

WHICH WAS THE FIRST LINE TO RUN SERVICES AFTER LOCKDOWN? **FIND OUT INSIDE!**

HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

ISSUE 269

July 10 –
August 6, 2020

STEAM'S BACK FOR SUMMER! Railways restart in time for high season

■ **MID-NORFOLK
BUYS 18-CARRIAGE
FLEET!**

■ **WELSH
PONY STEAMS
AGAIN AFTER
80 YEARS**

KOLHAPUR
Back for 2022
Commonwealth
Games plan

■ **SUMMER LUXURY SETTLE & CARLISLE
CHARTER TO RUN THREE TIMES DAILY!**

■ **HRA REPORT BACKS WEST SOMERSET PLC**



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LMS Jubilee 4-6-0 No. 5593 *Kolhapur* is seen on the Settle and Carlisle line, having just crossed Lunds Viaduct en route to Carlisle on March 21, 1987. During lockdown, Vintage Trains has drawn up plans for this heritage era icon to return to the main line after an absence of 34 years, and as highlighted in News, page 16, has launched an appeal to help fund its long-awaited overhaul at Tyseley Locomotive Works. JOHN WHITELEY/VINTAGE TRAINS

That pioneering spirit is winning again!

MANY landmark anniversary celebrations have fallen victim to the Covid-19 lockdown in recent weeks, but despite losing its gala, there was still no stopping the Middleton Railway – which, as illustrated in News, pages 10/11, privately went ahead with its special train to mark 60 years to the day since the first public service was run on a standard gauge heritage line.

The Keighley & Worth Valley Railway was forced to cancel its special event to mark half a century since one of the most successful and endearing family movies of all time, *The Railway Children*, was filmed on its line and released to cinema audiences.

Accordingly, in this issue, we focus on that film which not only elevated to immortal stardom but gave untold publicity to the still nascent revivalist movement, just two years after the curtain fell on steam on the national network and much of the public – wrongly as it happened – assumed it was by then all consigned to history books.

Before the film and the TV adaptation that came before it, the KWVR had already achieved much for the heritage sector, not least of all by drawing up the blueprint for freehold purchases of former BR lines. Now again, like most other heritage railways throughout the UK, the KWVR is fighting for survival a second time round, and has launched its Worth Saving appeal to cover its overheads and acute loss of income during the Covid-19 lockdown.

If you enjoyed your visit to this superb line and/or the film, please donate what you can today.

The legendary pioneering spirit against the odds of those early days which bequeathed us our rich portfolio of heritage lines has emerged again in recent months, as the nation battles the biggest crisis it has faced since the Second World War. Left with an acute temporary shortage of manpower, the sector has been, often behind locked doors, pulling out all the stops to ensure that once the lockdown restrictions were eased by the

Government – and indeed they were to a large extent on June 23 – heritage lines were ready to name the date for the return of services, many just in time for the high summer season.

Of course, the need for social distancing has had to come uppermost in the minds of managers and their staff, for running trains is one thing, but assuring a potentially-eager public that it is as safe as possible to ride on them is another.

The seven decades of innovation for which heritage lines are justifiably famous has shone through again.

A story which I have found particularly inspiring has come from the Dartmouth Steam Railway & Riverboat Company where, with most of its staff furloughed, managing director John Jones and head of engineering Paul Merrington hand-made and fitted 200 bespoke carriage seat screens for social distancing. Furthermore, the line has extended its Paignton platform so that more passengers can be carried under the regulations.

Again, we all must continue to support them. The public response to appeals for emergency aid has so far been phenomenal, and while some targets have been met and exceeded, nobody has any real idea as to when the virus will be finally conquered, and so more aid may well be needed. Keep those donations to your chosen line coming!

As we closed for press, more lines were announcing a resumption of services: the situation was changing by the hour and seems likely to continue to do so. Here at *Heritage Railway*, a magazine dedicated to the widest coverage of the preservation sector, we will continue to bring you the latest news from venues big and small. To keep up to date, turn to pages 30/31 and see how to take out a subscription to *Heritage Railway*. Let us keep you in touch, through your letterbox, with the whole picture as events unfold.

Robin Jones Editor

EDITORIAL

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

ADVERTISING

Advertising representatives
Craig Amess
cames@mortons.co.uk
01507 529537
Fiona Leak
flea@mortons.co.uk
01507 529573

Group advertising manager
Sue Keilly
skeilly@mortons.co.uk

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

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Distribution
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161 Marsh Wall, London E14 9AP
0203 787 9001
Printing
William Gibbons & Sons,
Wolverhampton

MORTONS MEDIA GROUP LTD

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

ARCHIVE

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

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In the 50th anniversary year of the big-screen dramatisation of *The Railway Children*, which was filmed on the Keighley & Worth Valley Railway, the line is fighting a survival battle, and desperately needs donations from well-wishers to help it meet day-to-day overheads, writes Robin Jones.



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COVER: The pioneering line that became world famous through the 1970 film *The Railway Children* – BR Standard 2MT 2-6-0 No. 78022 heads past Oakworth with a Keighley & Worth Valley Railway service on January 18. BRIAN DOBBS/KWVR

Revealed: the real Railway Children station

It is possible that nothing else related to railway heritage has ever reached such a wide international audience as Edith A Nesbit's *The Railway Children* novel. David Staines unveils the idyllic English setting where it all took place.



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Dartmouth leads the way out of lockdown as steam returns for summer

By Robin Jones, Gareth Evans,
Geoff Courtney and Roger Melton

JULY 23, 2020, may have marked either the beginning of the end of the greatest crisis that the UK heritage railway sector has ever faced... or the end of the beginning.

As the world faced its greatest hidden killer in living memory, Prime Minister Boris Johnson announced that the lockdown restrictions imposed to curb the spread of Covid-19 would be eased further.

That announcement lit the blue touch paper for many of the lines, who for four months had been deprived of income from ticket sales and retail outlets vital for their survival, and found themselves existing on donations (News, page 12).

Despite their enthusiasm to run again, expert advice has been carefully sought from local councils and bodies like the Office of Rail and Road as to how best to effect the most stringent social distancing measures with the utmost concern for the safety of their passengers.

The Dartmouth Steam Railway & Riverboat Company may well have become a market leader in this field as it went full steam ahead with preparations to restart its trains on Monday, July 6, two days after pubs, restaurants, hotels, bed and breakfasts, cinemas, museums, galleries, libraries and theme parks were allowed to reopen.

With all but three staff laid off on furlough, managing director John Jones and head of engineering Paul Merrington between them spent weeks making around 200 bespoke frames with transparent screens and fixing them between the seating sections of the carriages.

An £800 fog machine is being used to spray a sanitising solution, made from salt water, through each carriage at the end of every day's services. Once the fog condenses into water droplets and falls on the seats, any



Making its first run since lockdown began, GWR 2-8-0T No. 5239 Goliath steams into the new platform extension at Queen's Park on June 30. JOHN JONES/DSRRC

virus or bacteria harmful or otherwise will be killed overnight, making deep cleansing far more thorough.

And there's more. The opportunity was taken to build a 170ft platform extension at Paignton Queen's Park station to accommodate an extra coach. In the past, when trains were one coach length too long for the platform, passengers had to walk through the next one to get off. With social distancing the number one priority, that situation is now unthinkable.

Adaptation

Furthermore, the ability to add an extra coach meant that the railway had a far better chance of maintaining levels of ticket sales, despite having to reduce seating in all carriages.

The Head of Steam Cafe at Queen's Park has also been screened, while passengers on both the trains and river/sea cruises have been instructed to wear a face covering to help reduce the risk of transmission.

Small was beautiful again as the Romney, Hythe & Dymchurch named July 4 for its restart, with transparent screens having been fitted in its carriages and a range of other measures introduced. The same day – the Cleethorpes Coast, Evesham Vale and Wells & Walsingham light railways and the Perrygrove, Lappa Valley, North Bay, Ruislip Lido Moors Valley railways were all due back, although the Wells & Walsingham said it would not run all the way to Walsingham until August.

The North Norfolk Railway rescheduled its comeback services for a July 8 start, using compartment stock to run four trains a day nonstop from Sheringham to Holt. Passengers have to book in advance an isolated compartment for up to eight people, with each compartment thoroughly cleaned between journeys. The railway will maintain two metre distancing on and around stations to provide greater safety for visitors and staff.

While the Snowdon Mountain Railway reopened on July 10, the trains were diesel-hauled and ran only from Llanberis to Clogwyn.

Pre-booking is a requisite for Swanage Railway services scheduled for a July 11 restart, with four-times-a-day Swanage to Norden return trips, with passengers unable to board or alight at Norden, Corfe Castle, Harman's Cross or Herston Halt. Capacity is strictly limited, with seat allocations observing social distancing regulations. As highlighted in News, page 20, the Mid-Hants Railway was also aiming for July 11.

The Kent & East Sussex Railway plans to restart its passenger services on July 18. Trains will depart from Tenterden for Bodiam on Saturdays and Sundays at 10.40am and 1.15pm, comprising a mixture of compartment and open plan stock, with the former being offered to family groups and the latter adopting 'zig-zag' social distancing.

Locomotives rostered for the weekend trains are Southern Railway USA 0-6-0T No. 30070 *Frank S. Ross* and Hunslet 0-6-0ST No. 25 *Northiam*. GWR 0-6-0PT No. 1638 will be undertaking test runs after work on its axleboxes.

Competencies

The Great Central Railway aims to start up on July 25, after running several test trains to ensure that all safety-critical competencies are updated. However, it may well be that passengers will not be able to board or alight at Leicester North, in view of the Government's re-establishment of lockdown for a fortnight from June 30, following a spike in Covid-19 cases in that city.

The Ecclesbourne Valley Railway's July 25 comeback services will comprise compartment coaches hauled by a diesel.

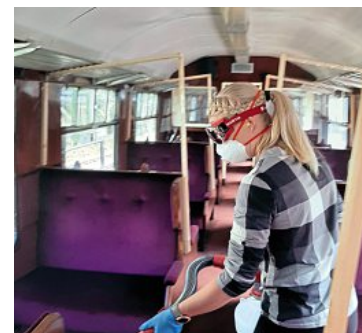
The Severn Valley Railway's restart began with the opening of the King & Castle pub at Kidderminster Town station and the Railwayman's Arms at



Hand-made by senior management, seating screening has been fixed into each Dartmouth Steam Railway carriage used for the comeback services. DSRRC



LMS Stanier 8F 2-8-0 No. 48305 being steam tested at Loughborough on the Great Central Railway on June 18. GCR



Applying disinfectant fog in the Dartmouth Steam Railway carriages. DSRRC

Fireman Barry Smith views the road ahead as Southern Railway USA class No. 30070, in the livery of Longmoor Military Railway No. 300, shows off its characteristic design on December 6, 2017 on a light engine move from Rolvenden shed to Tenterden. The 0-6-0T, which at that date was yet to receive its *Frank S. Ross* nameplates, will be one the locomotives returning steam to the Kent & East Sussex Railway on July 18. PHIL EDWARDS



Bridgnorth on July 4. Until lockdown began in March, the Railwayman's Arms had been continuously open since 1861.

As reported last issue, the SVR is – provisionally – aiming to relaunch services on August 1, with two round trips of the 16-mile line from Kidderminster and one from Bridgnorth. The trains will comprise all-compartment coaches, with each six-seater compartment costing £75 – pre-booking is mandatory – and will stop only at Highley for the Engine House museum and visitor centre. Visit www.svr.co.uk to confirm trains are running on particular dates, and to book tickets.

Following the cancellation of the line's hugely-popular Step Back to the 1940s weekend, the group behind them has launched two fundraising films to showcase a virtual version of the event, including specially filmed performances from many of the entertainers. They are available online through the Severn Valley Railway channel on YouTube.

The North Yorkshire Moors Railway will begin running services on Saturday, August 1 – Yorkshire Day – but in two separate 60-minute shuttles, rather than the full length of the line or on to Whitby.

As part of a phased reopening, strictly pre-booked, non-stop steam-hauled, services with limited capacity will operate between Pickering and Levisham, plus Grosmont and Goathland return seven days a week.

Staff will be cleaning carriages and compartments after each service and there will be no on-board toilets. All booking offices, the Pickering tea room and gift shop, Grosmont's gift shop and all facilities at Levisham and Goathland will be off limits.

Passengers will be asked to wear a face mask while moving around the railway and on the train, but they may be removed while seated in a compartment. They can book either a private six-seat compartment or travel in a standard TSO carriage with social distancing measures in place.

