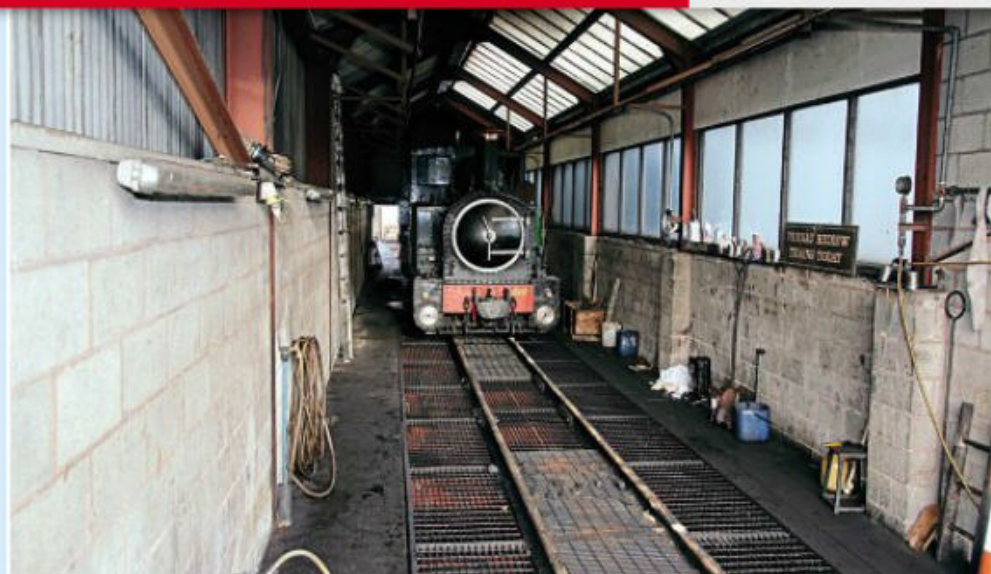
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GWR 0-6-0T No. 823 *The Countess* is seen inside the running shed at Llanfair Caereinion. The south-facing wall and roof includes glazing, which lets in natural light. Metal grids provide protection for pedestrians over the pits inside the shed. Also, note the water hose on the left and the pipework for the air lines on the right-hand side, along with buckets and fire irons.



The author's OO9 model of a corrugated iron locomotive shed adapted from a Wills 'tin tabernacle' plastic kit, as seen on his family's Algar Valley layout.

Running shed ideas

The Welshpool & Llanfair Light Railway's running shed at its Llanfair Caereinion terminus provides prototype inspiration for a corrugated iron structure in model form. Words and pictures by Gareth Evans.

AS a modeller, my experiences of visiting and volunteering at narrow and standard gauge heritage lines have provided a rich source of inspiration since childhood. For many of us, an engine shed is an essential feature of our layout(s), providing operational interest and an opportunity for a focal point for an aspect that's a talking point, as anyone who's ever exhibited their models will know – locomotives.

While ready-to-run engine sheds are available from a range of suppliers, along with a host of kits in plastic

and card, some modellers may like to either construct their own from sheets of plasticard or customise 'off the shelf' products with detail(s) according to their ability or perhaps even eye for detail.

Therefore, when I was enjoying a post-Christmas trip on the 2ft 6in gauge Welshpool & Llanfair Light Railway (WLLR), my artistic side was struck by the potential of Llanfair Caereinion's running shed in model form. It certainly inspired me.

The WLLR has a light railway

theme – many of its buildings are constructed of corrugated iron and timber. Built during the preservation era, the single track structure can accommodate three locomotives and includes inspection pits both inside and on the line leading to it. While it is modern in construction, the design pays homage to the line's heritage.

A similar corrugated iron two-track rolling stock

storage building can be found at Welshpool Raven Square, which is based roughly on the line's original engine and carriage sheds at Welshpool's smithfield – the site today being where the town's Tesco is located.

Not to be forgotten is the lighting up wood store at the eastern (Welshpool) end of Llanfair running shed. It's the sort of detail which appears to be so often easily overlooked by modellers, but can add personality and depth to a layout.

A front three-quarter view of Llanfair Caereinion running shed. The track on the left is the 'main line' to Welshpool. Note the smoke vent on the ridge of the roof.





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A rear three-quarter view of the shed, located at the eastern (Welshpool) end. Note the lighting up wood store on the left – the 'hut' once formed part of the line's old diesel fuel tank, which was located near the signalbox.



The shed doors – note the pedestrian opening in the right-hand door.

OO9 model

When my mother and I were refurbishing our family's Algar Valley OO9 layout as a memorial to my late brother, we wanted a more appropriate engine shed to occupy the front left-hand corner.

We envisaged a running shed which captured the light railway feel, but at the same time we didn't want to spend a fortune or push the boundaries of our modelling skills too far.

I then came across the idea of 'repurposing' a Wills 'tin tabernacle' as a locomotive shed. As has historically been the case with OO9, it involved a little thought and creativity – two things which appeal to me.

To repurpose it from a church to an engine shed meant turning it 'back to front'. Therefore, the rear of the church became the entrance to the shed – the plain (non-corrugated) indented area in the plasticard end wall providing a useful guide as to how much material to cut away for the engine shed's entrance.

While some OO9 locomotives are on the small side, we have a rather mixed fleet, so we wanted the shed to be able to accommodate any of them. We raised the shed's height by adding Wills corrugated iron plasticard around the base – although a brick base could also be added, which is also available from the Wills range. The church's lean-to was added to the rear as a 'mess room' – the difference in height from the doorway being lessened by the addition of steps made from sleepers sourced from old Hornby track I cut up.

The rather elaborate roof vents came from our 'bits box' and originally formed part of a Wills Craftsman GWR engine shed kit. On that note, the church entrance, a 'left over' from this project, was put aside for our 'bits box'.

Following the addition of matchsticks inside to simulate timber framing, the shed's tin sheets were finished in Railmatch weathered black.

While we could have scratch-built a shed from plasticard, we felt the benefit of using the church kit as a



An overview of the shed and pits – the ash pit being in the foreground. The hut on the right serves as a store.



Two pits are located a short distance in front of the shed – one for inspections, the other for ash. The signalbox, workshop and station buildings can be seen in the distance.



A close-up of the timber store.

basis was that it would be easier than having to calculate angles. Although we did not regard ourselves as novice modellers, for some readers the 'tin tabernacle' conversion may provide an easy, inexpensive introduction to scratch building. It can also result in a 'rustic' structure suitable for a host of narrow gauge model layouts.

The affordable shed would cost approximately £11 for the church,

£3.50 for sheets of plasticard, plus Railmatch paints (if you don't already have them), so a budget of comfortably under £20 would be about right.

On a final note, a corrugated iron church is preserved at the Midland Railway – Butterly. St Saviour's Church can be found at Swanwick Junction.

→ With thanks to the Welshpool & Llanfair Light Railway. **HR**

What you need for your OO9 model

- Wills SS70 Corrugated Iron Chapel Plastic Kit OO Gauge
- Wills SSMP216 OO Scale Corrugated Iron - Material Sheets
- Railmatch weathered black paint and Railmatch brick

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Progress on the 3ft gauge: Freshly laid track at the Steamworks site on January 19. Looking towards the part-completed shed on the right, the foundations for phase 2 can be seen. SRT

RETURNING RAILS TO SOUTHWOLD!

The coming season is set to bring the opportunity for visitors to enjoy a ride on the 3ft gauge railway in Suffolk after a 90-year absence, thanks to the efforts of volunteers at the Southwold Railway Trust. **Nicola Fox** reports on the group's latest developments, including the enhancement of its Steamworks visitor centre and the construction of a replica Southwold Railway steam locomotive by North Bay Engineering Services Ltd.

On the north Suffolk coast sits the town of Southwold. Bordered on all sides by water, with the North Sea to the east and the River Blyth and Buss Creek circling together inland, there is only one road in and out of this picturesque seaside town. Boasting a charming pier that was built in 1900 for tourist steamers, Southwold is a popular destination.

The town also has the added visitor incentive for those who enjoy a malted and hopped beverage – the Adnam's Brewery has been based there since the 19th century producing award-winning ales and, more recently, spirits. One thing the town is currently lacking to heighten its seaside resort status is a running railway, though this was not always the case.

In the 1850s, the East Suffolk Railway

(ESR) took an inland course from Lowestoft to Ipswich, forsaking coastal towns such as Southwold. Nine miles from the nearest station at Halesworth and served only once a day by an inadequate horse-drawn omnibus, the people of Southwold petitioned the ESR for a branch line. Alas, their pleas were refused and, by 1875, the locals had had enough of being ignored and decided to take matters into their own hands.

Despite some stumbling blocks and a rather stuttering start – with more than one intermediate station not completed in time – the Southwold Railway opened on September 24, 1879. Using 3ft gauge, the line ran for 8¾ miles from the edge of Southwold to Halesworth station, connecting to the adjacent standard gauge GER main line by a footbridge.

Originally, single track throughout, working on a principle of one engine in steam, later the line was divided into two sections at first, and then three. The line carried mixed traffic, with trains invariably running a mix of freight and passenger vehicles, often requiring freight shunting at intermediate sections. The line was built in gently sloping countryside, but speed was limited to 16mph. This, coupled with the shunting, meant the nine-mile journey took a rather languorous 35 minutes to complete.

Despite this slow journey, the line was not entirely unsuccessful, carrying 10,000 passengers in 1900, (the population at that time being around 2800 inhabitants) as well as 90,000 tons of minerals and 600 tons of 'general merchandise'. The success of the line meant that expansion was considered, proposals also included linking the line to other branches and converting the whole line to standard gauge. Despite garnering great interest, these ultimately came to nothing and the only proposal that came to fruition was the building of a mile-long harbour branch. This was completed in 1914 just in time for the outbreak of the First World War, which effectively doomed the local fishing trade and

"The first section of 3ft gauge permanent track on the new Steamworks site was laid in 2017, in what would eventually become the engine shed. The track has since been extended a little way out of the shed, to allow wagons and other rolling stock to sit on display outside. Further steps were taken this year on January 18&19, when 26 army reservists descended on the Steamworks site to lay the first Southwold Railway metals for passenger use in 91 years."

rendered the extension obsolete – par for the course on a line that never quite seemed to get into its stride.

Doomed

Sadly, the unreliability of the Southwold Railway, captured for posterity in the acerbically witty postcards of Reg Carter, (whose work is well worth a Google), coupled with the postwar financial depression, were not good news for the Southwold Railway and the increase in motorised traffic soon doomed the line to closure. The railway’s ‘eccentric’ engines, original 1879 carriages and unusual gauge, were deemed a relic. A Gaumont Mirror newsreel observed that the resort had lost its ‘priceless railway – the train de luxe to Hailsworth’ before showing *Wenhaston* emerging from a tired engine shed, with other semi-derelict engines standing on the sidings in the background. The reel described the line as ‘a railway that is a real joke’.

On April 11, 1929, after one week’s notice, the line closed to passengers, with goods traffic operating for a further 10 days to clear the existing backlog. An abandonment order was applied for, but inconceivably this was only eventually granted in the 1990s, meaning the company continued to exist and there was little to be done about the line. The stock was left to rot at Halesworth. Who knows? Had the Second World War not driven a need for scrap metal that saw most of the rails lifted and the engines cut up, the entirety of the Southwold metals could still be rusting under the undergrowth to this day!

Gone but not forgotten

Despite its ignominious end, the line was not forgotten and a railway reunion dinner in the 1950s provided many a tale (some of them rather tall) from the line’s running days. The East Anglian Daily Times (writing in 2010) reported several of these, including a former driver who had suddenly noticed he was running light engine, having left his trucks several miles behind him, and a guard who, when asked by a passenger at Halesworth if there was time to visit the local pub, replied: “There’ll have to be! I’ll have one with you.” One tale tells of a cash-on-delivery freight item that proved somewhat difficult to handle, when the cash was not immediately forthcoming. Indeed, the local butcher had to be begged to provide meat to feed a live lion until the visiting circus could raise the necessary funds to ensure the poor beast’s release!