With winter maintenance on its operating locomotive fleet all but completed before lockdown began, the reasonably-sized pool for service will include Nos. 30926 *Repton*, 45428 *Eric Treacy*, 65894 and Lambton No. 29, with one or both of Nos. 30825 and 76079 not too far behind. LNER B1

No. 61264 may be further back, having had cracks discovered in its firebox corners that will need specialist welding. Trains will include two Mk.1s previously placed on loan to the Gloucestershire Warwickshire Railway and now recalled to the NYMR.

The Dean Forest Railway will also restart services on August 1, but passengers will be able to board only at Norchard and trains will not stop at Whitecroft or Lydney Town, with diesels used on one day of weekends and a diesel railcar used in midweek. The Churnet Valley Railway hopes to start again the same day.

The Bluebell Railway has a provisional reopening date of Friday, August 7, to coincide with its 60th birthday, the arranged anniversary gala having already been cancelled. The provisional date has allowed time for some staff and volunteers to return to work in mid-July to carry out the necessary safety checks. It will initially run trains at weekends and then increase its weekday services if there is sufficient demand, and all tickets must be pre-booked, trains comprising compartment carriages.

Resumption

At the Kirklees Light Railway (featured on pages 74-77), staff were brought back from furlough and volunteer activity has resumed for a July 11 restart. Adult visitors are being asked to wear face masks when travelling on the trains or when within one to two metres of people from outside their social bubbles.

Tallylyn Railway general manager Stuart Williams hoped to run the first trains by the end of July or early August, but instead of carrying up to 700 passengers during the day, social distance restrictions might limit the number to 100.

The Gloucestershire Warwickshire Railway, which as reported last issue,

previously announced that it would not run services until at least the end of August, has since announced a limited programme will now start on August 15.

The three-days-a-week round trips must be booked in advance. Running from Toddington station, they will stop at Cheltenham Racecourse and Broadway, but not at Hayles Abbey Halt, Winchcombe or Gotherington.

The six-coach trains will comprise five compartment carriages, with each compartment available at a minimum cost of £50 for up to two people, with each additional person costing £10 up to a maximum total of six people.

After the longest shutdown in the line's 36-year operating history, many volunteers in operational roles, such as signalling, guards, train drivers and station staff will need to regain their certificates of competency. Accordingly, the railway planned to run some 'ghost trains' in advance to ensure the utmost safety for the public.

Didcot Railway Centre was scheduled to reopen to visitors from Saturday, July 4, with a policy of limiting numbers and requiring tickets to be booked in advance for specific arrival times.

Initially, Open-Air Discovery Days will thereafter run on weekends and Wednesdays to allow visitors to explore the 21-acre site with special outdoor displays and photographic opportunities including steam engines, goods trains and a locomotive on the turntable. The Engine Shed will be open with cab visits to GWR 4-6-0 No. 5900 *Hinderton Hall* subject to a one-way system, as is the carriage and wagon display area. Some indoor facilities where space is very confined, such as the original air-raid shelter, will remain closed initially.

Tickets for the Open-Air Discovery Days will also be valid for a second

visit at one of the venue's popular steam days when it is possible to resume running trains and reopen further facilities. At first, catering facilities will be limited to takeaways.

Broadland District Council threw the 15in gauge Bure Valley Railway a lifeline when members agreed to waive the railway's rent payments until September because of its total loss of income. The railway then announced it would resume trains on July 11 with a limited steam-hauled service to Wroxham at weekends, adding services from Tuesdays to Thursdays from August 1. On each train only alternate compartments will be in use and all compartments will be divided by clear screens, and accordingly, visitors were not required to wear face coverings.

Further reopenings

The South Devon Railway was looking at reopening the 13-acre site at Buckfastleigh station in late July, including the Dartmoor Otters & Buckfast Butterflies centre, and a return to possible railway operations in August. However, the Bodmin & Wenford Railway has said it will not reopen for the summer.

→ **Other announced reopenings:** July 4, Ruislip Lido Railway, Seaton Tramway; July 5, Groudle Glen Railway; July 10, Snowdon Mountain Railway; July 11, Crich Tramway Village; July 12, Isle of Wight Steam Railway; July 15, Devon Railway Centre; July 18, East Anglian Railway Museum; July 23, Beamish Museum; July 25, Embsay & Bolton Abbey Steam Railway, Nene Valley Railway; August 1, Epping Ongar Railway; August 2, Northampton & Lamport Railway.

More lines will undoubtedly join the list after we close for press – but ensure to check with your chosen railway before travelling in case of unforeseen changes.

Worth Valley, Chinnor, South Devon and Bodmin in new 'reverse Beeching'

By Robin Jones

SEVERAL heritage railway venues are included in a new shortlist of 50 bids from MPs and councils in the second round of the Government's £500 million Restoring Your Railway Fund.

In late January, Transport Secretary Grant Shapps launched the £500 million fund to help restore lines closed in the 1960s after the Beeching report, and invited bids.

In May, the first round saw 10 shortlisted applications awarded £50,000 towards a feasibility study.

One of the second round bids includes a daily all-year-round service for commuters on the Keighley & Worth Valley Railway (KWVR), (a pre-Beeching closure). The plan was first suggested in 2011 but axed because the local authorities would not subsidise it. KWVR chairman Matt

Stroh said the bid was lodged just to ascertain at this early stage whether there was now the political will to fund the massive cost that would be incurred by such a scheme.

Reinstatement

The shortlist also includes the reinstatement of the Bodmin to Wadebridge line and associated works, and increased service provision between Bodmin General and Bodmin Parkway on the Bodmin & Wenford Railway. Also, the rebuilding of the GWR branch between Ashburton and Buckfastleigh to extend the South Devon Railway is listed.

An extension of the Chinnor & Princes Risborough Railway to Aston Rowant, which could serve M40 traffic; the restoration of services on the Anglesey Central Railway between Gaerwen and Amlwch, a long-held aim of revivalist group Lein Amlwch;

the completion of the Swanage Railway's Project Wareham link; and the use of the Mid-Norfolk Railway between Wymondham and Dereham also made the list.

An extension of the East Somerset Railway from Mendip Vale to Shepton Mallet and the extension of main line services to Goodrington and Churston stations on the Dartmouth Steam Railway, as mentioned last issue, will also be looked at.

The reinstatement of the long-mothballed Radstock to Frome branch, an ambition of the North Somerset Railway, and that of the Stratford-upon-Avon to Honeybourne line, intact as far as Long Marston, and originally a target for the Gloucestershire Warwickshire Railway, will be considered too.

The Hawes to Garsdale western end of the Wensleydale route also

makes the list. The station buildings and platforms were refurbished at Hawes station, which is now part of the Dales Countryside Museum, and on a short length of track stands Robert Stephenson & Hawthorns 0-6-0T No. 7845 of 1955, repainted in BR livery as NER G5 No. 67345, which hauled the last passenger train out of the station in 1959.

Next step

The Primrose Line, the name for the GWR South Brent to Kingsbridge branch, and an early target for preservationists before they chose the Ashburton/Buckfastleigh line, is also in the list, which was published on June 30.

The 50 bids will now be examined by experts to see which should be given the funding for a feasibility study. The successful schemes are set to be decided by late summer.

Steam in action at Minehead station for two weekends

STEAM is on course to make a return to the West Somerset Railway (WSR) – although there are no plans to restart services.

WSR plc has announced plans for two Living Museum community weekends at Minehead station, on July 25/26 and August 1/2. It is intended to have a steam locomotive shunting around the station.

The turntable will be in action with a steam locomotive being turned 180 degrees, allied to a competition for children to work out how to shunt wagons.

There will be visits to the engine shed with close inspection of locomotives and hourly tours of the engineering workshops.

Cafes will be open for sale of refreshments, hot food and drinks and a burger van will be available for snacks in the station yard

The station bookshop will be open for sale of books, magazines and models, with railway groups selling various items of railwayana from stalls.

Attractions

Other options being considered for the weekends include a display of small model railway layouts (weather permitting), local musicians playing on the platform, Punch & Judy shows and vintage bus rides along Minehead seafront and past the Parade shops.

Further dates may be announced, dependant on the level of interest shown in these events.

Entrance tickets are expected to be £5 per person, bookable in advance online at www.west-somerset-railway.co.uk or via contactless purchase on the day.

Meanwhile, the railway marked a positive milestone on June 23, on the road to recovery from Covid-19, with the first High Output Ballast Cleaner (HOBCL) train seen running over the line again after a gap of six months.

The Network Rail (NR) Ballast Cleaning Systems train arrived at Norton Fitzwarren after being tripped from Fairwater Yard by Freightliner Class 66 No. 66414.

What was the first day of WSR operations since before the March lockdown was the prelude to a five-days-a-week operation of wagons full of spent ballast being discharged at John Luffman's mineral handling site at Norton Fitzwarren, where the materials are cleaned, recycled and regraded mainly for further use in the construction industry. Running from now until mid-February, the ballast trains will resume later next year in line with NR's track maintenance programme.

The previous train movement on the WSR, other than a recent shunt in Bishops Lydeard Up sidings, came in mid-March when Class 09 No. 09019, two BR Mk.1 coaches and a Toad brake van were used for a footplate training day.



Class 66 No. 66414 setting back at Allerford Junction in preparation to discharge. The Freightliner shunter is proceeding on foot out of shot, all movements being controlled by radio communication with the driver. PAUL FLEET



The 15in gauge Perrygrove Railway announced a July 4 restart of services after installing a one-way system for visitors, completely rearranging its entrance accordingly. Exmoor Steam Railway-built 0-6-0T Spirit of Exmoor is seen being steamed and cleaned. During lockdown, significant building work has included the completion of a new water tower. PERRYGROVE



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Steam returned to the East Somerset Railway on June 27 with resident Ivatt 2MT 2-6-0, No. 46477 (pictured) undergoing test runs and staff training ready for reopening to the public on July 18. Also being steam tested was GWR small prairie No. 4555 on loan from the Dartmouth Steam Railway. Due to Covid-19 restrictions and social distancing, pre-booking is strongly advised to guarantee a place on the train of your choice. LEE THORP/ESR

Tributes paid to traction inspector Jim Smith

By Gareth Evans

THE main line steam scene is in mourning following the passing of Jim Smith, a popular traction inspector for DB Cargo, on June 27.

Paying tribute on behalf of The A1 Steam Locomotive Trust (A1SLT), Graeme Bunker-James, said: "We have lost one of the key people in *Tornado's* history and someone with a unique position in ensuring the locomotive's success. The first main line test runs operated under Jim's supervision, including the legendary run from Newcastle to York in 2008. He was also with us on a variety of trips after that, the length and breadth of the country and most happily in the north east. It was Jim

who took charge of the 100mph run in April 2018, with many superb and memorable runs in between.

"Always referred to as 'Gentleman Jim' his kindness and generosity to the A1SLT will be massively missed by all of us. He continued to guide those new to the main line in our team right up until operations were curtailed due to lockdown. Building confidence, tutoring firing technique or just an understanding of how the locomotive worked, Jim was at his best when teaching and his legacy is a broad group of people who will carry main line steam forward.

"We will all miss him greatly and we extend our sympathies and kind wishes to his family and friends. God speed Jim, and thank you from us all."



Jim Smith is pictured at York on July 30, 2019 for the launch into passenger service of LNER's new Azuma fleet when the National Railway Museum's Gresley A4 Pacific No. 4468 *Mallard* made a rare appearance outdoors. LNER

The Merchant Navy Locomotive Preservation Society (MNLPS), owner of No. 35028 *Clan Line*, said in a statement: "We are saddened to hear of the passing of Jim Smith. A kind presence with our locomotive on many of our trips over the years,

his good humour and knowledge that he brought to the footplate will be sorely missed by all. The MNLPS sends out our condolences to Jim's family, friends and colleagues at this extremely difficult time. RIP Jim – thank you for all the memories."

Sir Rod Stewart joins LNER B17 No. 61673 *Spirit of Sandringham* builder

ROCK star Sir Rod Stewart CBE has become a patron of the new-build group the B17 Steam Locomotive Trust.

A lifelong railway enthusiast, Rod has been creating his own model railway layouts for many years.

As reported in issue 255, he donated £10,000 the Market Deeping Model Railway Club in Lincolnshire, 48 hours after four vodka-drinking teenagers broke into a sports hall where its annual exhibition had been set

up and caused more than £80,000 deliberate damage on May 18 last year.

The trust is building a replica of LNER B17 4-6-0 No. 61673 *Spirit of Sandringham* at the Llangollen Railway.

A statement from the trust said: "To have the support of a high-profile personality like Sir Rod is a great boost at this time!

It is possible that he may have some personal memories of the B17s, as he spent his early years

in London. For many years he has lived in Essex and it is therefore great to have a local personality supporting a local engine.

"A number of the B17 class were named after football clubs and were known as 'Footballers'. Sir Rod is also a fan of the game and so his interest in these locomotives is even more appropriate.

"He lived three miles away from Highbury Stadium and was an Arsenal supporter in his early days, when playing for London

Schoolboys. He is now a passionate Glasgow Celtic Fan. Their football ground is within four miles of the North British Locomotive Company Works in Glasgow, where the B17 design was completed, and the first 10 locomotives were built in 1928.

"The trust is delighted to welcome Sir Rod as our patron and we look forward to meeting him in the future to share a common interest in railways as we progress with *Spirit of Sandringham*."

Closed Middleton operates its 60th anniversary train

By Robin Jones

IN A nightmare year when heritage railways big and small have cancelled landmark anniversary events, the Middleton Railway still managed to run a special train to mark its Diamond Jubilee.

The first standard-gauge train to be operated by unpaid volunteers left Moor Road, Leeds, at 4.45pm on Monday, June 20, 1960, hauled by Hunslet diesel No. 1697, built locally in Leeds in 1932.

The railway's June 20-21 anniversary gala, along with other special events that it had planned for July and August fell victim to the coronavirus pandemic.

However, on Saturday, June 20, at 4.45pm, the same locomotive, now in black livery as LMS No. 7051 and carrying new *John Alcock* nameplates in memory of the designer and one-time Hunslet managing director, hauled the private 60th anniversary train from Moor Road to Middleton Park and return - with just a handful on onlookers in attendance.

Charismatic founder

The train was ceremonially waved away by Matthew Youell, the son of the railway's charismatic founder, the late physics lecturer Dr Fred Youell, who led a team of Leeds University Union Railway Society members in saving the line.

Inspired by the Tallyllyn and Ffestiniog revivals, Fred was keen to join the railway preservation movement and the Middleton, the oldest operating railway in the world, became 'his' project.

The railway has remained closed



Hunslet 0-6-0DM *John Alcock*, at the head of Middleton Railway's 60th anniversary train, stands at Moor Road alongside Manning, Wardle 0-6-0ST No. 1601 of 1903 in light steam with an appropriate headboard for the June 20 occasion. MR

since March because of Covid-19 restrictions. However, while preparing to reopen in August, several trains had to be run to reassess train crews in order to satisfy requirements of the Office for Rail and Road. The special doubled up as one of those trains.

Middleton ward councillors Judith Blake (the leader of Leeds City Council), Kim Groves and Paul Truswell issued a joint statement. "We congratulate the Middleton Railway Trust on reaching this historic anniversary. We take great pride in having such an internationally significant piece of history on our doorstep. It is a powerful reminder of our area's rich industrial heritage

and a tribute to the generations of dedicated volunteers who have made it such a valued part of our community. It is not only a brilliant educational asset, but also great fun!

'Great attraction'

"We have been delighted to support the MRT over the years and look forward to a continuing that close working relationship. We want to help it to cement its place as one of the city's great attractions, and perhaps one day even extend the line to its original starting point in Middleton Park."

Built in 1758, the Middleton Railway was the first railway authorised by an Act of Parliament (and has operated ever since), the first to

have commercially successful steam locomotives, in June 1812, and also the first standard-gauge preserved railway, predating the Bluebell Railway's first public services on August 7, 1960, but unlike that line, it was always a private concern and never part of the national network.

That first train, marking the start of the university's 1960 rag week, comprised one of the most unusual combinations in preservation history: No. 1697 hauling the enormous double-deck tramcar No. 2 from the Swansea & Mumbles Railway, which had controversially closed on January 5 that year.

Indeed, the students took over the railway with the aim of housing or maybe running the historic Leeds street tramcars that they had preserved. Sadly, the Mumbles tramcar, a sole survivor, was scrapped in 1969 after it was declared unsafe and no other home for it was found.

That first week of services saw around 7700 passengers carried, showing that a heritage railway could attract paying customers. The society had not set out to run regular services, but this initial success led to the reinstatement of freight traffic on the line.

Three months later, it reopened to goods, trains being worked by students between lectures.

→ **The Middleton Railway has launched a £25,000 emergency appeal in a bid to cover overheads while the line was closed during lockdown and unable to generate vital income. Donations may be made at: www.gofundme.com/f/covid19-safeguarding-the-future**

The first line to carry passengers once again was... the 15in-gauge Clevedon Miniature Railway!

By Robin Jones

EARLY June saw north Somerset's Clevedon Miniature Railway become what appears to be the first line in the UK to start offering passenger rides again.

Owner Simon Harvey, who has been associated with the line for 44 years, said: "Working with North Somerset Council, and their health and safety department and the Office of Rail & Road, we were given permission to open. We have implanted strict social distancing measures with every other compartment out of service to maintain two-metre distancing. All

seats are cleaned after each use with anti-bacteria sprays.

"We have also introduced a cashless payment system. The response from the public has been overwhelming.

"The Clevedon Railway has a special place in people's memories as they rode it when they were kids, and even grandparents have been recalling their first trip - any wonderful memories as it says on the back of the

tender: 'Powered By Dreams!'

The railway is now open every day weather permitting.

The circular line in Salthouse Fields, near the resort's seafront, was first opened in 1952 as a 9½in-gauge line, with an Ivatt Atlantic hauling two carriages on an out-and-back ride. Extended to a circuit in 1962, the steam locomotive was soon replaced with a Bo-Bo diesel.

In 2013, Mr Harvey took over the railway and regauged it to 15in to

accommodate a 24-volt battery operated new steam outline green-liveried 'Black Five' 4-6-0 No. 5305 carrying the Clevedon Railway's logo on the tender. There is also a spur to the shed next to the station.

Ironically, Salthouse Fields was the planned destination of a revived section of the legendary Weston, Clevedon & Portishead Railway by two Bristol enthusiasts in the 1950s.

In March 1955, the British Transport Commission approved the foundation of the North Somerset Light Railway Company, the first private railway company to be floated since



John Alcock – a thoroughbred diesel ‘first’

WHILE steam will forever remain the defining image of the railway heritage sector, it is often overlooked by the public at large that in its early years, modern traction hauled two landmark first trains.

On July 23, 1955, First World War Simplex petrol tractor *Mary Ann* hauled the first heritage-era public train on the Ffestiniog Railway, the second line to be reopened by volunteers.

On June 20, 1955, Hunslet 0-6-0DM No. 1697 made history by heading the first standard-gauge train run by volunteers. However, that locomotive had already claimed a big ‘first’ in railway history.

In 1930, the Hunslet Engine Company of Leeds bought the goodwill of the recently-liquidated Kerr, Stuart & Company of Stoke-on-Trent.

Minute detail

That December, Hunslet took delivery of 2ft-gauge Kerr, Stuart No. 4415 of 1928, which had undergone trials on the Welsh Highland Railway (and which is now undergoing restoration by the Ffestiniog & Welsh Highland Railways Heritage Company) and Kerr, Stuart 90hp No. 4428 of 1929.

Both locomotives were examined in minute detail at the Jack Lane works and from the knowledge gained came the first Hunslet-built standard-gauge diesel in No. 169.

The locomotive was built to the instructions of John Alcock, son of managing director Edgar Alcock, who told his son: “Get it right and we’ll build more – get it wrong and we’ll stick with steam!”

In February, 1932, No. 1697 attended the British Industries Fair at Castle Bromwich, where its performance impressed all who saw it in action.

One company which liked what it saw was the LMS, which agreed to trials on



Hunslet 0-6-0DM No. 1697 of 1932 as LMS No. 7051 John Alcock heads the 60th anniversary train past GN Curve on June 20. It is being driven by Richard Pike, with Middleton Railway vice president Ian Smith acting as guard, . MR



Sixty years on, John Alcock heads a replay of the heritage sector’s first standard gauge train. MR

its railway. They were so successful that a further 10 weeks of operation began at Hunslet Lane goods yard.

No. 1697 worked continuously between 5am on the Monday and 6am the following Sunday, the cost of which came to £4.41 p per week for fuel, lubricating oil, petrol for the starting engine, and sand.

Excellent condition

This amount was considerably cheaper than the costs of a steam locomotive, and it could tackle any and all work offered to it.

After the trials, No. 1697 was stripped down for examination and found to be in excellent condition,

with little wear evident.

Following more demonstrations in 1933, the locomotive was sold to the LMS, becoming its No. 7401, before being renumbered to 7051.

It did much work for the LMS, although that company settled on the 350hp diesel-electrics that eventually developed into the BR Class 08.

Nonetheless, No. 7051 formed the basis of many a diesel-mechanical locomotive design, including BR’s Class 03/04s.

In 1949, the locomotive was rebuilt with the original MAN 150hp engine being replaced by a McLaren-Ricardo MR6 delivering 132hp, and it became a hire locomotive.

In 1960, it was first loaned to the



A defining moment in preservation history: June 20, 1960, sees Hunslet 0-6-0DM No. 1697 of 1932 coupled to Swansea & Mumbles Railway tramcar No.2, set to depart from Moor Road with the Middleton Railway’s first heritage era passenger train. KEITH TERRY/NATIONAL TRAMWAY MUSEUM, CRICH

Middleton Railway Preservation Society and then later sold to it on hire purchase.

On January 27, 1961, it was named *John Alcock* after its designer.

It spent 10 years at the National Railway Museum in York between 1979-89, before returning to Middleton and taking part in the line’s 30th anniversary celebrations, having then been restored as LMS No. 7401, without nameplates.

Since 2006, it has been displayed in the Engine House at the line’s Moor Road headquarters in between passenger workings. It is now on course for its 90th birthday in 2022 and its centenary in 2032.

nationalisation, and which aimed to rebuild the section from Weston to Clevedon to 2ft gauge.

However, the scheme came to nothing, and the locomotive the pair bought – Peckett 0-4-2ST No. 1808 of 1930 *Septimus* – from Dorset’s Furzebrook Railway was scrapped in 1952.

Also reopened after lockdown is nearby Clevedon Pier, the UK’s only Grade I-listed structure of its kind, and which has a railway history.

While working on the Midland Railway main line, civil engineer William Henry Barlow, the designer of St Pancras station, patented his own design of rail in 1849 to overcome the problem of rotten sleepers.

Barlow rail, as it became known, was widely used on the GWR and



Every other compartment closed to comply with social distancing. CR

Right: Clevedon Railways battery operated ‘Black Five’ 4-6-0 No. 5305 with notices emphasising the social distancing rules that allowed the 15in-gauge line to start giving passenger rides ahead of the rest. CR

associated lines, and in 1866 engineers John Grover and Richard Ward bought 37 tons of redundant Barlow rails



which had been supplied to Brunel’s South Wales Railway and used them to build the 1024ft- eight-span pier. The

rails were bolted together to form the legs of the elegant 1024ft eight-span pier.

New Heywood tram link 'will not affect East Lancs heritage line'

THE East Lancashire Railway (ELR) has promised that a new study into restoring a long-defunct part of the Bury to Rochdale route will have no impact on its heritage services.

As reported last issue, Transport for Greater Manchester (TfGM) has been awarded £50,000 by the Government's Restoring Your Railway Fund to investigate the possibility of reopening a former section of line between Bury and Rochdale, and is working with the heritage railway, as well as Rochdale and Greater Manchester local authorities to explore the options available.

The study will explore the option of using cutting-edge tram-train technology, to allow communities in Heywood, Castleton, Rochdale and Oldham to join the wider Metrolink network. The route in question was last used in the 1960s, and will not impinge on the ELR's current Heywood line.

ELR chairman Mike Kelly said: "We welcome the opportunity to work with TfGM on this proposal. The study is looking at running battery-operated tram-trains on a separate line which does not impact on ELR heritage operations. ELR could also benefit from an upgraded main line access to its northern curve, offering a chance to pursue a number of alternative revenue streams for carriage and freight storage."

Benefits

Keith Whitmore, ELR Preservation Society vice-president and chairman of Greater Manchester Transport Heritage Partnership, last month revealed that the tram line will be built alongside the existing ELR track from Castleton East Junction to Heywood only. He said: "The tram-train proposal could be a very significant step forward for the ELR to achieve its ambition to connect directly with the main line at Castleton to open up the opportunity to provide visitors with a new gateway to enjoy a joined up heritage railway."