The Southwold Railway Trust

The railway continued to be remembered fondly by locals and, in 1994, the Southwold Railway Society was formed with a view to keeping the memory of the line alive, while also investigating the possibility of reinstating part of it. After all, quaint and eccentric might not make a viable commercial railway, but it is ideal currency for a heritage line! In 2006 the society morphed into the Southwold Railway Trust and work began in earnest.

Original plans focused on recreating the station at Wenhaston, complete with a workshop, visitor centre and a half-mile worth of track extending towards Blythburgh. A land purchase was made in 2013 to secure the track bed and accompanying areas, but sadly local opposition to these plans has halted progress for the time being. Despite the trust’s commitment to enhancing the environment in a way ‘that would be in the best interests of



Above: When fully completed, Steamworks will house an engine shed, café, shops, toilets, museum and 11 chains of 3ft gauge track. The site will also include a miniature railway, encircling a small nature reserve and, of course, the all-important car park.



Above: A replica of Sharp, Stewart 2-4-0 No. 3 Blyth is under construction at North Bay Engineering Services Ltd. The locomotive’s frames are seen freshly painted on January 11. NBES

all flora and fauna’, Wenhaston is on the edge of an AONB (Area of Outstanding Natural Beauty) and – after a disappointing period of negotiation – the trust determined that while a railway running through the area would be acceptable, Wenhaston is not the place to build the railway’s hub.

The focus has since moved elsewhere, but the railway has not given up on the Wenhaston site – as the only part of the track bed currently owned by the trust, the group is keen to keep it as a part of its future plans. To keep the land relevant, the trust has been organising regular track bed walks, something it is keen to promote for the coming season, with selected Sundays in the summer designated for guided walks on the land.

With the Wenhaston project floundering and no base to call home, the future looked uncertain for the Southwold Railway until a piece of land became available on an old gasworks site on the edge of Southwold, a stone’s throw from the site of the original Southwold station. Planning consent for a ‘visitor centre, railway and nature reserve’ was sought and obtained in 2016, with the purchase

following in March 2017. Finally, 88 years after the railway closed, concrete steps were being taken to bring it back.

Steamworks

Anyone who has ever tried to resurrect an abandoned railway will know the task is a daunting one and while members of the team at Southwold are ambitious, they are also practical. The new site, dubbed ‘Steamworks’ is being developed to raise the profile of the Southwold Railway Trust and, crucially, to provide income to finance the reinstatement of the line. Construction started at Steamworks immediately after purchase, with track down and buildings up within four months of the purchase. While it passed relatively unnoticed, this momentous occasion was the first time a new section of 3ft gauge track had been laid in the United Kingdom since the 1986 re-gauging of the Southend Pier railway.

When *Heritage Railway* first visited in April 2018, the site was raw and clearly very much a work in progress. A collection of wagons sat outside and an imposing Peckett (albeit in a poor condition) sheltered in the newly built



The project received a welcome boost on January 18&19 thanks to the efforts of the 507 Specialist Team Royal Engineers, the army reserve unit that specialises in the repair and construction of railway infrastructure. The 26-strong team descended on the Steamworks site in Blyth Road, Southwold, to lay the first Southwold Railway metals for passenger use in 91 years. SRT



Attractions at the Steamworks site include the 7¼in gauge Blyth Valley Light Railway, which runs around a lake. Since this May 2019 view was taken, the site has gained much greenery. SRT



H-Class Motor Rail diesel *Mells* is seen in action in September 2017 at Steamworks. Owned by Peter Nicholson, the locomotive is currently on loan to the trust. Peckett 0-6-0ST *Scaldwell* can be seen just inside the shed. The unrestored Northamptonshire ironstone quarry veteran arrived from Amberley Museum in 2017. SRT

engine shed. A lake had been dug (but not yet filled) with 7¼in gauge track laid around it, which would become the Blyth Valley Light Railway (BVLR).

A repeat visit in October 2018 showed greater progress, with the building work furthered to include a near completed café (now with a meeting room facility upstairs) and a canopy over what will become the platform for the 3ft gauge track section. The arrival of a visually arresting and cheerfully liveried scarlet Belgian tramcar provided a reminder of the trust's long-term objectives. The nature reserve was beginning to take shape, dominated by the now-filled lake, and the BVLR was fully operational, offering rides on every open day. With the first summer season under its belt, there was an air of positivity surrounding the site and a renewed energy. This only continued to grow in 2019 when the new café opened, the lake began attracting indigenous wildlife (with newts reported there in May 2019) and the frequency of open days increased.

With so much more to attract visitors to the site, visitor numbers continued to rise – each open day surpassing the previous total. For the summer season, Steamworks planned to open every Saturday, yet the open days proved so popular that the trust decided to add extra dates, opening the site on Wednesdays from the middle of July. In addition to a steady trade in the café and rides on the BVLR, these events included site tours, film showings in the café and live music. By August 23 more than 2500 people had visited the centre.

Blyth

The new Steamworks site is not the only thing the Southwold Railway Trust has got going for it. From the early stages of the project, the trust rightly felt there was no point in having a railway if it didn't have anything to run on it and so it looked into carriages, wagons and the holy grail – locomotives. Even before the purchase at Wenhaston was made, the trust had started a project for a new-build replica of one of the original Southwold locomotives



Manx Northern Railway carriage No. 3 is seen on arrival at Steamworks on January 7, 2019. The 1879-built vehicle, which shares the same Cleminson three-axle system as the original Southwold Railway carriages, is being preserved as a museum piece for now. SRT

and thus in 2009 Project Blyth was born. The aim of the project was to raise enough money to produce a replica of the original SR No. 3 *Blyth*, the only original locomotive to have run in service throughout the line's 50-year operational history.

The only information available on the engine was the 19th Century general arrangement drawing, meaning that the engine needed to be re-designed 'almost from first principles', a process as long as it was costly. However, putting the effort into 'doing this properly' so to speak, meant the trust had a 3D Solidworks CAD of the complete locomotive.

A £300,000 contract for the construction of *Blyth* was placed with North Bay Engineering Services Ltd and significant progress has already been made, with the locomotive on target for completion this year, should the necessary finances become available. Currently, the chassis, driver bearings, Adams radial bearings and housing are all complete. By the time this magazine hits the shelves the wheels should have been assembled on to their axles. The aim is to have a rolling chassis by the end of March.

Originally funded by the 2-4-0 Club, where donors could sponsor specific components, donations have now been opened up to all and sundry to help complete the project.

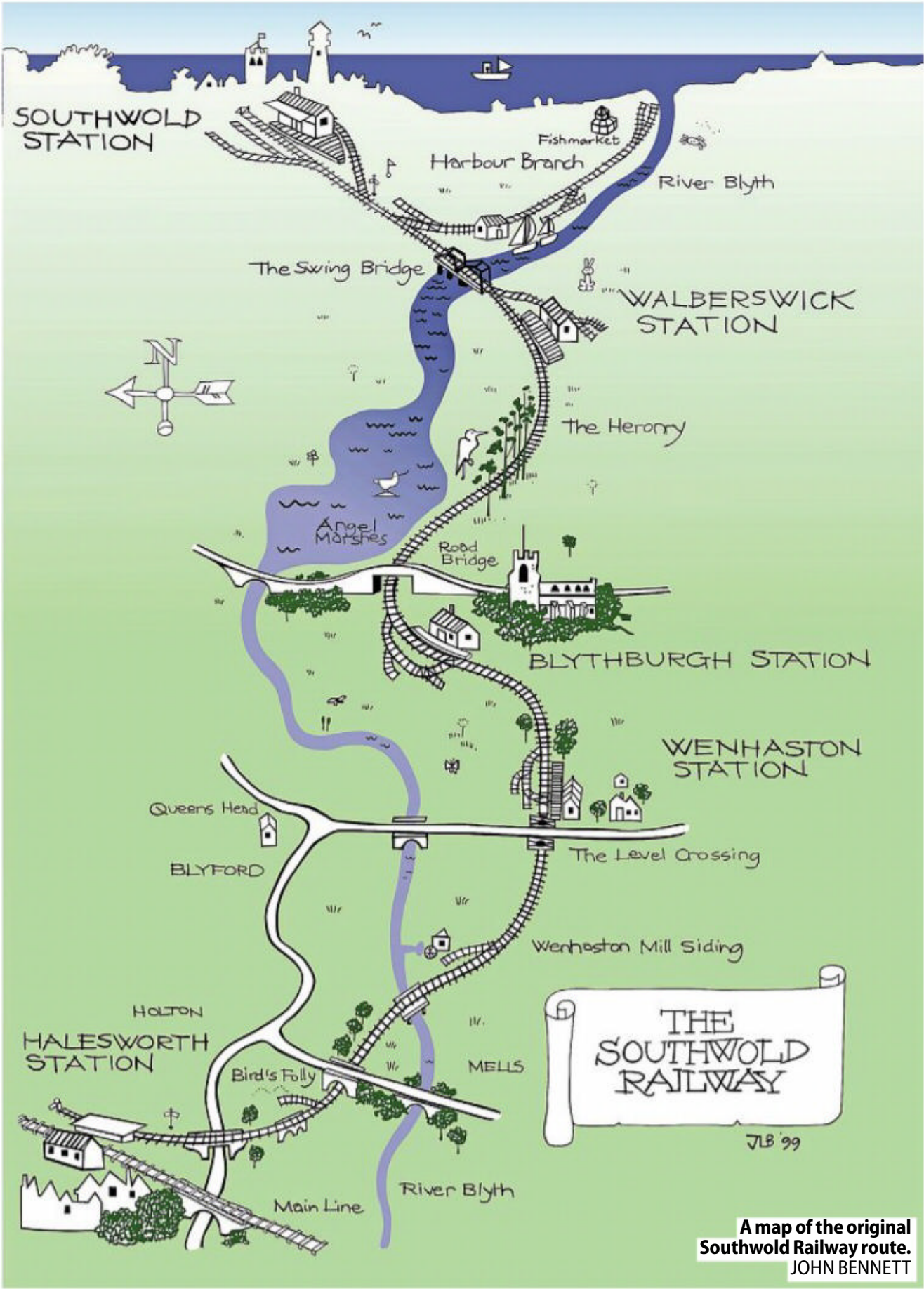
Like many organisations, the Southwold Railway Trust relies on membership fees and donations to achieve its aims. A small grant of £2500 from Waveney District Council helped fund the purchase of workshop tools and equipment, but all other projects were all paid for by the generosity of well-wishers, including a legacy left by the late president of the trust, Alan Taylor, a joint author of the first Southwold Railway book. That the organisation has achieved so much physically within a short time frame shows the support the project has garnered in the last few years, after an initially rocky start. Now, thanks to the open days, Steamworks can start helping to pay for itself.

The rails return

With the BVLR at Steamworks up and running and *Blyth* nearing completion, the next step was the demonstration track. The first section of 3ft gauge permanent track on the new Steamworks site was laid in 2017, in what would eventually become the engine shed. The track has since been extended a little way out of the shed, to allow wagons and other rolling stock to sit on display outside. Further steps were taken this year on January 18&19, when 26 army reservists descended on the Steamworks site to lay the first Southwold Railway metals for passenger use in 91 years.

On a bright sunny weekend, the reservists prepared 100m of trackbed (some of it for future track to be laid by trust volunteers) and laid 70m of track parallel with the southern boundary of the site. The operation required several lengths of 50lb rail, 15 tons of ballast and 120 sleepers, as well as extra long sleepers for two sets of points. Purchased from the Lynton & Barnstaple Railway, these points connect the newly laid section to the existing track from the shed.

All being well, this track will provide passenger rides from Easter. Chairman John Bennett described this momentous next step as exciting, noting that there would be "some fanfare" when Steamworks opens for the Easter season, with rides on "the big track" for the



“After all, quaint and eccentric might not make a viable commercial railway, but is ideal currency for a heritage line!”