"This proposal will also benefit all our heritage transport attractions in the region, including uniting the new state-of-the-art Greater Manchester Fire Services Museum in Rochdale and the Greater Manchester Transport Museum in Manchester. We are looking forward to working with TfGM and the Greater Manchester Combined Authority to achieve a first class heritage transport offering."



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Crisis SOS appeals boosted by public

THE British public's unswerving support for our heritage railways facing their biggest crisis in the 70 years of the heritage era has continued, as financial help for lines battling for survival in the face of the coronavirus pandemic continued to arrive by the day.

In advance of its August 1 reopening, the North Yorkshire Moors Railway (NYMR) has been celebrating after receiving more than £350,000 in donations towards its crisis appeal.

The NYMR had been due to open on April 4, but as with heritage lines throughout the UK, to cover overheads during the Covid-19 lockdown, it has been forced to ask the general public for financial support over recent weeks via its nymr.co.uk/crisis-fund appeal which was launched in March. The fund has been boosted by silent auctions, a virtual shop launched at nymr.co.uk/virtual-shop and Friday night quizzes, and generous donations, and a hugely significant amount of money has now been raised to help the heritage attraction steam ahead.

NYMR general manager Chris Price said: "The public support has been overwhelming and thanks to local companies, the railway sector, and the general public who have rallied together and demonstrated their support over the past three months, I'm optimistic about the railway's future."

"However, with our plans to

reopen come further costs. A broken locomotive spring costs about £1000 to replace; a new boiler pressure relief valve £2500; a live steam injector £5000; and to reprofile a locomotive's tyres costs around £10,000. That is all essential if we are to welcome visitors aboard once more, so the next few months are going to be a challenge for us.

"To help save vital funds where we can, we've had to make the difficult decision to cancel this year's annual steam gala event, which was originally planned for September."

Chris appealed for supporters to also join as a member at www.nymr.co.uk/pages/category/join-our-membership

Public take-up

Railway officials have stressed that even if they restart in the summer and any second spike of the virus does not materialise, there is no guarantee as to the public take-up of services in the face of social distancing measures deemed to be necessary on trains, and income will be reduced because of lower capacity on trains. Therefore, it is likely that further outside financial assistance will be needed, at least in the short to medium term, and so lines that have launched appeals for help are having to keep them open even if their first targets are met.

The Bluebell Railway's appeal donations via uk.virginmoneygiving.com/fund/support-bluebell have now soared past £350,000.

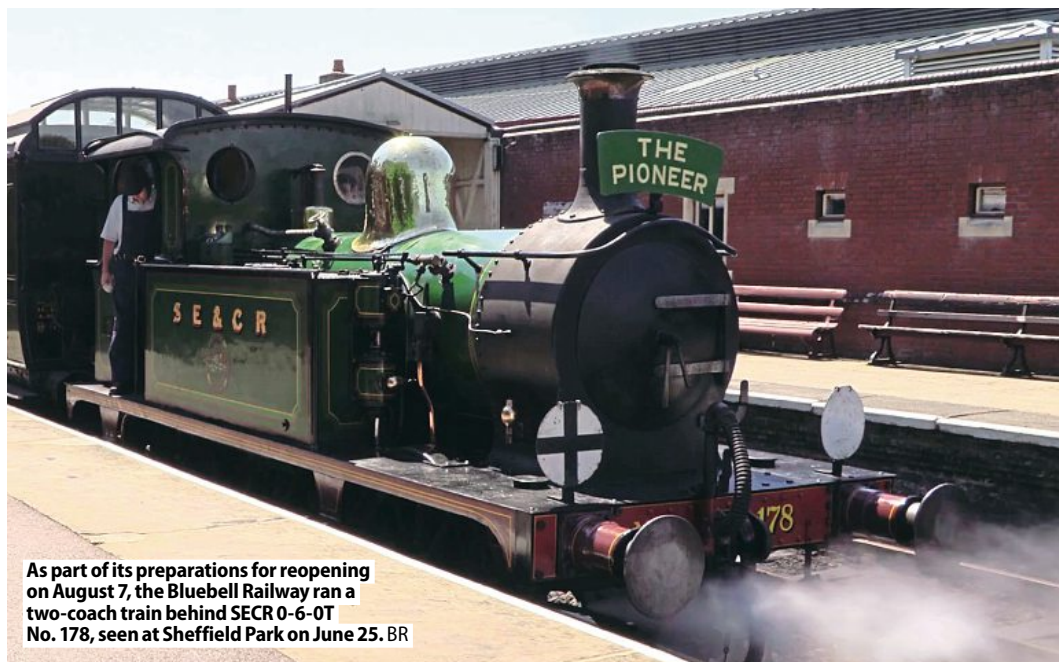
On Saturday, June 27, a Virtual Track Trek version of the line's annual sponsored walk along all or part of the running line in aid of a variety of causes, raised £5800. Because the railway was closed this time, supporters were asked to obtain sponsorship for walking a total of 4½ miles at a non-rail location of their choosing, equalling the distance from Sheffield Park to Horsted Keynes. Officials believe that the Bluebell is the first heritage railway to organise a virtual sponsored track walk.

Bluebell fundraising organiser Trevor Swainson said: "The money will be used to keep key heritage skills in Sussex and ensure we can reopen when it is safe to do so."

"We are still raising money because we don't yet know when the lockdown restrictions will be eased and what measures we will have to put in place to allow heritage railways to welcome visitors again safely."

The Keighley & Worth Valley Railway has reached £215,000 with its Worth Saving appeal at www.kwvr.co.uk/worth-saving/ beating the initial target of £200,000, but as explained in our special feature on pages 42-48, far more needs to be raised to ensure the line's safety.

As we closed for press, the South Devon Railway had reached £217,329 with its www.southdevonrailway.co.uk/fundraising/ appeal, nearly 44% of



As part of its preparations for reopening on August 7, the Bluebell Railway ran a two-coach train behind SECR 0-6-0T No. 178, seen at Sheffield Park on June 25. BR



Above: We're winning! North Yorkshire Moors Railway staff at Grosmont shed celebrate the raising of £350,000 to help Britain's most popular heritage line, in terms of annual passenger numbers, survive. NYMR

Right: Central Devon MP Mel Stride (centre) with GWR Collett 0-6-0 No. 3205 during one of his several visits to the South Devon Railway. SDR



the £500,000 target.

Central Devon MP Mel Stride has congratulated the line for its fundraising drive. He said: "In addition to preserving an important part of Buckfastleigh's history, the SDR is a hugely important attraction that draws people to our beautiful part of Devon, benefiting other local businesses. I would encourage anyone who loves the railway and who is in a position to support its fund-raising appeal to do so."

The Bala Lake Railway reached the midway point of its £25,000 emergency appeal when it staged an online virtual gala over June 13. 'Guests' were also able to take a virtual 'driver for a fiver' ride. Further donations may be made at bala-lake-railway.co.uk/covid-19-donations

Welcome support

The Bodmin & Wenford Railway has raised around £10,000 through its appeal at www.crowdfunder.co.uk/bwrbackontrack which also lists means of payment for those who do not wish to donate only.

The Dean Forest Railway's £50,000 appeal at www.dfrsociety.org.uk/dfrs-emergency-fund has reached £41,500.

The East Lancashire Railway's £200,000 emergency appeal accessed via www.eastlancsrailway.org.uk has now raised £122,000.

A contributing silent auction, which ended on June 20, raised £10,500 (£135,000 with Gift Aid).

Amongst the star items for auction were a guided tour of pop mogul and railway president Pete Waterman's extensive O gauge model railway layout which sold for £640, and the chance to entertain up to 25 guests in his Waterman Saloon, which went for £1250. The nameplate East Lancashire

Railway from Class 37 No. 37418 went for £2020.

At the Epping Ongar Railway, around £30,000 had been donated via www.eorailway.co.uk/the-railway/appeal/ towards the £200,00 target.

The appeal at www.festrail.co.uk/appeal.htm to support the Ffestiniog & Welsh Highland Railways had passed £320,000.

The Severn Valley Railway's Fight Back Fund at www.svr.co.uk/fightback has topped £750,000.

The Swanage Railway's £360,000 appeal at www.saveourservice.co.uk topped £227,000 by early July.

The Talylllyn Railway's original £75,000 target for its www.justgiving.com/campaign/tallyllyn-appeal2020 has been broken, with more than £104,000 raised.

The West Somerset Railway's appeal at www.west-somerset-railway.co.uk/donations has passed £181,000, with a target of £500,000.

A recent appeal launched by the Pontpool & Blaenavon Railway at gofundme.com/f/supporting-us-through-covid19 and bhrailway.co.uk/covid19appeal had raised more than £2000.

Crich Tramway Village has joined the long list of heritage venues to launch appeals to compensate for the loss of vital revenue streams during lockdown. General manager Dr Mike Galer said: "Our losses this year will be immense and potentially crippling, whilst we are currently surviving on our reserves many of these have been given to us for specific purposes and cannot be used to support our ongoing viability."

Donations may be made at www.tramway.co.uk/contact/make-a-donation

There are a range of incentives for those who are able to give larger donations to the museum. For

Four more railways receive much-needed extra emergency grant aid

THE National Lottery Heritage Fund has thrown lifelines to three more railways to help them survive the Covid-19 crisis.

The latest handout from the organisation's £50-million Heritage Emergency Fund has seen the Keighley & Worth Valley Railway receive £50,000 to facilitate the replacement of Bridge 11, work on which began in January but was halted at the outbreak of the pandemic.

The line's chairman Dr Matt Stroh said: "Thanks to the National Lottery and its players we can now complete the work necessary to replace the venerable 115-year old bridge and will then be in a position to reopen the railway to passengers in the coming weeks."

"Without their support, we would have struggled to meet the additional costs caused by having to pause and then recommence the work at a time when we have had no income from operations for over three months."

"As a result of their funding, we can look forward to reopening the railway to passengers shortly, albeit with continued restrictions to protect the safety of our volunteers and visitors."

Resumption

Minor work in preparation for the resumption of the bridge works has been undertaken mainly at weekends. The site will be reopened on Friday, July 17, with lifting-in of the new beams on the next day. Installing of concrete reinforcement will take place on July 19, and concreting from July 20-22, followed by waterproofing and reinstatement of the track from Thursday, July 23 to Friday, July 31. Works trains have been operated on an as-required basis.

The Bala Lake Railway has received £40,000 to assist with essential costs during closure, while running its own appeal (see main story).

Its chairman Julian Birley said: "We can now have a much greater

hope of coming through these unprecedented times better and stronger."

Also benefiting with £25,200 from the emergency fund is the Welshpool & Llanfair Light Railway, which had already raised more than £50,000 from public donations to its Tracks to Recovery appeal to help it survive lockdown.

The appeal has now been repurposed to ensure that Beyer Peacock 0-6-0T No. 822 *The Earl* is able to haul trains again in 2021. In mid-2019 it was sent for its mandatory 10-year overhaul at the Vale of Rheidol Railway, allowing Llanfair's own workshop team to tackle other pressing maintenance and restoration work.

Funding

Overhaul of *The Earl* was planned to be funded out of existing revenue and donations, including a large legacy of uncommitted funds. However, the closure because of the Covid-19 pandemic will mean that the railway faces much greater demands on its existing funds over the coming winter, leaving it needing to raise £95,000 to complete the overhaul.

The Keep The Earl on Track appeal has already raised more than £30,000.

Donations may be made at cafdonate.cafonline.org/9557#!/DonationDetails

Meanwhile, the Welsh Government has given £70,000 to the Llangollen Railway which had, as we closed for press, raised around £80k through donations to its llangollenrailway.charitycheckout.co.uk/cf/covid-19 appeal plus share purchases and other grants. However, chairman Liz McGuinness expressed concern that the money would quickly run out if services did not restart soon.

She said: "We are planning our reopening and starting to bring employees and volunteers back at the beginning of July with a view to opening in August."

The stalled work on replacing the Keighley & Worth Valley Railway's Bridge 11, which has severed the line, can now resume thanks to the emergency Lottery grant. KWVR



Worldwide audience sees *Welsh Pony's* first run since 1940

By Robin Jones

HISTORY was made on several fronts on Saturday, June 27, when Ffestiniog Railway (FR) England 0-4-OSTT No. 5 *Welsh Pony* ran for the first time in 80 years.

It not only marked the heritage era debut of one of the world's great classic narrow gauge locomotives, and a type not previously seen by a modern audience, but because of the Covid-19 lockdown, an eager public were restricted to seeing the launch at Boston Lodge via Facebook.

The culmination of a restoration project that has cost in excess of £250,000 was broadcast online in three instalments – the 10am lighting up by Millie Lewin, daughter of Ffestiniog & Welsh Highland Railways general manager Paul Lewin; the first whistle being sounded at 1pm; and the sight of the locomotive moving under its own steam for the first time at 4pm.

Used to light the fire was old timber that had once formed part of *Welsh Pony's* boiler cladding.

During the broadcast, Paul thanked everyone who had donated to the project.

Around 27,000 people viewed the event, either live or watched the videos afterwards – making it perhaps one of the biggest audiences for a locomotive launch ever.

Finishing details

Technically, there remains some work to be done on the injectors and the hydrostatic lubricator, and also the top slide bar oil pots to be made.

However, *Welsh Pony* now joins *Prince* and *Palmerston* as operational England locomotives on the line, with the other survivor, *Princess*, likely to remain a static exhibit in perpetuity.

Should FR operation resume this summer, *Welsh Pony* is likely to feature



'Large England' *Welsh Pony* steaming and raring to go in Boston Lodge yard on June 27. Before the Covid-19 pandemic closed the railway, it had been intended for the restored locomotive to haul its first passenger train in June. CHRIS PARRY

in those services and will carry the current running-in livery. If the FR's October 9-11 Victorian Vintage Weekend goes ahead, the locomotive will be officially named then.

There are also plans for it to feature in a private photographic charter in November, and it is scheduled to be repainted green ready for service in spring 2021.

By 1867, traffic on the FR had outgrown the capabilities of the four original 'Small Englands' that had been supplied by George England & Co in 1863-64 for the introduction of steam of the line.

By 1867, Charles Spooner, the line's secretary and engineer from 1856-86, had drawn up a revised specification for a new engine, which he took to George England.

The larger and improved design with a longer wheelbase and larger driving wheels became known as the 'Large England' class. Just two examples were built – *Welsh Pony* and *Little Giant* were delivered in 1867.

Overhauls

Welsh Pony worked, with minor overhauls, until 1891 when most of its components were replaced and an overall cab fitted. In 1915, a new boiler was fitted and during much of 1929 it underwent a substantial overhaul.

Little Giant was withdrawn in 1932 and cannibalised for spares, but *Welsh Pony* ran until February 1940, despite it being officially withdrawn the year before.

Early in the heritage era, it had been intended to restore it, but

separate matters, including the arrival of Penrhyn Quarry Hunslets *Linda* and *Blanche* kept it from the top of the queue.

In 1984, *Welsh Pony* was repainted red and plinthed outside Porthmadog Harbour station until 2002 when it was moved to Glan y Pwll shed. In 2013, FR Society members voted to restore it, and the project began the following year.

On the afternoon of June 27, viewers saw a 'Large England' running for the first time in preservation, when *Welsh Pony* made several short trips onto the Cob and main line in front of the works for the cameras.

In September 2019, a modern replica of 'Small England' No. 3 *Mountaineer*, which was scrapped in 1879, was announced, by Mountaineer Locomotive Ltd. As highlighted in issue 261, *Mountaineer III* is being built at Darlington by North Bay Railway Engineering to the as-delivered appearance of the 'Small Englands' with side tanks instead of a saddle tank. The boiler completed a hydraulic pressure test in May, and it is hoped that the locomotive will be ready in 2022/23.

→ To commemorate the return to steam of *Welsh Pony*, a limited edition run of 100 fine art prints of the specially commissioned painting *A Golden Moment*, by Rebecca Kitchin BA, which depicts the first steaming since restoration, is being offered for £80 each at bit.ly/2NtaLu3. All proceeds will go to the *Welsh Pony* Fund.



Above: *Welsh Pony* storms past Boston Lodge Works on the main line during a short test run. FF&WHR

Left: *Welsh Pony* being blessed in the shed at Boston Lodge by the railway's regular minister Dr Richard Buxton who lives in Porthmadog. He was born in the last year that *Welsh Pony* steamed! CHRIS PARRY



Coupling rod for No. 2007 on the straddle milling machine.
STEPHENSON ENGINEERING LTD/
A1SLT

Final call for P2 motion backers

THE first heavy motion for new Gresley P2 2-8-2 No. 2007 *Prince of Wales* is being machined just six years after the project's launch.

Raising the £210,000 funds to manufacture the heavy motion has seen around £197,000 already pledged by 164 The Motion Club members.

Mark Allatt, trustee, The A1 Steam Locomotive Trust, said: "We are now seeking to recruit the last 11 members of The Motion Club in order to complete the funding for the heavy motion."

"Unfortunately, a lack of resources at our supplier has been compounded by the social distancing requirements of working during the Covid-19 pandemic. This has prevented the forging of further heavy motion beyond the four coupling rods, which have since been heat treated. However, machining of the first coupling rod is now underway and we anticipate Stephenson (Engineering) Ltd delivering the heavy motion over the next year as each rod takes around 100 hours to machine."

→ Boilers rolled, and how to join The Motion Club: see page 29.

New homes for GCR 'Barnum' and *Handyman*

THE National Railway Museum has received two bids for unrestored 3ft gauge Hudswell Clarke 0-4-0ST No. 573 of 1900 *Handyman* after it was decided to 'gift' it to a more suitable venue.

Built for the Burton Ironstone Company in Northamptonshire, it finished its working life at Scaldwell Quarry, which ceased operations in 1963.

Handyman was then bought by a group of enthusiasts who saved it from being scrapped, but the locomotive was never fully restored and was eventually acquired by the NRM in 2008, as an example of the many thousands of small industrial steam locomotives that worked all over the UK.

Policy

However, since a cosmetic restoration project ended, *Handyman* has been stored in a dismantled state on a wagon in the York museum's North Yard for many years. The Science Museum Group (SMG) has a policy of transferring items to other museums and public collections if they are better suited to display or research by another public institution or if it is a duplicate of an item already in the National Collection. The SMG already has the similar standard gauge Black, Hawthorn & Co Ltd, 0-4-0ST *Bauxite* at York.

One of the groups looking to take

Handyman is the Halesworth to Southwold Narrow Gauge Railway Society. If a such a move goes ahead, it will be the seventh locomotive to be transferred from the collection, following the moves in recent years of LSWR T3 4-4-0 No. 563 to the Swanage Railway (now being overhauled to working order at Bill Parker's Flour Mill workshop at Bream in the Forest of Dean); GWR 2-8-0 No. 2818 to STEAM at Swindon (picture, page 82); and Robert Stephenson & Hawthorns 0-4-0ST No. 7063 of 1942 *Eustace Forth* (picture, page 34).

Disposals

Also on the SMG's latest list of objects for transfer is 1910-built Great Central Railway 'Barnum' Open Third No. DE320709 (formerly E5666E), currently stored at the GCR (Nottingham), and a 1920-built GCR Metropolitan Cammell single bolster wagon which became North Yorkshire Moors Railway No.110, and 16T mineral wagon No. ADB 192437 of 1946, which was restored by HMS Sultan apprentices in October 1990.

Furthermore, available for transfer is LMS 16T ballast plough brake No. 197266 of 1932 and diesel electric rail crane No. R1210 made by Coles Cranes Ltd of Sunderland in 1955.

Revival plan for 'lost' Wakefield station unveiled

ENTHUSIASTS have launched a scheme to revive the Hull & Barnsley Railway's Upton & North Elmsall station near Wakefield.

The Upton & North Elmsall Railway group was set up on May 24 with the specific aim to rebuild the demolished station that will act as a heritage centre, cafe and shop with displays about Upton Colliery, which was served by the line. A single track from a newly-built locomotive and carriage shed is proposed to run

2½ miles through Upton Country Park, Wrangbrooke Junction and Barnsdale Tunnel, before terminating at a new halt just before the A1 dual carriageway at Barnsdale Bar, and will be used by steam trains.

The 80-member group also plans to lay a footpath and cycleway alongside the railway and hopes to obtain grant aid from the National Lottery Heritage Fund and other bodies.

The station last saw passengers in 1932 and the line closed in 1959.

IN BRIEF

→ HISTORIC England has awarded £263,000 towards the repair of Grade II* Wingfield station, built in 1839/40, and said to be one of oldest surviving in the world, on the Midland Main Line between Ambergate and Clay Cross. Because of its national significance, Amber Valley Borough Council completed a compulsory purchase and began repair work on the building last year.

→ AS we closed for press, more than £500 had been raised for a private £1500 appeal towards the final stages of the overhaul of GWR 4-6-0 No. 6024 *King Edward I* launched at www.justgiving.com/crowdfunding/tom-whittington-6024 by supporter Tom Whittington, who is planning a sponsored bike ride from Minehead to Bishops Lydeard in September, to compensate for works time lost during lockdown.

→ DINMORE Manor Locomotive Ltd volunteers have been continuing with the overhaul of Gloucestershire Warwickshire Railway-based GWR 2-8-0 No. 3850 at home during lockdown. Most of the valve gear, brake gear, drain cock, damper mechanism and conduit for Automatic Train Control has been cleaned and painted ready to be fitted once the works at Toddington station reopens.

→ REBUILT Battle of Britain Pacific No. 34053 *Sir Keith Park* is to visit the Spa Valley Railway for an extended stay later this year, after repairs at Tyseley Locomotive Works have been completed.

→ THE East Anglian Railway Museum is set to start the overhaul of flagship GER N7 0-6-2T No. 69621 with the aim of completing it in time for the locomotive's centenary in 2024. It last ran in 2015.

'Night Owl' on wheels by Christmas?

THE Great Western Society's new-build GWR 2-8-0 No. 4709 may be wheeled by Christmas, despite delays caused by the Covid-19 pandemic.

Richard Croucher, the 4709's group chairman, said an agreement to cast the cylinders was on the way, and sponsorship for forging a coupling rod has been secured. Once the frames have arrived at Leaky Finders' workshop at Hele in Devon, the cylinders and spring hanger brackets should be fitted along with the running boards. The wheelsets are also due to be delivered from Tyseley and when they arrive, the chassis will be wheeled.

Species to be found in abundance as Moorsline runs wild!

THE North Yorkshire Moors Railway is in the rare position among Britain's heritage railways of lying almost totally within the boundaries of a national park.

Over the years this has brought about an increasing awareness of the rich biodiversity in the flora and fauna dwelling within the confines of its rail corridor, and also the need to maintain its boundaries appropriately. The railway's volunteers have repaired several hundred feet of dry stone wall.

As part of the Yorkshire's Magnificent Journey project, a lineside manager has been appointed and an ecology survey, led by Ecus Ltd, the ecological consultants hired through the National Lottery Heritage Fund grant aid funding, arranged to map the habitats and key species along the lineside. The survey is really the cornerstone to the Lineside Conservation Project and it will provide a database of information to guide future decisions.

In just two days of work so far, species recorded on or near the railway have including roe deer, adder, common lizard, green woodpeckers, buzzards, song thrush, red legged partridge, small copper butterflies, bees of many species, froghoppers and a wide range of wildflowers such as primrose, globe flower, vetch, bluebells, ramsons, forget-me-nots, wood anemone and water avens.



Above: Resplendent in LMS maroon, No. 5593 *Kolhapur* stands half outside Tyseley Locomotive Works on September 28, 2018. ROBIN JONES

Left: Jubilee 4-6-0 No. 45593 *Kolhapur* leaves Bradford Forster Square with the afternoon vans to Heysham on March 15, 1967. JOHN WHITELEY/VINTAGE TRAINS

Tyseley's Jubilee *Kolhapur* back on main line for 2022 Commonwealth Games – but your help is needed!

By Robin Jones

PRESERVATION icon LMS Jubilee 4-6-0 No. 5593 *Kolhapur* is to make a main line comeback after more than a third of a century, to haul guests to the 2022 Commonwealth Games in Birmingham.

Vintage Trains (VT) is to fast track the locomotive, which became the second after flagship WR 4-6-0 No. 7029 *Clun Castle* to join the Tyseley stable in October 1967 and went on to become a popular heritage era main line performer for many years. The project was announced online during Tyseley's virtual open day on June 27.

Built in 1934 by the North British Locomotive Company in Glasgow, it was named *Kolhapur* after a state in western India, two years later. It hauled the train carrying Winston Churchill on his return from talks in Liverpool with President Roosevelt in 1942. Renumbered 45593 by BR on March 23, 1965, it was transferred to Leeds Holbeck shed to work railtours over the Settle to Carlisle line. It was given a yellow cabside warning stripe to indicate that it was barred from the electrified West Coast Main Line south of Crewe, where it was out of gauge.