Original locomotives

The three original Southwold engines (all 2-4-0Ts) were manufactured by Sharp, Stewart & Co Ltd of Manchester. Delivered in 1879, it became apparent that there was not enough traffic to warrant three locomotives, so one was returned to the makers in 1883. However, 10 years later increased traffic warranted the delivery of a 2-4-2T (also called *Southwold*). In 1914, the harbour branch was expected to increase traffic and a much larger Manning Wardle 0-6-0T was ordered, which proved popular with the crews.

Locomotive	Builder	Built	Fate
No 1. <i>Southwold</i>	Sharp, Stewart & Co Ltd	1879	Returned to builders 1883
No 2. <i>Halesworth</i>	Sharp, Stewart & Co Ltd	1879	Scrapped 1941
No. 3 <i>Blyth</i>	Sharp, Stewart & Co Ltd	1879	Scrapped 1941
No 1. <i>Southwold</i>	Sharp, Stewart & Co Ltd	1893	Scrapped 1929
No 4. <i>Wenhaston</i>	Manning Wardle	1914	Scrapped 1941

Rolling Stock

- Rolling stock included:
- Six six-wheel coaches.

■ A collection of six-wheel coal trucks (some of these were notable for being owned by coal merchant Thomas

Moy, making them unique in being the only privately owned waggons on an English narrow gauge railway).

■ Two goods vans.

■ A selection of four-wheeled trucks.

first time. “When, we’ve got that running we can call ourselves a proper railway” – and using 3ft gauge, it will be a rare railway at that.

Initially, while work on *Blyth* is completed, the first few trains will be hauled by diesel shunter H-Class Motor Rail *Mells*, currently on loan to the trust. Passengers will be seated in No. 7, the cheerfully liveried tramcar trailer that arrived in summer 2018. Withdrawn from service in Charleroi, Belgium in 1975, the tramcar was converted for use as hauled stock on the County Donegal Railway, before ultimately finding its home in Southwold.

Other projects

Unafraid to do things by halves, the Southwold Railway Trust also has another 3ft gauge engine in its shed, slowly undergoing restoration – the aforementioned Peckett 0-6-0ST built in 1913 for the Scaldwell Ironstone Quarries in Northamptonshire and named after the quarry. A Manx Northern Railway coach built in 1879 – the very year the Southwold Railway opened – is also receiving attention from volunteers, to be preserved (for now) as a museum piece. The Southwold and the Isle of Man carriages both used the three-bogie Cleminson system, making this carriage valuable both to enthusiasts and as an educational tool on the workings of the original Southwold carriages, which have all long since rotted away.

Phase two of the engine shed build is already underway with foundations laid, to expand the existing building to nearly double its current size by Easter and there are plans to make more of the nature reserve with greater landscaping and the planting of trees. Another side scheme is the Heritage Train Project, with which the trust plans to recreate a mixed train, such as would have been seen on Southwold metals during its running life. The body of an original wagon, No. 13, is preserved and other wagons have been regauged and are being restored to join this train. Of course, carriages will be needed but although they are in the early stages, John Bennett, has acknowledged there has been discussion with North Bay about the possibility of it building them and ideas are clearly being floated around.

The future

All in all, the future for Steamworks looks bright, but what of further plans? The original goal was to reinstate the Southwold Railway, and has the emphasis on the steam centre put a halt to those intentions? Far from it.

According to John, the trust is in the process of putting together a proposal to restore the whole track. Conscious of where difficulties might lie, initial efforts are focused on restoring the harbour branch, which would provide a half-mile of track on which to run the trust’s new locomotive and heritage train and, importantly, a destination. Money is the stumbling block, as the *Blyth* build and Steamworks currently take priority when it comes to distributing the funding, but once *Blyth* is delivered, John predicts supporters will be galvanised into giving it somewhere to stretch its legs.

Further plans include a park-and-ride scheme in Blyth to reduce congestion in Southwold, which on a sunny day can resemble a car park, as visitors flock to the town. When asked about the likelihood of all these plans being realised, John is practical, but optimistic: “It’s good to have goals. I imagine the harbour line will be started in the next three to four years. We’ve had a feasibility study done, (most of



It is hoped passengers will be able to enjoy a ride on the 3ft gauge track this year. Visitors will be carried in former Charleroi tramcar No. 7, which is seen on October 24, 2018. NICOLA FOX



The detail put into the site is laudable – such as the authentic-looking crossing gate. The whole experience is carefully and lovingly curated. SRT

A close-up of Blyth’s radial axle boxes – believed to be the first production of this style in more than 125 years (1890s), apart from model makers. NBES



“For the summer season, Steamworks was planned to open every Saturday, yet the open days proved so popular that the trust decided to add extra dates, opening the site on Wednesdays from the middle of July. In addition to a steady trade in the café and rides on the BVLr, these events included site tours, film showings in the café and live music. By August 23, more than 2500 people had visited the centre.”

the original line is intact) so we’d just curve around and pick up the line as it was.”

Is that all the plans up the Southwold Railway’s voluminous sleeves? You could be forgiven for thinking that the answer was yes, but you’d be wrong. When asked if there was anything more, John laughs and confesses a sneakily placed fence led the trust to believe that the parcel of land it had bought was in fact smaller than it is. After a long period of consultation with the land registry (and the local council, which had been leasing the land to the neighbouring golf course, believing it to be theirs) it has been confirmed that the boundary of the trust’s land is indeed 10m further west than originally suspected. “It’s a very useful bit of land, so we’ve got to decide what to do with that... parking, room for a museum building, a shop, space for model railway layouts, accommodation for volunteers? There are so many ideas buzzing

around. All subject to planning permission of course.”

If this were another society, I might be sceptical as to whether these plans could be achieved, when so many other irons are already in the fire – but given what the Southwold Railway Trust has achieved in the last three years, with both Steamworks and *Blyth* nearing completion, while all around them other projects continue to move forward – I have nothing but confidence in their ability and wish them every success.

If you want to visit Steamworks, support the trust or to get involved, you can find details on their website: www.southwoldrailway.co.uk or contact info@southwoldrailway.co.uk

Working parties meet on Wednesdays and Saturdays and we’re told the tea is excellent. **HR** → With thanks to chairman of the Southwold Railway Trust John Bennett, without whom the completion of this feature would not have been possible.

Help us build “Blyth”...

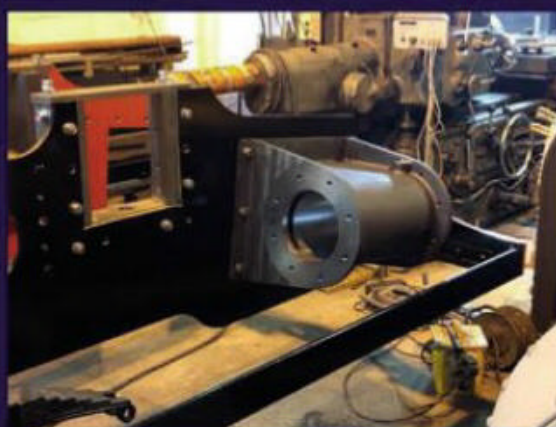
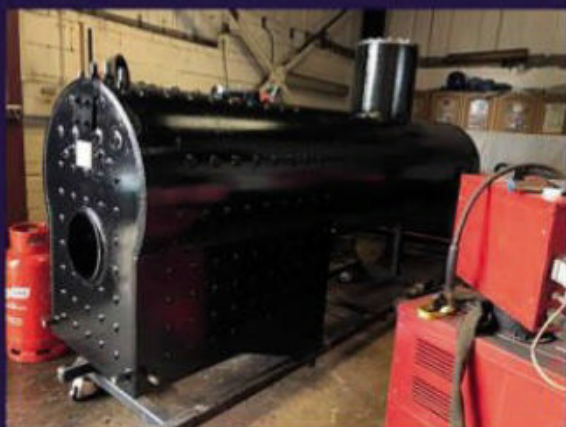


This Sharp Stewart 2-4-0 tank locomotive was one of the engines which worked the unusual 3 foot gauge Southwold Railway throughout its 50 year life from 1879 to 1929. A branch line, it connected the Suffolk town of Halesworth to Southwold on the east coast some nine miles distant. A full size replica is currently being lovingly built for the Southwold Railway Trust by North Bay Railway Engineering Services in Darlington. Begun in January 2019, the boiler has been completed along with the frames and cylinders. Wheels are expected shortly. We are about halfway!

The Trust can fund two-thirds of the

£300,000 cost but we need to raise the final £100,000 this year so that we can take delivery of this splendid locomotive around this time next year. *Blyth* will then run on a track at *Steamworks* in Blyth Road, Southwold, Suffolk.

If you can help us, contributions of any size will be very welcome. You can donate via Paypal on the Southwold Railway Trust website, or send cheques (payable to Southwold Railway Trust) to SRT, 1 Barnaby Green, Southwold, IP18 6AP. Any donation of £100 or more also bestows free membership of the Trust (worth £15) for a year.



Rail Riders return: time to get on board!

Originally known as the Great Rail Club, it changed its name to the more marketable and catchy Rail Riders.

This club gave children aged 5-15 special membership benefits, such as discounted travel and a regular quarterly magazine. The club was promoted by the late Keith Chegwin, with the organisation's slogans including 'the happiest club in the land' and 'travel, action, fun'. At its peak the club had 125,000 members.

In October 2019 it was announced Rail Riders would return after a hiatus of 30 years, and would relaunch on February 29, 2020. The man behind the new venture is Simon Buxton, a former member and owner of Bufferbeam Ltd, who has worked tirelessly to awaken a 1980s giant. The new club will not be just for children, but for rail enthusiasts of all ages.

Members will receive discounts at selected heritage railways and other participating railway-themed businesses, such as model shops.

A quarterly magazine will still be produced, and a membership welcome pack will also be supplied.

A 'passport' in the guide book will also be introduced, allowing members to collect stamps from the visiting attractions and enter a yearly competition.

The companies here are all offering discounts to Rail Riders' members, and look forward to welcoming you, but these are not the only associations working with Simon – the list is growing daily.

Don't miss out on the fun. Re-create childhood memories, make new ones and why not take the whole family!

If any business or railway want to join please contact info@railriders.club



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RELIQS OF A 'LIVING MUSEUM' CLOSED 50 YEARS AGO

October 3/4 will mark half a century since the last trains ran over much of the East Lincolnshire network. ELR50, which is part-sponsored by *Heritage Railway* publisher Mortons Media Group Ltd, marks this anniversary with a major exhibition and other commemorative events under the banner of the East Lincolnshire Railway Festival. Here, in words and pictures ELR50 chairman **Mike Fowler** looks at the history and range of railwayana saved from the lost east coast system.

Before the Second World War, East Lincolnshire had a rich extensive railway network that was well used. Every town and village was reasonably close to a station and freight such as vegetables, fruit, livestock, potatoes, fish, coal and timber could be seen all the time. Indeed, the freight on several lines was probably more profitable than passenger traffic.

Even though some lines struggled, they all survived to some satisfactory degree, partly due to the alternative poor road network, especially once the rural areas in the east

of the county were reached – much like the situation today.

In the 1930s, freight was important because local passenger usage was occasional and inconsistent. However, the excursion traffic to Skegness, Mablethorpe and Cleethorpes was truly remarkable. August bank holiday in 1930 saw 40 excursion trains to Skegness, while in 1936 Mablethorpe had 166,000 visitors and on August bank holiday had 19 excursion trains. Handling this number of people and storing the carriages was a logistical nightmare.

With the outbreak of war in 1939, it all changed. The flat parts of the county saw airfield construction on what was the front line of Britain's defence against Nazi Germany and stations at Coningsby, Tattershall, Donington-on-Bain, Spilsby, Louth and Bardney all had their fair share of construction materials delivered and service personnel arriving. Armaments such as bombs were delivered and it is well recorded how Stickney was a railhead for coffins.