As part of the BR special trains

programme for the rundown of steam, *Kolhapur* received a full unclassified overhaul at Crewe Works in December 1965/January 1966.

Kolhapur was withdrawn in mid-October 1967 and was bought straight out of service by 7029 *Clun Castle* Limited, being moved in steam to Tyseley on October 20 that year and under its new owner hauled numerous tours. Restored to LMS maroon livery during the Eighties, following overhaul it returned to the national network at the head of the Duke of Gloucester's Royal Train from Tyseley to Birmingham Moor Street on June 5, 1985.

It last hauled a main line tour in 1987, and ran over the network for the last time in 1988 when it accompanied GWR 4-6-0 No. 5080 *Defiant* from Tyseley to thye Severn Valley Railway. However, it continued to visit heritage lines and in 1994 it temporarily assumed the identity and special livery of scrapped class pioneer No. 5552 *Silver Jubilee* for the 25th anniversary of the heritage era Great Central Railway, and that summer also visited the East Lancashire Railway in that guise. It also visited the Llangollen railway and Battfield Line and boilet ticket

ran out at Barrow Hill in 2000. In recent years, it has appeared as a static exhibit at Tyseley's open weekends.

A VT statement said: "For decades, there have been many requests to reinstate No. 5593 to its rightful place on the main line and in particular, in crimson livery, a nice contrast to GWR green! The project to do just that is an ideal way to reinvigorate the whole Tyseley team following the disruption of Covid-19.

"Tyseley Locomotive Works' (TLW) acclaimed engineering team, along with young apprentices is keen to deliver it – with the prospect of VT's two original locomotives beside each other on the main line. VT is already involved in early discussions with the organisers of the Commonwealth Games in Birmingham in 2022 on the provision of steam-hauled train services during the games. This locomotive will be a great ambassador for VT and the steam railway movement at this globally-prestigious event as many of the class were named after Commonwealth countries."

One possibility is that *Kolhapur* may haul a special train from Birmingham to Leamington for the games'

bowling tournament.

"*Kolhapur* will be extremely useful as it is a gauge-friendly/go-almost-anywhere engine and in its day was a familiar class on most of the routes that VT now runs with its steam charter programme," continued the statement. The engine is in very good mechanical condition considering its time out of service. However, it will require a complete strip and rebuild, which TLW is confident can be achieved in time for the Commonwealth Games – funds permitting."

To raise funds, VT has launched the *Kolhapur* Club with a monthly subscription from just £5. Alternatively, supporters are being invited to sponsor individual components.

Parts available for sponsorship include small boiler tubes at £50; superheater flue tube £180; superheater flue tube bottle end £160; superheater elements £875; firebox crown stay £35; firebox steel side stay £6.50; firebox copper side stay £20; steel side stay nut £2.50; crown stay nut £3.50.

→ If you would like to help return No. 5593 to running order by 2022, visit www.kolhapur.co.uk for more information.

South Devon Railway Engineering keeps the main line wheels turning

By Cedric Johns

WHILE main line tour promoters were counting the cost of business lost because of the Covid-19 lockdown, the wheels of heritage and main line railway industry continued to turn in leafy Devon.

Rob le Chevalier, workshop manager at South Devon Railway Engineering in Buckfastleigh, revealed that the company's order

book for wheelsets and boiler repairs for both heritage and commercial operators was more than healthy.

At any given time, the workshops hold anything up to 100 wheels requiring repairs or turning, the latest example being the tender wheels for Locomotive Services Limited's LNER A2 Pacific No. 60532 *Blue Peter*.

The A2 is not the only Crewe-

based main line engine to benefit from work carried out at Buckfastleigh. No. 70000 *Britannia*, No. 46100 *Royal Scot* and No. 34046 *Braunton* are all running on wheels given the workshop's treatment.

Not that long ago, A4 No. 60009 *Union of South Africa* turned up at Buckfastleigh for hotbox repairs after failing at Newton Abbott with a train to Kingswear.

The boiler shop is currently

overhauling Bullied 4-6-2 No. 34023 *Blackmoor Vale*'s firebox, having dealt with boiler problems for No. 34039 *Boscawen*, No. 34028 *Eddystone* and No. 34104 *Hartland*.

Besides overhauling wheelsets for London Underground units, South Devon Engineering has been and is working on several main line diesel types for classes 37, 47 and 70.

The company also supplies repair kits for Mk. 1 carriage ends.

NEW

TRACTION TIMES'



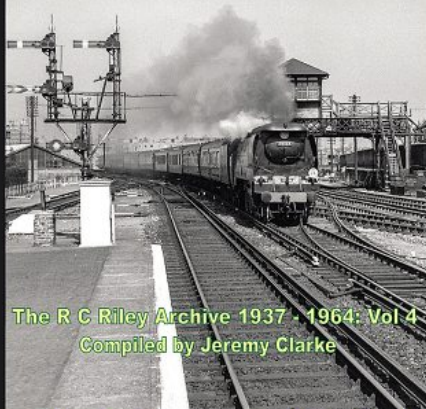
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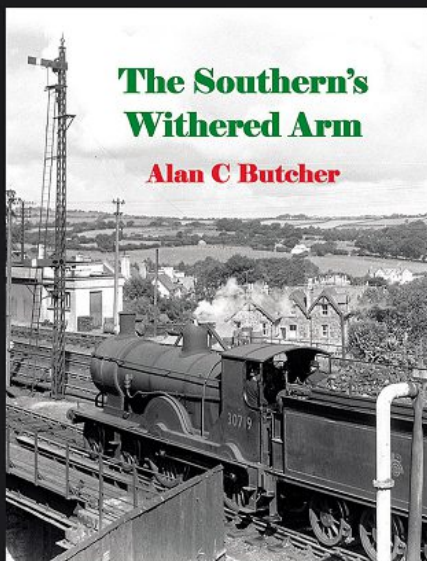
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The Southern's Withered Arm

Alan C Butcher

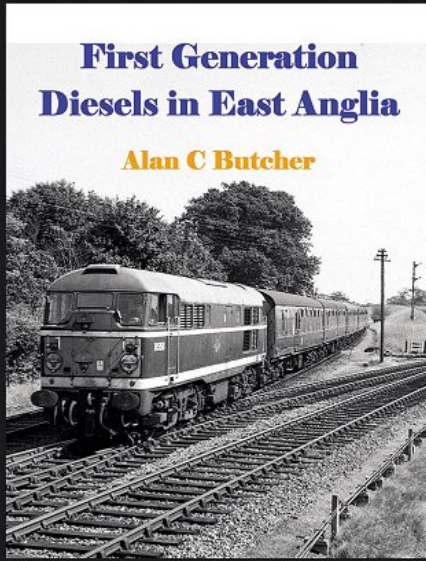


'The Southern's Withered Arm'

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First Generation Diesels in East Anglia

Alan C Butcher

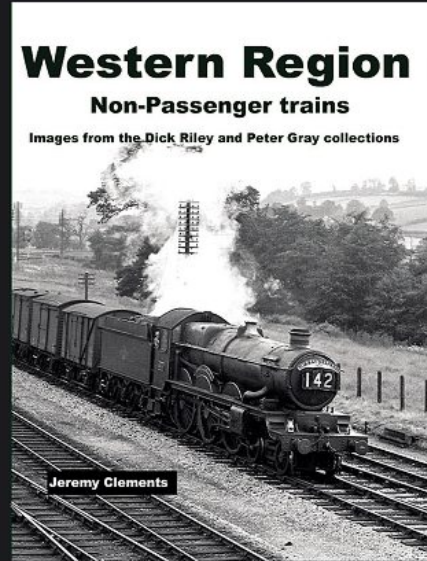


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Western Region Non-Passenger trains

Images from the Dick Riley and Peter Gray collections

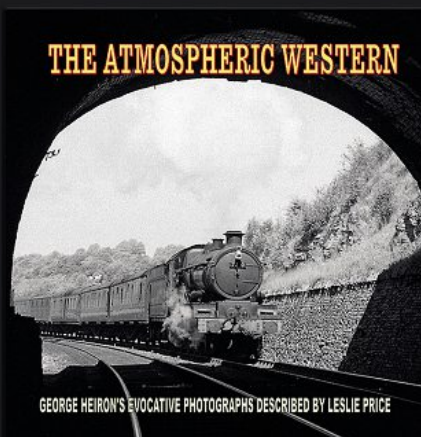


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Grand entrance: The new entrance to Mangapps Railway Museum, part of a £1 million expansion at the Essex visitor attraction. The awning valance comes from the former GER Silvertown station in east London, while the ticket office and enquiries sign is a BR(E) original bought from the iconic Collectors' Corner railwayana store. JOHN JOLLY



Spring clean: June Jolly, wife of Mangapps Railway Museum's John, cleans the building dust off *Minnie* after its recent move into the museum's newly completed extension. The former steelworks 0-6-0ST, the museum's oldest locomotive, was built in 1878 by Fox Walker & Co of Bristol, and is one of only three produced by the company that survive in the UK. Behind is the 1882 GER signalbox from Halesworth in Suffolk. JOHN JOLLY

Mangapps 'ready for the off' says owner after £1 million expansion

By Geoff Courtney

MANGAPPS Railway Museum will be "ready for the off" when Government coronavirus rules allow, following the completion of a £1 million project that has substantially increased covered space for locomotives and rolling stock, and the construction of a three-road 150ft-long carriage shed and a five-road 80ft extension to the museum itself.

John Jolly, the owner of the working museum near Burnham-on-Crouch, in Essex, told *Heritage Railway* in mid-June that all the new buildings were complete other than minor work in the 60ft extension to the engine shed.

"We now have sufficient secure covered space for all our locomotives and most historic and delicate vehicles, and the carriage shed and museum building is now full of rolling stock. We are also installing new museum displays, including many newly acquired items, and relaying

the sidings serving the engine shed."

The project, which was announced just a year ago and will propel the visitor attraction into a major player on the preservation scene, has also included improved public and disabled access and alterations to the layout of the museum's three-quarter-mile standard-gauge line that will allow more frequent trains for visitors.

Opening

"We will be ready for the off, whenever that may be," said 76-year-old John, one of the preservation movement's most ebullient personalities whose railwayana collection housed within his newly extended museum is much admired. "It's all very exciting, or rather would be if only there was any prospect of opening to visitors in the near future."

He added he had hoped to be able to reopen in August, and possibly even run Mangapps' crowd-pulling August Bank Holiday gala, but he is uncharacteristically downbeat about

such a possibility. "Even though some relaxation of the closure order is expected in July, the gala looks likely to be so restricted that the risks and costs would probably outweigh the benefits.

"The problem is that we don't know, and probably won't until it's too late."

Looking even further ahead, John is anticipating the return by the end of the year of *Brookfield*, whose boiler is currently being restored at the North Norfolk Railway.

This ex-Admiralty 0-6-0PT was built by W G Bagnall of Stafford (works No. 2613) in 1940, was bought at auction by Richard Moore in 1983, and is a long-time resident at Mangapps.

On that seasonal subject, John said: "Unfortunately, we have no idea whether, or how, it will be possible to operate our Santa Specials under the 'new normal', and less still whether steam operations will be practical under social distancing."

The museum was founded by John and his wife June 31 years ago and named Mangapps Farm Railway, the name farm being dropped in 2001 as farming took a back seat and has now disappeared completely.

Fleet

It is known within preservation circles for its collection of ex-BR diesels which includes Class 31 Nos. 31105 (ex-D5523) and 31233 (D5660), Class 47 No. 47579 *James Nightall G.C.*, (D1778), currently at the Mid-Hants Railway, five Class 03 shunters and a Class 04.

There are also four industrial steam locomotives, three industrial diesels, and a selection of former BR multiple units and London Transport Tube stock.

Other rolling stock includes more than 80 carriages and good wagons, the former including representatives of the GER, the oldest of which dates from 1864, LNER, LSWR, GNR, SECR, GWR and BR, and there's even a 1981 Canadian Pacific Railway caboose.