There was little bomb damage to stations or



Cast iron doorplates from various East Lincolnshire stations.

Firsby crossing and station box on May 25, 1970. The remains of the Spilsby line in its final form, cut short with just enough room for a diesel railcar unit, can be seen to the right of the signal post just beyond the signalbox. LWRs/G BROWN COLLECTION





A Grimsby Town totem removed about 1960.



A restored Alford Town boxboard with cast iron letters.



A Boston totem removed about 1960.



A Willoughby BR(E) running-in board in two pieces.

trackwork. Louth and Alford recorded damage but they were probably not targets – just returning aircraft lightening their bomb load.

After the war, things returned to a peaceful existence. The only closure to passengers was Spilsby, which lost its passenger service in 1939. It retained freight until 1958.

In 1945, stations, which looked near-identical to prewar, continued with a similar timetable and had generally the same rolling stock and locomotives. The staff returned and it was business as usual – all rather complacent really.

The railway infrastructure remained similar with GNR and LNER branded items much in existence – handlamps, signal lamps, clocks and signage. With the arrival of British Railways on January 1, 1948 some changes took place with some basic railway paraphernalia needing replacement. However, the pace was slow and LNER tickets were still being issued in 1970!

Moving to the mid-1950s, BR (ER) blue enamel signs began appearing at larger stations such as Grimsby, Louth, Alford, Skegness and Boston. Firstly, running-in-boards turned blue replacing mainly the GNR wood and cast iron-lettered versions. These were at the larger stations but by about 1960 they could be seen at Firsby, Mablethorpe, Alford Town, Bardney, Woodhall Junction, Coningsby, North Thoresby, Wainfleet, Willoughby and Thorpe Culvert.

When totems appeared

It was in 1958 that blue enamel totems appeared. Prior to this, the only way to identify a station was by a running-in board, cast iron seat plates or a dimly lit glass tablet in a platform lamp. However, for electric lights, the



Butlins Skegness resort director Chris Baron (second right) named East Midlands Railway Class 158 DMU No. 158864 ELR50 visit East Lincolnshire in 2020 at a ceremony at the town's station on January 23, accompanied by dignitaries from Skegness, Mablethorpe and Sutton-on-Sea. He also placed an original 'Butlins Express' headboard temporarily on the DMU. MIKE FOWLER

LNER did dabble in single and double sided enamel lamp tablets in cream and brown, which sat on a spike at the base of the circular-topped platform columns.

The combination of electric lighting and totems made identification much easier. These appeared at the larger stations (1958) but also (1960) Mablethorpe, Sutton-on-Sea, Firsby, Woodhall Junction and of all places, Kirton, that closed a year later!

These totems initially came as flat steel. However, these suffered badly from vandalism and rust. The vandals bent them and the rain remained on the edges and caused rusting. Therefore, in certain places they were replaced by flanged versions that allowed the rain to run off and deterred the vandals. However, regardless of design, many remained to the end.

Simultaneously, the gas and oil lamps were replaced with electric fluorescent lights or simply light bulbs. Having said that, a number of stations, such as those on the Bellwater to Lincoln line and Skegness branch, retained their oil lamps right until 1970, although they were rarely lit.

The arrival of the fluorescent lights saw the premature removal of the totems put up a year or two earlier. With the name being on the fluorescent diffuser, they were seen as redundant – so down they came in about 1961 at Grimsby Town, Louth and Boston. They were seen as scrap and discarded which is why they are so rare today. All the others remained until closure.

Generally, trespass and lineside warning signs remained cast iron to the end.

The majority were GNR (except on Joint lines) but in the 1930s the LNER replaced a

few and created new ones where necessary. They were very hard wearing and resilient objects requiring a coat of paint every so often, though many saw the first one and no more. The posts were concrete or old rails. Similarly, bridge plates were cast in a number of designs. They were only replaced with an LNER version where numbering or construction changes took place.

Lineside cast iron signs were replaced by BR with enamel when broken by fatigue or very rarely for this time, vandalism. Some typical enamel lineside signs in blue enamel were Beware of Trains, Look Up and Down before crossing, use the Footbridge or Subway, contact the Signaller before crossing, Trespassers will be prosecuted and Show all Tickets. Some of these enamel signs were LNER in origin as shown by a slightly different shade of blue.

A significant use of cast iron on stations was the prolific provision of doorplates. These were first introduced by the GNR to a limited degree and then the LNER fixed them to every door imaginable. The very first relic I acquired was the 'Station Master' from Burgh-Le-Marsh. Many of the smaller stations retained them right up to closure and I purchased a few surviving ones from BR for £2 each. These I removed myself from Thorpe Culvert, Havenhouse and Wainfleet in the early 1970s. There are some common versions like 'Private' found on every signalbox and 'Refreshments' very rarely seen.

To complete cast iron, I should mention seatplates or seatbacks. These were added by the LNER to just about every seat in large and very minor stations. They were recessed into the top back wooden support and held by a number of screws. During the Second



Signal lamps from left to right: GNR small; GNR large and Welch patent.



A rare LNER double-sided light tablet probably never used at Firsby.



Three GNR handlamps from East Lincolnshire stations.

World War many were unscrewed and reversed to hide the identity of the station. A few were small enamel plates installed by the LNER. I have seen Louth, Sutton-on-Sea and Mablethorpe, though I do not know their history. Again, in the 1970s, these could be purchased from BR for £8 and you removed them yourself, simply waving the paperwork to the signalman. I acquired them all from the Skegness branch this way, though at this time some were disappearing overnight!

In recent times there has been a much increased interest in collecting enamel doorplates. I well recall that during the early Seventies these were not seen as of any importance as cast iron collecting ruled supreme. The history of their introduction is very much like the general introduction of enamel described earlier. The difference is that as far as East Lincolnshire is concerned they remained right until the end.

Generally the introduction was on the larger stations, the smaller ones retaining the cast iron door plates. Rather like other enamel signage, they suffered from rusting on the edges and quite a few were replaced with a flanged version.

To complete the enamel review, we should mention all the other public information signs. By this I mean...Ladies, Gentleman, Waiting Room, Station Master, Way Out, Refreshments etc. Many of these were double sided, which separated on removal and were on a bracket system from the wall, though some hung from the canopy above. The installation of these follows the same timescale as described earlier and only appeared in the late Fifties in large stations and then appeared at smaller stations along with the totems.

On the surviving parts of the East Lincolnshire lines after 1970, quite a few blue enamels could still be seen at Skegness, Boston and Grimsby, only being replaced during the corporate era.

Crossing the tracks

Of course the East Lincolnshire Lines were full of pedestrian, farm and road crossings. This proliferation was due to the flat nature of the terrain and the lack of cuttings or even tunnels that would create surplus soil for bridge abutments.

So for 48 miles there were 66 level crossings with most having a signalbox. With the 'box came an amazing array of paraphernalia, most of which dated from the 1880s. We have block instruments, the ubiquitous hand lamp, tablets and tokens, diagrams and even parts of levers. BR did issue some replacement lamps of designs similar to the originals. Almost all handlamps were identified by a brass plate with the 'box or station on and showed ownership by the GNR or LNER.

With handlamps came signal lamps. East

→ During the 10 weeks up to Saturday, October 4, there will be additional transport-related-features both at Wainfleet and other parts of East Lincolnshire.

Collectors are expected to flock to Talisman Railwayana's auction at Batemans on September 19.

One of the main benefactors of the festival will be the Lincolnshire Wolds Railway, with money raised helping its four-mile extension towards Louth over the part of trackbed of the closed main line from Grimsby to Peterborough.

Keep up to date with ELR50C.co.uk and ELREvents.co.uk



A BR(E) Sutton-on Sea flanged box board.



An unusual GNR cast iron Trespass sign from Alford.



A BR(E) enamel door plate from Louth.



A Louth fluorescent light restored to working order.

A cast iron seat plate from Thorpe Culvert.

Lincolnshire was semaphore country and each signal had one or more oil lamps. There were essentially three different designs – the large GNR for the somersault signals, the smaller GNR for ground signals and the Welch patent for others. Generally they were identified by the nearest station or 'box and a number.

There are two more subjects related to railway paraphernalia and signalboxes – clocks and box boards. Of course every 'box and indeed station had a clock which ruled the accurate operation of the railway and was held in high regard.

Upon full closure on October 5, 1970, the clocks were the first items to be removed for safe keeping. Most clocks were original and came as 8 or 10in diameter fusee movements bearing names such as Potts of Leeds, Walker of London, Stockhall Marples and Stockwell Stuart. Many were acquired legitimately by railwaymen upon retirement or redundancy from the line. It is not an area in which I have any real background and working knowledge having only two clocks, one from Bellwater Junction and the other from Louth.

Every signalbox had a nameboard and they all remained until October 1970 in various states of decay or neglect, being made of wood and painted very occasionally, when removed they literally fell to pieces. Most of those in my collection have seen considerable restoration.

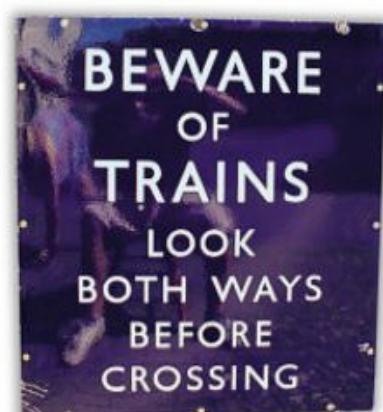
The letters survived fine as they were cast iron and in some cases, such as Louth North, were painted letters. There were a number of 'boxes with enamel names. Skegness is one where I found the carpenter's signature inside the frame; dated July 1934, so I presume the LNER replaced an earlier GNR version. Other stations with enamel box boards were Mablethorpe and Sutton-on-Sea.



A BR(E) Skegness handlamp.



Above: Mablethorpe to Sutton-on-Sea single line tablet.



Right: A BR(E) rural Beware of Trains crossing sign.



A BR(E) Way Out Over Footbridge sign from Firsby and a Louth station direction sign.

Exhibition

Opening on August 1, at Batemans Brewery Visitors Centre, Wainfleet near Skegness, will be the ELR50 East Lincolnshire Railway Exhibition featuring the largest-ever assembly of East Lincolnshire railwayana.

It has been sourced and loaned by collectors and former railway employees, but there will always be space for additional loans.

The exhibition will reflect a bygone era on the East Lincolnshire railways and will include the biggest-ever collection of Lincolnshire posters going back to GNR days. There will be tablets and tokens, shed plates, station furniture and paperwork such as flyers.

The exhibition at Wainfleet is possible because of a quirk of railway history. The lack of investment, improvements, modernisation and threat of wholesale closure, allowed a lot of railway operating and static paraphernalia to remain way beyond its normal life, indeed up to closure in October 1970. That's why the railways of East Lincolnshire were described as a 'living museum.'

I am frequently asked how so much railway paraphernalia from East Lincolnshire survived. There are three reasons. Firstly, much was stolen during the last days of the lines and stations. This is especially true in unstaffed stations of which there were quite a few in the region.

Secondly, there was a tradition that upon retirement or redundancy, railway staff could retain an item related to their work. When a whole line closes, this leaves a lot to choose from! Thirdly, BR did order the collection for safe keeping of a lot of items. These later went to several auctions and the first one was held in 1971 in Scunthorpe. **HR**

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By Rail to the Music Halls

By David John Hindle (hardback, Silver Link/Mortons Media, 01507 529535, 184pp, £25, ISBN 1 85794 541 6).

THIS fascinating new work draws a correlation between social history and the steam era.

Through more than 320 archive photographs and sketches it documents the growth of railways as the premier form of transport before the car became king with the rise, life and demise of Britain's great music halls and variety theatres.

The parallel here is drawn in an original, yet wholly convincing and indeed intriguing, concept by social historian David Hindle.

It was the railways that facilitated social mobility and just as they led to the development of the British seaside resort, they took audiences and performers to the Victorian music halls that became variety theatres in the Edwardian era.

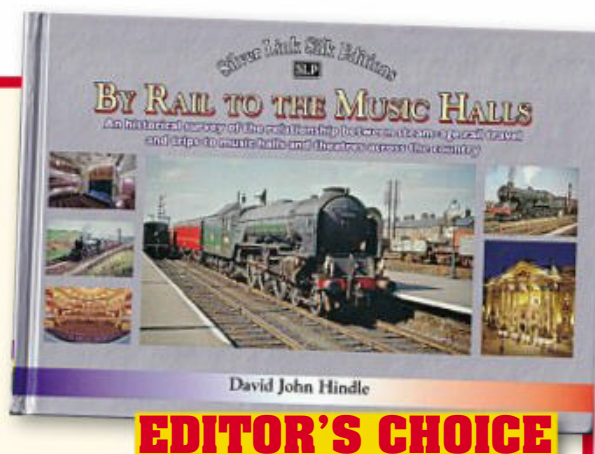
The author notes that the first music

hall appeared in 1832, not long after Stephenson's *Rocket* inaugurated the first inter-city railway. In 1846, a music hall song titled *Railway Mania* appeared at the height of Britain's railway building.

Parallels

At the other end of the spectrum, the last of the variety theatres closed in the 1960s, around the time that steam traction switched over to diesel and electric on British Railways – and television, rather than live performances, ruled the popular entertainment roost.

One chapter looks at the careers of Morecambe and Wise, Britain's best-known comedy double act, who met, where else, on a train journey and became, along with Ken Dodd, the last of the great music hall performers.



EDITOR'S CHOICE

Another chapter deals with the great theatre designer Frank Matcham and examples of his work like the Theatre Royal in Newcastle-upon-Tyne, the Grand Opera House in Belfast, and the London Hippodrome.

Yet another deals with travelling from England to the Isle of Man's Gaiety Theatre by ship, steam train and the Douglas horse trams.

The volume is superbly illustrated throughout with colour and black and white theatrical bills, posters and paraphernalia and archive pictures of corresponding steam trains of the day.

Opening a new dimension of insight into railway history, this highly-readable and entertaining volume, literally a great stage act in itself, cannot be but thoroughly recommended.

AN ORIGINAL TAKE ON THE STEAM ERA

Edinburgh to Inverkeithing including the Port Edgar, North Queensferry and Rosyth Dockyard branches

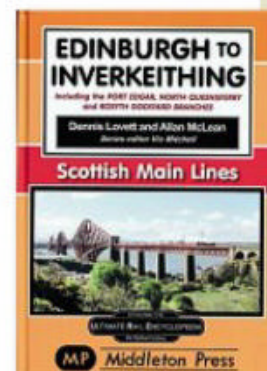
By Dennis Lovett and Allan McLean (hardback, Middleton Press, 96pp, £18.95, ISBN 978 1 910356 42 5).

The latest in the Scottish Main Lines series of MP's bid to evolve the ultimate rail encyclopaedia, this volume looks in detail at how the railways tackled the crossing of the Firth of Forth, firstly by ferry via a branch from Kirkliston and then by the great bridge, which opened in 1890 and which is one of the Big Country's modern-day landmarks.

The volume follows the established MP formula of every purposeful point on the route covered by means of maps, plans and archive photographs and, as such, forms an essential stage-by-stage reference work.

For completeness, the volume also covers the two short branches from North Queensferry, to Rosyth Dockyard and to Cruick's quarry.

FACTS AT YOUR FINGERTIPS

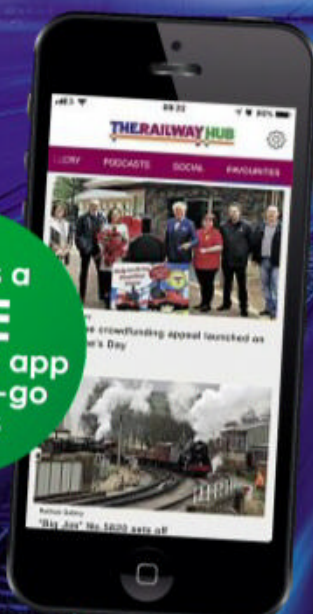


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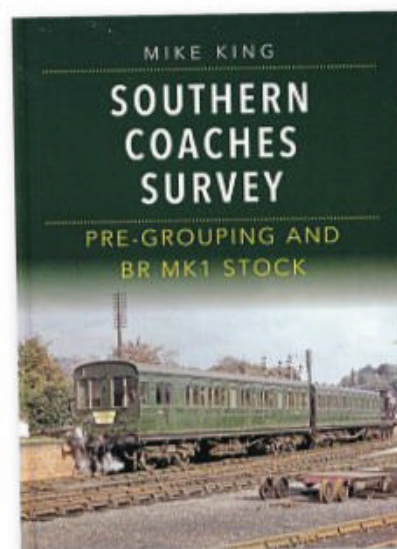
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EXPRESS



Southern Coaches Survey: Pre-Grouping and BR Mk.1 stock

By Mike King (hardback, Crecy Publishing, 232pp,

HERE is the latest volume in the author's survey on Southern Railway rolling stock, which jumps from a detailed account of the carriages inherited from the pre-Grouping constituents to the BR era.

Exhaustive is not the word. Making the best of the A4 format, each coach type is illustrated by at least one monochromatic photograph, coupled with scale drawings that are essential for the modeller, the history and numbering of each type and set lists from particular years.

Details of the services on which each type was used are also outlined.

DEFINITIVE REFERENCE WORK

Elegance in Engineering: The Classic British Steam Locomotive

By Colin Alexander and Alon Siton (softback, Amberley Publishing, 96pp, £14.99 ISBN 978 1 4456 8621 9)

VARIETY is the spice of life here. This volume comprises a motley assortment of colour and black-and-white images of British-built steam locomotives, ranging from the GWR King and LNER A4 Pacific, to those supplied for overseas use.

The main theme is the development of the steam locomotives from the 1830s to the last of the BR Standards, and the immense range of shapes, sizes and outlines in which they appeared.

Such comparisons of the ultimate in British transport engineering of their day cannot but be thought-provoking.

AN ADVENTURE IN LOCOMOTIVE DESIGN HISTORY



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TRACK TALK

→ Placing 'Brighton Belle' on the right track

I bought your latest issue, as I noticed the mention on the cover of the revived 'Brighton Bell'. However, I must point out some errors in the item on page 18.

The electric 5BEL units were not introduced in 1932, but on January 1, 1933. The last steam-hauled Pullman service had operated on December 31, 1932. The train had been introduced in 1881 as the 'Pullman Limited Express', becoming the 'Southern Belle' upon the introduction of a new set of Pullman cars in 1908. A further 'update' occurred with new cars in 1925.

Thus the Mayor of Brighton renamed the train in 1934 from 'Southern Belle' to 'Brighton Belle'. It was not previously untitled – had it been so, the lady would have named the service and not renamed it.

The electric sets therefore operated for their first 18 months of service as the 'Southern Belle', only becoming the 'Brighton Belle' as noted above on June 29, 1934.

The three kitchen firsts running in the Belmond (formerly VSOE) British Pullman set are named *Audrey*, *Gwen* and *Vera*.

*Adrian Willats,
Waterlooville, Hampshire.*

→ Steam beats all every time

A few months back a steam-hauled train came through Winchester and, unusually, stopped here. The locomotive was B1 4-6-0 *Mayflower*.

I had seen it before in open country, steaming over the Hurstbourne viaduct not far from here, and very fine it looked. I wanted a closer look at it, so I made my way down to the station on the appointed day.

I was surprised at the size of the crowd that showed up to see it. Both platforms were well populated, and not just with the older folks who, as children, had seen steam on the main line. I was pleased to see many younger people, male and female, for whom steam is not even a distant memory.

While we waited, a couple of modern electrics, and a modern diesel came and went, any one of them more powerful, faster, more efficient and certainly cheaper to run than the old technology.

But they were not what the people had come to see. At 5.15pm both platforms suddenly went quiet, and at 5.17pm the old aristocrat steamed in, and promptly stole the show.

*Michael Hollis,
Stanmore, Winchester, Hampshire*

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STAR LETTER

Unique British-built locomotive found at Romanian museum

THE article by Geoff Courtney in last month's issue about the formation of the Thomas Brassey Society reminds me of an unexpected meeting I had with what is the only surviving steam locomotive to be built at Brassey's works in Birkenhead.

A few years ago I was visiting Bucharest Railway Museum as part of a UK delegation of railway restoration enthusiasts helping some like-minded folk in Romania.

Our hosts took us to a diesel servicing and maintenance depot and dragged out their pride and joy, an operational wood-burning steam locomotive, 2-4-0 No. 43 *Calugareni*.

Birkenhead-built engine

We closely inspected this wonderful machine, and I noticed the worksplate screwed to the front of the cab. To my astonishment it read: "Canada Works. No. 233. 1869. Birkenhead."

I had travelled on a round trip of more than 2500 miles to eastern Europe to find a locomotive that had been built 150 years ago five miles from where I live. Extraordinary! It was built for the Bucharest-Giurgiu Railway that opened in 1869 and both the engine and the

line are still operating today, and the engine was named after one of the most important battles in Romanian history, which took place in 1595 and saw the defeat of forces from the Ottoman Empire.

Although we have brief details of this locomotive, very little is known about any of the others built by Brassey at his Canada works, which opened in 1853, although I understand there were 260 in total.

As Geoff writes in his article, Cheshire-born Brassey was the world's most prolific railway builder, but on a humanitarian level I think his achievements during the Crimean War also deserve recognition. In 1854, when the Grand Trunk Railway in Canada, which he was building, must have occupied virtually his every waking moment, he offered to build 39 miles of railway from Balaklava to the front line at Sebastopol in modern-day Ukraine,

at no profit for himself, and this line was built in only 16 weeks after his workforce worked day and night. This enabled supplies to get through and was vital in carrying wounded British and French soldiers in the opposite direction for treatment at field hospitals.

Modest individual

Brassey was a modest and philanthropic man whose entrepreneurial talents had a significant impact on world travel, and the Thomas Brassey Society is to be commended for its aim of bringing his successes to the attention of a wider audience.

For more information about the Thomas Brassey Society including membership details, please contact the secretary, Peter Bolt, at petergillianbolt1@btinternet.com

*David Allan,
Eastham, Wirral*

"We closely inspected this wonderful machine, and I noticed the worksplate screwed to the front of the cab. To my astonishment it read: "Canada Works. No. 233. 1869. Birkenhead."



Surprise, surprise: Brassey 1869-built 2-4-0 No. 43 *Calugareni* at Bucharest Railway Museum on the day it made an unexpected appearance during the visit of a delegation of British railway enthusiasts. Inset: The loco's worksplate.
DAVID ALLAN

National pass idea could boost revenues for the heritage railway industry

JIM Parley came up with a great idea in issue 263. His suggestion of a 'heritage railway membership' in a similar fashion to National Trust (NT) membership is well worth considering.

The NT handbook contains details of more than 500 properties across England, Wales and Northern Ireland. Around half of these are areas of land that do not require any membership to visit and include moorlands, coastal areas and places like Cheddar Gorge. At least another 100 are houses that are lived in and only opened to visitors on special days. Even some of the largest and most famous, like Clivedon (of Profumo fame) are only available on a few days of the year to a very limited number of visitors. Therefore, the number of NT properties that one could spend two hours or more at, and visit on a number of weekends throughout the year, is 200 at best.

With around half that number of heritage railways regularly open to visitors, it's certain that Jim's idea could be developed into something substantial and very worthwhile. Most NT members will only regularly visit sites that are within 100 miles of their home and the same would likely be true of railways, so the membership would firstly be aimed at getting repeat visits from people living within a couple of hours' driving time.

This is where the NT scores really well and I know lots of members who go back time and time again to their favourite NT property because there's no entry fee. Once there, they happily spend money in the café and the gift shop.

The second objective would be to introduce members through the newsletter to other railways further afield, which might turn into holiday visits.