Continents apart: Rolling stock from both sides of the Atlantic settles into its new covered accommodation at Mangapps Railway Museum. On the left is GNR/LNER brake composite coach No. 4229, which was built at Doncaster in 1912 and featured in the TV programme *Great Railway Restorations*, presented by Peter Snow at the Llangollen Railway, and behind is a 1981 Canadian Pacific Railway caboose. JOHN JOLLY



End of the line: Class 03 No. 03089 (ex-D2089) at Old Heath station – the end of Mangapps Railway Museum's three-quarter-mile standard-gauge line. The museum has recently seen the completion of a £1 million project that includes a new carriage shed and significant extensions to the main museum building and locomotive shed. JUNE JOLLY

Young engineer completes 'Baby Deltic' overhaul

DIESEL hydraulic D5905 *City of Derby* is all set for a return to action – after an overhaul was masterminded by 23-years-old engineer Troy Trevains.

In late-2016, Cornwall's 15in-gauge Lappa Valley Railway bought the locomotive from the defunct Markeaton Park Light Railway in Derby, along with that line's rolling stock.

Built at Markeaton Park in 2003, this much-loved re-creation of a 'Baby Deltic' arrived at St Newlyn East in poor condition, becoming more and more unreliable.

In February 2019, it was decided to withdraw the locomotive for a major rebuild – and then Troy set to work.

Experience

Troy joined Lappa Valley in early-2016 after being made redundant from his job working in IT, his first career choice.

He was already familiar with railways, having been a volunteer on the Bodmin & Wenford Railway for a few years. It was there where he met current Lappa Valley operations manager Ben Harding.

Ben said: "The overhaul of *City of Derby* has been an interesting, long process in which Troy has led the project from start to finish.

"The first major project was to construct brand new bogies for the loco.

"This saw Troy work closely with



Troy Trevains with Baby Deltic *City of Derby* on the Lappa Valley Railway. LVR

Joseph Hawkins, another 23-year-old self-employed engineer from Launceston.

"This was only the start, as major structural strengthening of the locomotive frames and rebuilding of the bodywork took place, a brand new engine mounting system was designed and built, a complete new engine and hydraulic cooling system built, new fuel system and fuel tank, new dashboard and controls in both cabs, a complete rewire, new livery and then of course, testing.

"Help was only required with the rewire of the locomotive and construction of the fuel tank, but the majority of the work was carried out by Troy himself."

Ben added: "Troy has done a wonderful job with the overhaul. It is a real credit to what young people can achieve and it now joins the roster of locomotives working on the 15in-gauge line at the railway.

"We have been extremely lucky to be able to have kept a core team working during the pandemic, which has enabled us to get on top of several jobs that were on the 'wish list', including further track relaying!"

City of Derby is now resplendent in the Lappa Valley's take on BR green with half yellow ends.

→ For details of the railway's reopening after the Covid-19 lockdown, visit www.facebook.com/LappaValleyCornwall/ or www.lappavalley.co.uk



City of Derby with its newly applied vinyl insignias on June 10. LVR

Architects appointed for Brunel Museum revamp

A MAJOR upgrade and expansion of the Brunel Museum in Rotherhithe will be carried out by architects Tate Harmer.

The Brunel Museum Reinvented project will transform the attraction, based around Marc Isambard Brunel's Grade II*-listed Thames Tunnel Old Engine House, above the southern portal, into a 'welcoming and inclusive visitor attraction and cultural destination'.

The museum is currently split between the old Engine House and the original Brunel Sinking Shaft.

A new entrance pavilion with a cafe and shop will be created while work takes place to revamp the Engine House into an interpretation, exhibition, research and archive space.

The recently acquired collection of Marc Brunel's original Thames Tunnel watercolour designs will be placed on display for the first time.

Four years ago, Tate Harmer created

a new performance space inside the museum's Grade II*-listed Sinking Shaft, and in doing so reopened the modern world's first tunnel beneath a waterway's entrance hall to the public for the first time in 150 years.

Once the plans for the new project are finalised the museum will apply for the £1.4 million of grant aid to complete the project by 2024.

The 1300ft Thames Tunnel was built between 1825-43 to link Rotherhithe with Wapping on the north side of the river.

Originally designed for horse-drawn carriages, it ended up being used only by pedestrians, and while not a financial success, it was hailed as the eighth wonder of the world by the American traveller William Allen Drew, who remarked: "No one goes to London without visiting the tunnel."

The Engine House was built to house machinery for draining the tunnel,

which was fitted out with lighting, roadways and spiral staircases during 1841-42. In 1869, it was converted into a railway tunnel for use by the East London line which, since 2010, has been part of the London Overground railway network.

Tate Harmer partner Jerry Tate said: "The Brunel Museum is an unusual mix of powerful industrial heritage surrounded by an unexpectedly verdant and compelling landscape on the end of the Thames Tunnel.

"The project will cement the museum's position as a key cultural heritage project for Southwark and south London, as well as a fantastic learning and engagement resource and community space for Rotherhithe."

Museum trustees chairman Dana Skelley said: "The team combines an outstanding knowledge of the site and unparalleled heritage expertise for a site that remains deeply



Artist's impression of the revamped Brunel Museum in Rotherhithe. TATE HARMER

symbolic of past, as well as future engineering endeavour."

The museum opened in 1975 and currently attracts around 35,000 visitors a year.

GC Reunification appeal hits £170k – but much more is needed

THE campaign to reunite the two heritage era Great Central railways has taken another leap forward with £170,000 banked towards the next phase of work.

Already £3 million has been spent on a new bridge over the Midland Main Line at Loughborough and restoring the existing heritage bridge over the canal. The next two bridges to be built, across a local factory car park and road, will cost a further £3 million.

Reunifying the GCR with the GCR (Nottingham) will create an 18-mile heritage main line in the heart of the UK.

Andy Fillingham, chairman of the Friends of the Great Central Main Line, said: "We're delighted and humbled in such uncertain times that people have chosen to support Reunification. It is a big vision and requires a lot of support from the whole railway community. We remain so grateful and indeed, it is only with everyone's help this can happen."

Meanwhile, online talks to promote Reunification have become a popular fundraiser themselves. Broadcaster and journalist Tom Ingall has been hosting 75-minute, fully illustrated presentations using the video call programme Zoom. People subscribing to watch have now contributed thousands of pounds to the appeal. Another talk has now been announced for Sunday, July 28, with the online meeting opening at 7pm and the talk commencing at 7.15pm.

Support

To sign up, visit www.gcrailway.co.uk/unify and make a minimum £10 donation. There is a maximum number of people who can join the meeting, so an early sign-up is essential.

Also, the site gives supporters the chance to take out a standing order for a regular contribution. Andy said: "If everyone reading was able to make a small monthly standing order donation of just £12 we will be ready to build again all the sooner."

Friends of the GCR Main Line has announced a new fundraising book, about the Reunification project, to be published this autumn.

Mid-Hants runs Covid-19 training ahead of return

By Gareth Evans

AS part of its preparations for reopening, the Mid-Hants Railway (MHR) operated a coronavirus training weekend on June 20/21. Systems were tested and staff were familiarised in the revised methods of working in accordance with guidance from the ORR (Office of Rail and Road), the industry's safety regulator.

"The reasoning was two-fold – a refresh of competencies and to get staff back into the swing of things, but also to have a dry run 'behind closed doors' for some of the measures we're putting in place for Covid-19," Richard Bentley, operations manager told *Heritage Railway*.

"That includes for example, cleaning regimes and working out what issues social distancing will cause us – primarily from a staffing perspective.

"Feedback from the staff indicated the opportunity to get a feel for it without the presence of the public was welcomed, so that when we do reopen on Saturday, July 11, they've got the confidence to know what they're going into.

Competency

"Thankfully, we didn't notice any skill fade. We're fortunate from a competency perspective as we ran quite an intensive service in February for the reopening of the Alton-Medstead section and our *Flying Scotsman* event. Almost all our staff have carried out a duty this year.

"We've been running Class 47 No. 47579 *James Nightall* G.C. twice a week throughout lockdown on different days at varying times to keep track circuits clear and to deter trespass and vandalism. It's reminded the public that the railway is very much alive. Undoubtedly, it's kept us in a better place – we've weedkilled the track and failed sections of the lineside too."



Class 50 No. 50027 *Lion* worked three round trips starting from Alton each day of the training event. DAVE RYDING



BR 2MT 2-6-2T No. 41312 enters Medstead & Four Marks with a train from Alresford during the Covid-19 training weekend. DAVE RYDING

A two-train service ran on both days of the training weekend. Class 50 No. 50027 *Lion* worked three round trips starting from Alton. BR 2MT 2-6-2T No. 41312 ran three round trips from Alresford and *Thomas* (Hunslet 0-6-0T No. 3781 of 1952) operated three return journeys from Alresford with a short goods comprising three box vans and two brake vans.

Richard added: "A lot of goodwill was generated. Local residents posted positive feedback on social media to the effect that it was nice to see the railway running."

Turning to what form public services will take when they recommence, Richard said: "We've had to adapt to meet the rules. We hope we'll be seen as primarily an outdoor attraction and it's somewhere safe to come. Reassurance is key.

"Passengers will be required to prebook, with allocated seating onboard. In a TSO carriage, alternate tables will be blocked off to maintain the distance and we'll run

whatever compartment stock we have available.

"It will be a case that you're on a set train with an itinerary to follow for the day. We will aim to offer a trip and time round and a 45-minute layover at Ropley. It's not a full guided tour, but an itinerary.

Motive power

"We'll run a couple of those trips from either end, with cleaning in between. When the train returns to its originating point, passengers will leave, then there's a gap before the next group arrives, when a heavy clean will be undertaken, ready for the next departure."

As for motive power, steam diagrams will initially be worked by No. 41312 and BR 4MT 2-6-0 No. 76017. Urie S15 No. 506 is currently stopped for a washout and annual exam. Also available for traffic are No. 925 *Cheltenham* and *Thomas*.

Diesel diagrams will be handled by No. 50027, with Class 20 D8059 also available for traffic as required. No. 47579 is now stopped for maintenance for a few weeks.



Thomas (Hunslet No. 3781 of 1952) operated three round trips from Alresford with a short goods comprising three box vans and two brake vans. DAVE RYDING

Council backs project to build Stockton & Darlington replica

PLANS to build a working replica of Timothy Hackworth's pioneering Stockton & Darlington Railway 0-6-0 *Royal George*, in time for the world's first public steam-operated line's 2025 bicentenary, have been boosted by a £4700 grant for a feasibility study.

The replica will be built under the auspices of the Friends of the Stockton & Darlington Railway and could cost up to £500,000.

Funding for the study has come from Darlington Borough Council and it will be carried out by Rob Shorland-Ball, who was deputy head of the National Railway Museum and development project director from 1987-94. A museums and heritage consultant, he has family connections to the area through which the line ran.

Background

Timothy Hackworth's *Royal George* was constructed in 1827, using the boiler from a far less successful four-cylinder *Chittapat*, built for the line by Robert Wilson & Co the previous year. *Royal George* was the most powerful locomotive of its day. It had a direct drive from the cylinders to the wheels, and it was the first locomotive with three axles coupled by outside coupling rods. The first conventionally six-wheel coupled locomotive, it is historically

important as the forerunner of the British 0-6-0 freight engines. It remained in service on the line until 1840.

Caroline Hardie, editor of the Friends' magazine *The Globe*, said that it is likely that the replica will be built by an engineering firm with additional specialist support. "However, we have asked that the feasibility study look at an educational legacy by giving young potential engineers an opportunity to learn engineering skills via this project," she said. "This doesn't preclude the use of volunteers."

Fundraising

"We will also be putting gargantuan efforts into fundraising and highlighting the project, along with other plans for 2025."

Passenger coaches to run behind *Royal George* might cost a further £100,000.

An A4 sized print of the painting *Royal George Delivers* by railway artist Stephen Bainbridge has been produced for the Friends. It is also available as a set of six greetings cards. Proceeds from the sale of this print, available at www.therailwaystation.shop will go towards the replica.

More details about the Friends can be found at www.sdr1825.co.uk



Under strict social distancing and sanitised conditions, Vale of Berkeley Railway volunteers have restarted their efforts to prepare for the reopening of the Berkeley Road to Sharpness branch line. Work progresses on several projects including the new cabin for Darlington BR brake van B954990, the Lister diesel engine for the jacker-packer track maintenance machine which has been restored to full working order, and pictured, the relocked three-lever ground frame intended for Berkeley and the restoration of the standard GWR 8ft x 6ft ground frame hut salvaged from a Frome back garden. VOBR



Tribute to Quainton's Dave Potter

By Dennis Murray

DAVE Potter, a vice president of Quainton Railway Society, operator of the Buckinghamshire Railway Centre, died at the age of 77 on June 16.