There are so many positives to having these extra visitors who may not be railway enthusiasts but like having somewhere to go at weekends, maybe

to meet friends or family. A busy site attracts people and does it really matter if the increased turnover isn't from ticket sales? An e-mail newsletter to members costs very little to produce and distribute, but it can attract people for special events throughout the year, even if, as Jim suggests, there is a small surcharge for these. It's probably fair to say that at least 60% of NT members are retired and if railway heritage membership found favour with a similar profile, they may well have time spare to become volunteers.

I'm sure we'd all like to think that our favourite railway will still be there in 50 years time but is that realistic? By then there will be no one who remembers daily steam on the big railway and so new members and visitors have to come from non-enthusiast beginnings. If you can convert occasional visitors into regulars, their interest in heritage railways will grow and they could become the future for our railways. It's hard to see how preserved railways can survive beyond the next generation without appealing to a new audience.

Years ago getting a project like this off the ground would have meant meeting in a pub and it would probably have been limited to the few enthusiasts living locally. Today it's much easier using e-mail for a new project group of people who live many miles apart to get things moving. The hard part is letting people know it exists without spending a fortune on advertising.

I think many people who would be keen to become heritage railway members are to be found in groups that already exist. If those groups can be persuaded to plug it, a database could soon come together. There are literary societies, walkers groups, local history groups etc who might be willing to spread the word. Is there someone willing to kick start it?

Gerald Creed,
Bristol

Let's have more pre-Grouping coaching sets at heritage venues

FROM the pages of *Heritage Railway* it is good to see how the combined efforts of the Bluebell Railway and the Buckinghamshire Railway Centre have given us a complete Victorian/Edwardian Metropolitan train.

Yet another complete vintage train could be heading our way with their statement from Tyseley that when the 'Bloomer' is finally complete, it will build a rake of coaches to represent the first London to Birmingham high speed train to stand alongside HS2.

We should remember the first 1851 'Bloomer' had no cab and cabs were not fitted until the 1870s, so be sure it is the first.

While thinking about the earliest complete train, let's not forget the contribution from Didcot's *Firefly* and the National Railway Museum's *Iron Duke* set.

Who knows? One day there could be a North Staffordshire Railway set competing with the splendid effort from the Knotty Carriage Trust.

Furthermore, heritage railways have not learned that a 1940 event requires stock from the Big Four. BR would not exist for another eight years and it wasn't even a twinkle in the eye of a Labour politician.

Derrick Martin,
Hornchurch, Essex.



This holiday home ran behind *City of Truro* during its unofficial 100mph run in 1904! BRIAN GILLESPIE

Cornwall's 100mph holiday let

ON page 86 of issue 259 there is a request from Ken Mumford for information on a coach body in South Wales and I have attached a similar view of it in its new site.

I think the coach is now a holiday let at St Germans station in Cornwall. I stayed in it for a week last year. The details I have are that it was originally No. 599, a broad gauge TPO, Diagram L3, it was converted in September 1891 to standard gauge No. 2086 and in September 1896 to No. 841, diagram L12.

It was condemned in 1934. It was in the train that was hauled by GWR No. 3440 *City of Truro* when it unofficially reached 100mph on Wellington Bank.

It was rescued from South Wales a few years ago to St Germans, where it was restored to a very high standard by Railholidays.

I have no connection with the holiday company except as a very satisfied customer.

Brian Gillespie,
Enderby, Leicester.

When the 'Flying Pig' beat *Alberta*!

I FOUND the article about No.5562 *Alberta* in issue 262 very interesting.

I started working as an apprentice fitter at Wakefield shed, where we had two 5Xs, Nos. 5694 *Bellerophon* and 5739 *Ulster*. By 1967 only Leeds Holbeck had working 5Xs.

I had bought a ticket for the 'Border Countryman' of February 25. *Alberta*'s performance that day was somewhat underwhelming. We lost 20 minutes to Manchester, – the fastest recorded speed was 75mph, Shap to Carlisle!

The highlight was the run by No. 43106, now preserved on the Severn Valley Railway, which hauled the train from Carlisle to Beattock shed, touching 80mph! From Carlisle we returned via Newcastle and York, the arrival at Leeds being two hours and 20 minutes late.

Later that year, through the good offices of Mr Tom Greaves, I had a footplate pass, and used it to ride the Saturday Thames-Clyde relief, on August 12. We had No. 5593 *Kolaphur* – the locomotive was in good shape, but had the short Stanier tender of 3500 gallon capacity. After Long Preston, the fireman decided we wouldn't make it to Garsdale water troughs, so we tried to get water at

Hellifield, but the water crane was out of use, so we stopped in Settle station.

After the start, it was flat out all the way to Ribbleshead and I fired from Horton, giving the fireman a break. Over the troughs at Garsdale, the fireman left the scoop in until the end, as he wanted a full tank and it also gave the cameras in the leading coach a wash! From Ais Gill signalbox to stopping in Carlisle station took 40 minutes for the 48.4 miles!

Some of the fitters at Holbeck were not just swapping tenders but other things like wheelsets, so No. 5593 and 5428 were the best buy before going to preservation.

After withdrawal, No. 5562 *Alberta* had the chimney, centre piston, piston rod, crosshead and connecting rod removed for a private buyer. He turned up at Holbeck with an A35 van and roof rack to collect! A bit like the film *Jaws*, "we are going to need a bigger truck".

The 5Xs, (never Jubilees to railwaymen) had a shaky start with low super heat boilers, but once the boiler mods were implemented they then served the railway well.

David Carter,
Wakefield, West Yorkshire

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Steam at sunset on the Chasewater Railway: Bagnall 0-4-0ST Kent No.2 heads the last train of the day towards Chasewater Heaths on December 1. ALISTAIR GRIEVE

GARETH EVANS' FULL LISTING OF OPERATIONAL LINES AND MUSEUM VENUES

SOUTH EAST

Amberley Museum & Heritage Centre

2ft gauge, ¼ mile. Arundel, West Sussex.
Tel: 01798 831370.

Running: Wed-Sun.

Bluebell Railway

Standard gauge, 11 miles, footplate experience, wine and dine.
Sheffield Park, East Sussex TN22 2QL.
Tel: 01825 720800.

Running: W/Es + Feb 17-21.

Eastleigh Lakeside Railway

10¼in & 7¼in gauge, 1¼ miles, footplate experience.

Running: W/Es + sch hols.

Hastings Miniature Railway

10¼in gauge, 600 yards, Rock-a-Nore Road, Hastings, East Sussex.

Running: W/Es + sch hols.

Kent & East Sussex Railway

Standard gauge, 10½ miles, footplate experience, wine and dine.
Tenterden, Kent. Tel: 01580 765155.

Running: Feb 15, 16, 18-20, 22, 23.

Mid-Hants Railway

Standard gauge, 10 miles, footplate experience, wine and dine.
Alresford, Hants SO24 9JG.
Tel: 01962 733810.

Running: W/Es + Feb 14, 17-21 + Mar 2-6.

Romney, Hythe & Dymchurch Railway

1ft 3in gauge, 13½ miles, footplate experience. New Romney, Kent.
Tel: 01797 362353.

Running: W/Es + Feb 17-21.

Royal Victoria Railway

10¼in gauge, one mile.
Netley, Southampton.
Tel: 02380 456246.

Running: W/Es + sch hols.

Spa Valley Railway

Standard gauge, five miles, footplate experience.
Tunbridge Wells, Kent.
Tel: 01892 537715.

Running: W/Es + Feb 20.

SOUTH WEST

Avon Valley Railway

Standard gauge, three miles, footplate experience, wine and dine.
Bitton, Bristol.
Tel: 0117 932 7296.

Running: Feb 15, 16, 18-20, 22, 23.

East Somerset Railway

Standard gauge, two miles.
Cranmore, Somerset.
Tel: 01749 880417.

Running: W/Es from Mar 14.

Lynton & Barnstaple Railway

2ft gauge, one mile. Woody Bay, north Devon. Tel: 01598 763487.

Running: Feb 15-23. From Mar 3 Tue-Thur + W/Es.

Plym Valley Railway

Standard gauge, 1½ miles.
Marsh Mills, Plymouth.
Running: Suns from Mar 15.

Seaton Tramway

3ft gauge, three miles.
Harbour Road, Seaton, Devon.
Tel: 01297 20375.

Running: W/Es + Feb 17-21.

Somerset & Dorset Railway

Standard gauge, ½ mile, Midsomer Norton station, Silver Street BA3 2EY.
Tel: 01761 411221

Open Sun, Mon.

Running: Mar 7, 8.

South Devon Railway

Standard gauge, seven miles, footplate experience, wine and dine.
Buckfastleigh, Devon.
Tel: 01364 644370.

Running: Feb 15-23. Daily Mar 14.

Swanage Railway

Standard gauge, six miles, footplate experience, wine and dine.
Swanage, Dorset.
Tel: 01929 425800.

Running: Feb 15-23. Mar 7, 14, 21, 24-26, 28-31.

Swindon & Cricklade Railway

Standard gauge, three miles, footplate experience.
Blunsdon, Wiltshire.
Tel: 01793 771615.

Running: Suns from Feb 16 + Feb 19.

EAST ANGLIA

Bure Valley Railway

1ft 3in gauge, nine miles, footplate experience.
Aylsham, Norfolk.
Tel: 01263 733858.

Running: W/Es + Feb 17-21.

East Anglian Railway Museum

Standard gauge, ¼ mile.
Wakes Colne, Essex.
Tel: 01206 242524.

Open: Daily.

Running: Feb 19. Mar 14, 15.

Nene Valley Railway

Standard gauge, 7½ miles, footplate experience. Wansford, Peterborough, Cambs.
Tel: 01780 784444.

Running: Feb 15, 16, 19, 20, 22, 23. Mar 4, 11, 14, 15, 18, 21, 22, 25, 28, 29.

North Norfolk Railway

Standard gauge, 5½ miles, footplate experience.
Sheringham, Norfolk NR26 8RA.
Tel: 01263 820800.

Running: W/Es + Feb 17-21.

Wells & Walsingham Railway

10¼in gauge, four miles.
Wells-next-the-Sea, Norfolk.
Tel: 01328 711630.

Running: Feb 15-23. Daily from Mar 7.

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Whitwell & Reepham Railway

Standard gauge, ¼ mile.

Reepham, Norfolk.

Tel: 01603 871694.

Open: W/Es.

Running: Steam first Sun of month.

HOME COUNTIES

Buckinghamshire Railway Centre

Standard gauge, ¼ mile,

footplate experience.

Quainton Road, Bucks.

Tel: 01296 655720

Open: Feb 17, 18.

Running: Feb 16, 19.

Didcot Railway Centre

Standard gauge, footplate experience.

Didcot, Oxon. Tel: 01235 817200.

Open: Feb 17, 18, 20, 21, 29. Mar W/Es.

Running: Feb 15, 16, 19, 22, 23.

Epping Ongar Railway

Standard gauge, five miles.

Ongar, Essex.

Tel: 01277 365200.

Running: Feb 19-23. Mar 22.

Leighton Buzzard Railway

2ft gauge, 2¾ miles.

Leighton Buzzard, Beds.

Tel: 01525 373888.

Running: Suns from Mar 15.

MIDLANDS

Barrow Hill Roundhouse

Standard gauge, ¼ mile.

Chesterfield, Derbyshire.

Tel: 01246 472450.

Open: W/Es from Mar 7.

Churnet Valley Railway

Standard gauge, 5¼ miles,

footplate experience, wine and dine.

Cheddleton, Staffs.

Tel: 01538 750755.

Running: Feb 16-19. Mar 1, 8, 29.

Crich Tramway Village

Standard gauge, 1 mile

Crich, Derbyshire.

Tel: 01773 854 321

Running Mar 14.

Dean Forest Railway

Standard gauge, 4¼ miles,

footplate experience.

Norchard, Lydney, Glos.

Tel: 01594 845840.

Running: Mar 14, 15, 18, 21, 22, 25.

Ecclesbourne Valley Railway

Standard gauge, eight miles.

Wirksworth, Derbyshire.

Tel: 01629 823076.

Running: W/Es from Feb 15 + Feb 18, 20, 21.

Evesham Vale Railway

1ft 3in gauge, 1¼ miles.

A46 north of Evesham, Worcs.

Tel: 01386 422282.

Running: W/Es + sch hols.

Gloucestershire Warwickshire Railway

Standard gauge, 14 miles,

footplate experience.

Toddington, Glos.

Tel: 01242 621405.

Running: W/Es from Mar 7.

Great Central Railway

Standard gauge, eight miles.



Urie S15 4-6-0 No. 506 waits at Ropley for SR School class 4-4-0 No. 30925 *Cheltenham* to arrive from Medstead and Four Marks at the Mid-Hants Railway on New Years Eve 2019. DON BENN

Loughborough, Leics LE11 1RW.

Tel: 01509 632323.

Running: W/Es + sch hols.

Great Central Railway Nottingham

Standard gauge, 10 miles.

Ruddington, Notts.

Tel: 0115 940 5705.

Running: Feb 15, 16, 22, 23.

Midland Railway – Butterley

Standard gauge, 3½ miles,

footplate experience,

Ripley, Derbyshire.

Tel: 01773 570140.

Running: Feb 15-23.

Northampton & Lamport Railway

Standard gauge, two miles.

Pitsford, Northants.

Tel: 01604 820327.

Running: Feb 16. Mar 22, 29.

Peak Rail

Standard gauge, four miles.

Matlock, Derbyshire.

Tel: 01629 580381.

Running: W/Es from Feb 15 + Feb 18, 19.

Perrygrove Railway

1ft 3in gauge. B4228, Coleford,

Gloucestershire.

Tel: 01594 834991.

Running: W/Es, Tues, Thurs + sch hols.

Severn Valley Railway

Standard gauge, 16 miles,

footplate experience.

Kidderminster, Worcs DY10 1QR.

Tel: 01562 757900.

Running: W/Es + Feb 17-21.

NORTH WEST

East Lancashire Railway

Standard gauge, 12 miles, footplate

experience. Bury, Lancs.

Tel: 01617 647790.

Running: W/Es + Feb 19-21.

Isle of Man Steam Railway

3ft 6in gauge, 15½ miles.

Douglas, Isle of Man.

Tel: 01624 662525.

Running: Fri-Mon from Mar 6.

Lakeside & Haverthwaite Railway

Standard gauge, 3½ miles.

near Ulverston, Cumbria.

Tel: 01539 531594.

Running: Feb 15-23.

Ravenglass & Eskdale Railway

1ft 3in gauge, seven miles. Ravenglass,

Cumbria. Tel: 01229 717171.

Running: Feb 15-23. Daily from Mar 14.

Ribble Steam Railway

Standard gauge, one mile.

Preston, Lancs. Tel: 01772 728800.

Running: Feb 19. Mar 22, 28, 29.

NORTH EAST

Appleby Frodingham Railway Preservation Society

Standard gauge, 15 miles.

British Steel Steelworks, Scunthorpe.

Tel: 01652 657053.

Running: Feb 22. Mar 21.

Cleethorpes Coast Light Railway

1ft 3in gauge, two miles.

Cleethorpes, North East Lincolnshire.

Tel: 01472 604657.

Running: W/Es from Feb 15 + Feb 17-21.

Embsay & Bolton Abbey Steam Railway

Standard gauge, five miles.

Embsay, North Yorks.

Tel: 01756 710614.

Running: Suns.

Keighley & Worth Valley Railway

Standard gauge, five miles,

footplate experience, wine and dine.

Keighley, West Yorks BD22 8NJ.

Tel: 01535 645214.

Running: W/Es + Feb 17-21.

Kirklees Light Railway

1ft 3in gauge, four miles.

Huddersfield, West Yorks.

Tel: 01484 865727.

Running: W/Es + Feb 17-21.

Tanfield Railway

Standard gauge, three miles.

near Gateshead, Tyne and Wear.

Tel: 01913 887545.

Running: Suns.

Wensleydale Railway

Standard gauge, 22 miles.

Leeming Bar, North Yorkshire.

Tel: 0845 450 5474.

Running: Feb W/Es. Mar 1, 7, 14, 15, 21, 22, 29.

WALES

Bala Lake Railway

2ft gauge, 4½ miles. Llanuwchllyn,

Gwynedd. Tel: 01678 540666.

Running: Feb 16-22, 29. Mar 1, 28, 29, 31.

Brecon Mountain Railway

2ft gauge, 3½ miles.

Merthyr Tydfil.

Tel: 01685 722988.

Running: Feb 15, 16. W/Es from Feb 29.

Fairbourne Railway

12¼in gauge, two miles. Fairbourne,

Gwynedd.

Tel: 01341 250362.

Running: Feb 15-23. Mar 21, 22, 28, 29.



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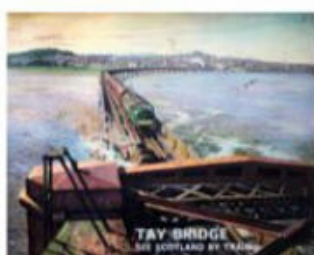
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UP & RUNNING



An almost timeless scene at Keighley: Delightful Waggon & Maschinenbau-built BR railbus M79964 is seen awaiting departure for Oxenhope on January 12. CHRIS GEE

Gwili Railway

Standard gauge, four miles.
Bronwydd Arms, Carmarthenshire.
Tel: 01267 238213.

Running: Feb 15, 16, 18-20, 22.

Llanberis Lake Railway

2ft gauge, three miles. Llanberis,
Gwynedd. Tel: 01286 870549.

Running: Feb 16-23. Tues-Thur from
25-27.

Llangollen Railway

Standard gauge, 10 miles,
footplate experience, wine and dine.
Llangollen, Denbighshire.
Tel: 01978 860979.

Running: Feb 17-29. Tues-Sun from
Mar 1.

Talyllyn Railway

2ft 3in gauge, 7½ miles,
footplate experience. Tywyn, Gwynedd.
Tel: 01654 710472.

Open: Daily

Running: Feb 15-23. W/Es from Mar 21.

Vale of Rheidol Railway

2ft gauge, 11¾ miles.
Aberystwyth, Ceredigion.

Tel: 01970 625819.

Running: W/Es + Feb 17-21.

Welsh Highland Railway

2ft gauge, 26 miles.
Caernarfon, Gwynedd.

Tel: 01766 516000.

Running: Feb 15-23, 26, 27, 29. Mar W/Es,
Weds, Thurs.

Welshpool & Llanfair Light Railway

2ft 6in gauge, eight miles,

footplate experience.

Llanfair Caereinion, Powys.

Tel: 01938 810441.

Running: Feb 15, 16, 18-20, 22, 23.

SCOTLAND

Strathspey Railway

Standard gauge, 10 miles. Aviemore,
Inverness-shire. Tel: 01479 810725.

Running: Feb 15, 16, 19, 20, 22, 23.

The information in this list was correct at the time of going to press. We strongly advise that you confirm details with the railway concerned.

Railway Museums

Beamish

County Durham.
The Living Museum of the North.
Open: Daily.

Col Stephens

Railway Museum

Tenterden Station, Kent.
Open: W/Es. Tel: 01580 765155.

Conwy Valley Railway Museum

Betws-y-Coed, Conwy.
Open: Daily. Tel: 01690 710568.

Crewe Heritage Centre

Vernon Way, Crewe.
Open: W/Es + B/H. Tel: 01270 212130.

Head of Steam

North Road Station, Darlington.
Open: Tues-Sun. Tel: 01325 460532.

Hornby Hobbies Visitor Centre

Westwood Industrial Estate, Margate,
Kent.
Open: Daily 10am-4pm. Tel: 01843
233524

Museum Of Scottish Railways

Bo'ness. Open: Daily.
Tel: 01506 825855.

Irchester Narrow Gauge Railway Museum

Near Wellingborough, Northants.
Open: Suns. Tel: 01604 675368.

Kidderminster Railway Museum

Kidderminster, Worcs. Open: SVR
operating days. Tel: 01562 825316.

Locomotion: The National Railway Museum, Shildon

Co Durham. Open: Daily.
Tel: 01388 777999.

London Transport Museum

Covent Garden Piazza.

Open: Daily.

Tel: 0207 379 6344.

Manchester Museum of Science & Industry

Castlefield, Manchester.
Open: Daily.
Tel: 0161 832 2244.

National Railway Museum

Leeman Road, York. Open: Daily.
Tel: 01904 621261.

Penrhyn Castle Industrial Railway Museum

Bangor, Gwynedd. Open: Daily.

Rail Story

Ingrow, West Yorks. Open: Daily.
Tel: 01535 680425.

Shillingstone Station

Shillingstone, Dorset.
Open: Sat, Sun and Wed.

Tel: 01258 860696.

Somerset & Dorset Railway Trust

Washford, Somerset. Open: Weekends.
Tel: 01984 640869.

STEAM – Museum of the GWR

Swindon, Wilts. Open: Daily.
Tel: 01793 466646.

St Albans South Signalbox & Museum

St Albans City station. Tel: 01727 863131.

Ulster Folk & Transport Museum

Cultra, Co Down. Open: Tues-Sun.

West Cumberland Railway Museum

St Bees, Cumbria. Open: Monthly,
dates as per Facebook entry or email
petergrooke@btinternet.com

Yeovil Railway Centre

Yeovil Junction, Somerset.



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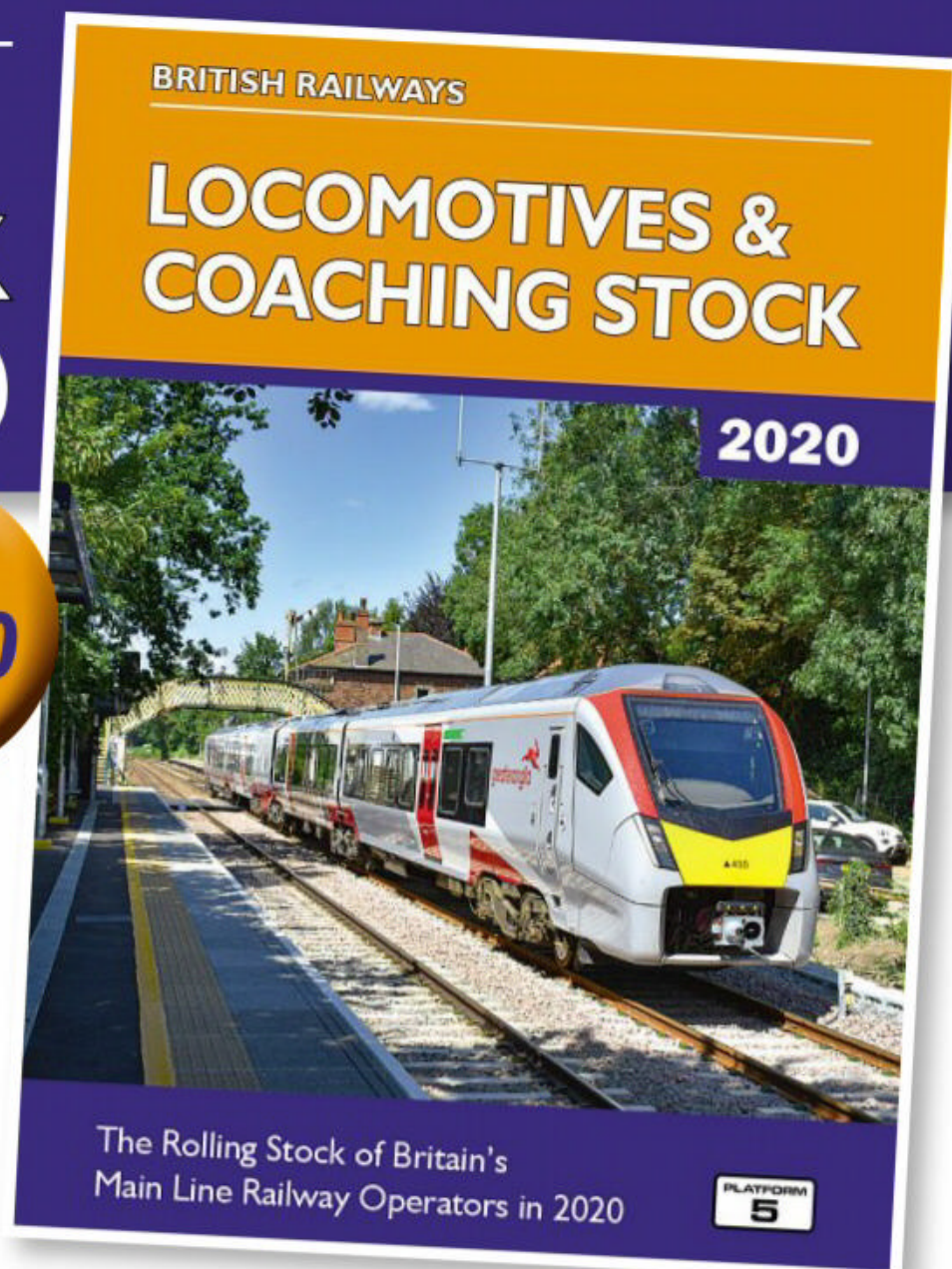
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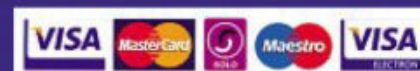


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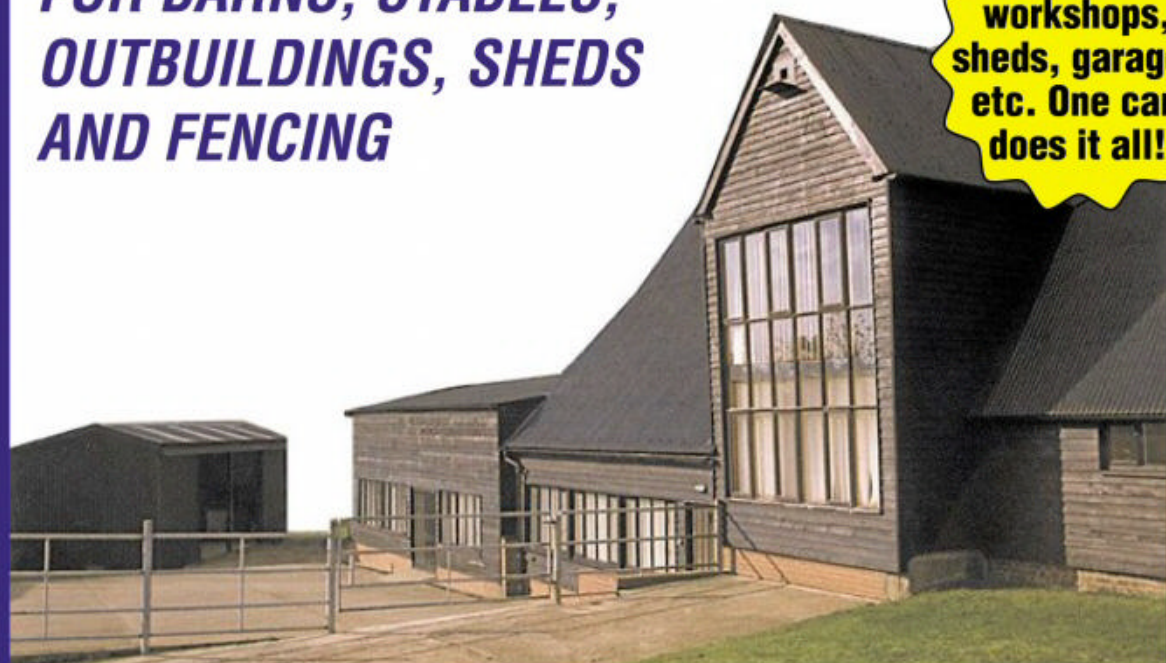
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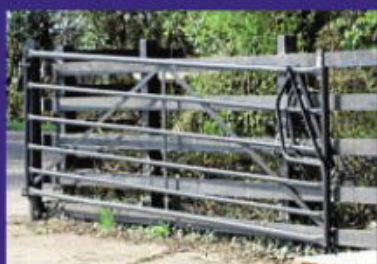
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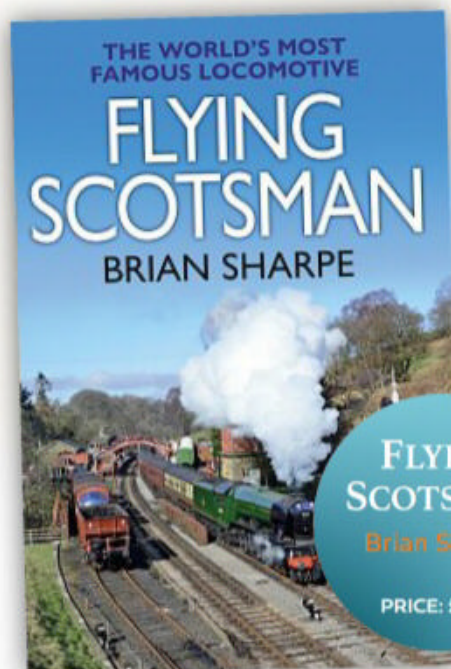
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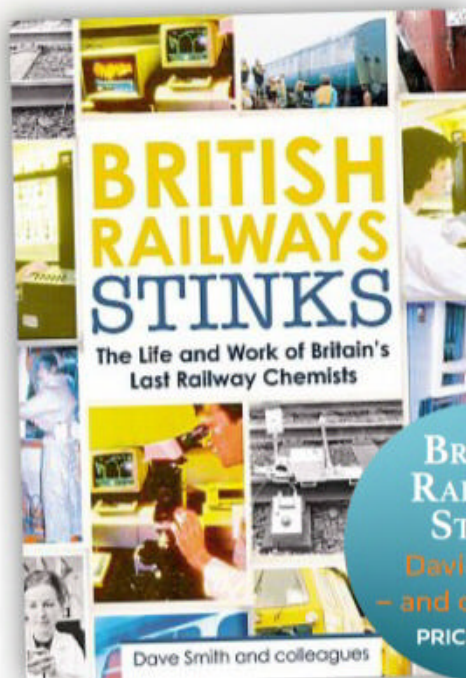
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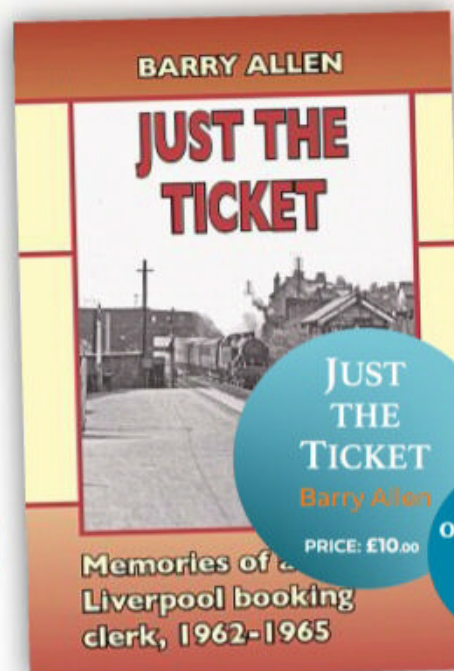


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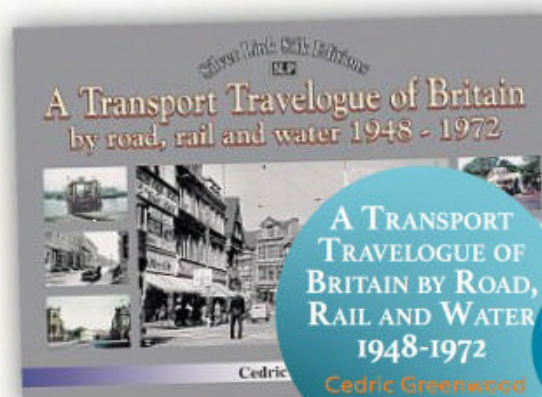


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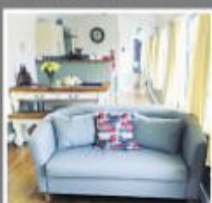
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The Swedish visit includes wooden-bodied jackshaft electric D class 1C1 locomotives a giant 0-10-0 originally from the Kiruna far north iron ore line, the Tomtebodas Railway Museum plus Sweden's largest railway exhibition of 1962. Visits are also made 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.

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A timeless scene at dusk: Ian Riley's LMS 'Black Five' No. 44871 heads away from the Nene Valley Railway's (NVR) Orton Mere station with a freight driving experience course on January 10. Participants and their guests could enjoy a mix of driving, firing and riding the loose-coupled freight in the brake vans – the vehicles having been restored by the NVR's Wagon Group. Hired to assist with the festive season trains, the 4-6-0 returned 'home' to the East Lancashire Railway by rail on January 13. ROBERT FALCONER

Quarter one half-term

By Gareth Evans

SPECIAL EVENTS

FEBRUARY

- 15, 16: Didcot Railway Centre: Delivering the Goods ■
- 15-23: Bluebell Railway: Kids for a Quid
- 15-23: Wells & Walsingham Railway: Nursery Rhyme I-Spy ■
- 17-21: Romney, Hythe & Dymchurch Railway: Children's Week ■
- 18, 19: Peak Rail: Kids Go Free Days ■
- 18-20: Great Central Railway: See Chase & Skye from PAW Patrol ■

18-20: Perrygrove Railway: Half-Term Extras ■

19: Ribble Steam Railway: Half-Term Heroes! ■

19, 20: Keighley & Worth Valley Railway: Jurassic specials ■

19-23: Epping Ongar Railway: Kids for a Quid ■

20: Spa Valley Railway: Kids for a Quid ■

23: Epping Ongar Railway: 50 Years of London Country Bus Services – Bus Running Day ■

28, 29: East Anglian Railway Museum: Chappel Winter Beer Festival

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: Eastleigh Lakeside Railway: Spring Diesel Gala ■

14, 15: East Anglian Railway Museum: Spring Steam Gala ■

14, 15: Ecclesbourne Valley Railway: Multiple Memories railcar gala ■

14, 15: South Devon Railway: Half Price Weekend

15: Mid-Norfolk Railway: Wedding Fair

15: Lincolnshire Wolds Railway: Volunteers Day

RAILWAYANA

February

14 Spicers, Driffeld

22 Great Central, Bloxham

29 Transport Auctions of London, Croydon

March

7 Great Central, Stoneleigh Park

14 GW Railwayana, Pershore

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KEY ■ Major or featured galas ■ Diesel and/or electric galas ■ Thomas or family event

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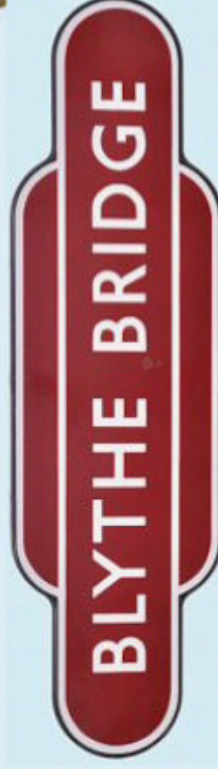
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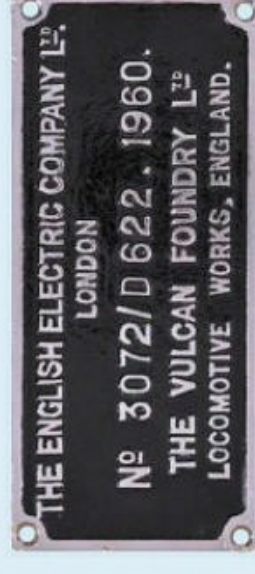
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