Dave was born in, lived in and worked in Aylesbury all his life. Leaving school at 15, Dave worked for a local motor garage before joining the family printing business, taking it over after his dad retired. He ran it until the mid-1990s, when he became the stock controller for a local motor accessories company until he retired in 2003.

He joined the society in 1973, when the site at Quainton had been occupied for four years. His first jobs involved steam cleaning, and when the first building was erected on site, Dave was placed in control of the new engineering stores.

Elected to the management committee in 1979, he served as chairman for five years. He served as society secretary from 1992-2010.

He once owned Peckett 0-4-0ST No. 1756 of 1928 *Hornpipe* and with the help of friends, restored it to running order. Along with his wife Bev, he had also been involved in running the very successful annual pre-1978 vehicle rally since about 1980. More recently, Dave was the curator of the small relics museum for five years and was one of the small team who successfully achieved formal museum accreditation for the society and the centre.



Dave Potter on the footplate. ADRIAN AYLWARD

He was made a vice president in 2018, a post he was delighted with and very proud to hold.

Dave was the true face of steam railway preservation. He was passionate, in it purely for the love of steam and the creation, development and betterment of the Railway Centre. He was always the calming voice of reason and very well respected. Dave was that 'go to' person for successive management teams because of his knowledge of the history of the society and site.

He was the one piece of continuity through the various Quainton management teams for over 40 years.

He leaves behind his wife of 39 years Bev, the longstanding society membership secretary.

Bid to save Wicksteed Park gathers pace

AN online appeal to save Kettering's Wicksteed Park – said to be the oldest theme park in Britain, and which has had its own 2ft gauge railway since 1931 – had raised more than £120,000 as we closed for press.

Opened in 1921 by industrialist Charles Wicksteed, on June 15 the Wicksteed Charitable Trust announced that Wicksteed Park Ltd had gone into administration with the loss of 115 full and part-time jobs threatening the future of the attraction. The park was said to have undergone "months of uncertainty and difficulty" and "huge financial strain" because of the Covid-19 pandemic.

While the individual attractions are

closed, the park has remained open and operating through a new smaller trading company formed by a small group of employees backed by the trust, and which plans to reopen the park fully after next spring for its 100th anniversary.

The railway was the last feature to be added during the lifetime of the park's founder and was supported by the Friends of the Wicksteed Park Railway.

Trust chairman Oliver Wicksteed, grandson of the founder, said: "We are all devastated."

→ The appeal to save the park can be found at www.justgiving.com/wicksteedcharitabletrust

HERITAGE RAILWAY

The Brighter Steam News Magazine
www.heritage railway.co.uk

Mid-Norfolk buys 18 coaches in historic deal with Porterbrook

By Robin Jones

THE Mid-Norfolk Railway (MNR) has bought 18 Mk.3 carriages from Porterbrook Leasing in what may have been the biggest single acquisition of coaching stock in the history of the heritage sector.

The coaches have just been withdrawn from Abellio Greater Anglia service on the London to Norwich main line following the introduction of new Stadler Rail-built Class 745/0 and 755 FLIRT multiple unit replacements.

Abellio Greater Anglia had previously funded a £3million rolling stock storage facility close to the line's Kimberley Park station for the storage of the new Swiss-built Class 745/0 units, the first of which entered service on January 8.

Original seating

The Mk.3s will be used on diesel-hauled service trains and later this year for the MNR's planned Polar Express services, based on the Hollywood animation blockbuster starring Tom Hanks and a huge success of heritage lines that have run them.

The MNR has immediately begun work on returning the coaches to their original seating configuration,



Some of the 18 Mk.3 coaches bought from Porterbrook Leasing at the Mid-Norfolk Railway's Wymondham Abbey loop. IAN McDONALD/MNR

by removing the high-density, airline-style seats and replacing them with sets of four seats around a table for the whole coach on either side of the central aisle.

MNR trust chairman Charlie Robinson said: "This is an important day for the railway, as the revenue we receive from our Polar Express experience forms a vital part of the railway's income that ultimately pays for the railway."

"The acquisition of the coaches has come at a difficult time, but it was an opportunity we could not miss for the long-term future of the railway."

"The refurbished coaches, with

the return to the original seating arrangement, will make the vehicles significantly more family friendly and will, we hope, enhance the Polar Express experience for our passengers."

Polar Express update

The confirmation that this year's MNR Polar Express will run on a succession of dates between November 14 and December 23 is seen as a key step in the gradual process of reopening the railway to passengers following lockdown. As we closed for press the MNR was planning to run services in August using all-compartment stock to maintain

social distancing, in accordance with the relevant Covid-19 guidance at the time.

MNR Polar Express ticket sales have been extremely successful so far, and the railway is ring-fencing the money raised against any last-minute coronavirus issues that would prevent the trains running, to assure all passengers that in such an event the ticket price will be refunded.

Tickets are now on sale at: www.mid-norfolkthepolarexpressride.com

Elsewhere, Tyseley-based Vintage Trains, operator of the only main line Polar Express, has cancelled this year's series because of the pandemic, while the Telford Steam Railway (TSR), which has derived a huge slice of its annual income from the event, has also called it off.

TSR director Jemma Gough said: "Due to the size of our site and our platforms, we cannot safely manage social distancing for the event."

"The way our carriages are laid out means that every other table would need to be empty, which impacts on ticket sales."

However, the Wensleydale Railway is going full steam ahead with its Polar Express, with more than £9000 worth of tickets sold at <https://yorkshiredalesthepolarexpressride.com> as we closed for press.

Tributes paid to Peter Skelton – master of monochrome

By Martin Creese

THE railway fraternity has been mourning the death of renowned photographer Peter J C Skelton, who collapsed and died after a suspected heart attack while out walking with his wife Danuta on June 13.

Peter's images graced the railway press for many years, and he was widely regarded as one of the foremost photographers of his generation.

Superb set

His name came to my attention with a superb set of images at Bewdley one snowy weekend in the early Eighties.

Peter's interests were not confined to just UK steam – he travelled extensively and participated in many overseas steam tours.

Nick Pigott, consultant editor of our sister title *The Railway Magazine*, recalled that on one of these trips Peter had a brush with death while in South Africa in July 1990, when standing by the lineside, a coupling rod of a locomotive flew off and

missed him by a few inches.

What is less well appreciated is that Peter was also an expert printer of black and white images. A quick look in Ivo Peters' Somerset & Dorset books reveals Peter as the one who got the very best from his images.

Peter's long-time friend Mike Tyack echoes sentiments that were echoed in every online post after his passing was announced: "I first met Skelly some 25 years ago when I moved to Gloucestershire."

"It didn't take him long to join my China trips and he has been a loyal supporter of absolutely everything that I have organised ever since, both overseas and in the UK."

"More importantly, he was one of those people that it was a joy to have along with you – he was delighted to be invited, took everything as it came, never moaned and always supported you in every decision that you made."

"He was someone that you knew you could always rely on to not give you grief when things were not

going according to plan."

"He certainly knew how to use a camera. Like 99% of railway photographers, he embraced new technology just as soon as it appeared and he always knew what was best, and bought it; I never did quite work out sometimes how he could afford it! Having said that, he still kept a Mamiya 645 in his backpack and continued to take transparencies."

"The big hole he has left is there is no-one now who understands, or appreciates, black and white in the way that Pete did."

"I remember recently him telling me that he had got hold of a glass plate black and white negative of *The Great Bear* inside Old Oak Common. He showed me the scan and it was stunning after he had tweaked it."

Kind, decent, humble

"You could not have met a kinder, more decent, more humble person than Skelly and it was a privilege to have him as a friend."



Master photographer Peter Skelton. PETER ROSIER

"Whatever life threw at him, he always had a smile on his face and was happy just to 'be there'."

At the time of his death, Peter was president of the Tewkesbury YMCA Railway Society, of which he had been a member for more than 30 years.

His funeral will be a private family one because of Covid-19 restrictions. However, some of his photographer colleagues are hoping to hold a memorial service later in the year.

'Clocking in' at historic Wemyss Bay station

By Hugh Dougherty

HOLIDAYMAKERS and railway enthusiasts looking for accommodation with a view of trains and ferries will soon be able to 'clock in' at Scotland's historic Wemyss Bay station.

It's all thanks to a £5000 grant from the Landmark Trust, a charity which restores holistic buildings for use as holiday lets.

The money is being used to fund a feasibility study on restoring a flat in the station's clock tower, originally used for staff accommodation, to offer stays at the iconic A-listed, Caledonian Railway station and steamer pier.

It was designed by Scottish railway architect James Miller, and now expertly looked after by the Friends of Wemyss Bay Station.

The 1903-built station was designed to replace an earlier station and pier which was destroyed by fire.

The Caledonian Railway designed the new structure to handle the vast crowds of Glasgow holidaymakers who sailed 'Doon the Watter' on the Clyde's railway steamers to destinations such as Rothesay, Largs and Ardrishaig.

The station was recognised as a

historic structure by the British Railways Board and extensively restored in 1994, while further restoration of the station-to-ship covered walkway was carried out in 2016.

It is today served by ScotRail trains from Glasgow, with Caledonian MacBrayne ferries operating to Rothesay; it is the only Clyde station and pier to survive in service.

Greg Beecroft, of the Friends of Wemyss Bay Station, said: "We are very pleased with the idea. By far the best thing to happen to any building is for it to be used and I'm sure that people will have an interesting time staying there."

"I don't know of another station, clock tower flat of this kind, so it would provide a unique, railway heritage, holiday experience."

Railway Heritage Trust executive director Andy Savage said: "We will now be working with the Landmark Trust on a feasibility study as a first step towards a full restoration project."

Network Rail is also replacing the tower clock's mechanism with an electric drive, which will eliminate an access ladder that leads to the clock from the flat.



Wemyss Bay station with its clock tower. The flat windows can be seen above the ground floor. HUGH DOUGHERTY

New cylinder blocks for Bradley Manor machined

MACHINING of the newly cast replacement cylinder blocks for Severn Valley Railway-based GWR 4-6-0 No. 7802 *Bradley Manor* has progressed despite lockdown.

The machining in May followed heat treating to de-stress the new castings, saving considerable time compared to traditional means of curing large castings.

The blocks were being machined at Roach Precision Engineering Ltd of Brierley Hill, with delivery expected in July, followed by fitting and reassembly at Tyseley Locomotive Works, which is moving towards a phased restart of engineering work.



The replacement cylinder blocks for *Bradley Manor*. SVR



Hudswell, Clarke 0-4-0ST No. 750 of 1906 *Waleswood* is seen in action at the Chasewater Railway on June 13 – the first steam on the line since January. It moved from the Northamptonshire Ironstone Railway Trust last September, and was running-in after maintenance. It was also being used as part of the process to get the railway for reopening, making sure everything ready, and everyone is up-to-date on their competences. The fireman is wearing a face mask, the new uniform for footplate crews. ALISTAIR GRIVE

Farewell to Jesse Moody: the man who saved No. 850 *Lord Nelson*

By Cedric Johns

WHEN Steamtown at Carnforth closed in 1997, the National Railway Museum's (NRM) Maunsell 4-6-0 No. 850 *Lord Nelson* was left facing an uncertain future, especially as its main line certificate had expired.

Lord Nelson's fate was a cause of concern for Harry Frith, a popular Eastleigh Works engineer and member of the Eastleigh Railway Preservation Society.

Sadly, he never lived to see his hope of returning the engine to main line steam, but his friend Jesse Moody, who died aged 67 in Oakland House Care Home, Eastleigh, on April 23, took up the project.

Jesse reached an agreement with the NRM, on behalf of the society, to move No. 850 back to Eastleigh for overhaul.

He had previously run his own MOT-approved car testing garage, and using his business experience arranged for it to be moved free of charge by road in August 1997.

Poor condition

The boiler was in poor condition, and work on restoring it began in the society's shed inside the Eastleigh yard.

The project was led by Jesse, his wife and personal assistant Carol, and technical advisor Barry Eden, the former chairman of the

Mid-Hants Railway Preservation Society. They were assisted by a Heritage Lottery Fund grant and various sponsorships.

Restoration was finally completed in 2007 when *Lord Nelson* returned to Carnforth for a proving run around the West Coast circuit.

Retuning south, No. 850 hauled several railtours before failing at Westbury when heading a 'Cathedrals Express' back to London, and subsequently moved to Ropley.

After running for a short period on Mid-Hants' metals, the 4-6-0 is now awaiting a return to action at Ropley.

Skilful engineer

Clive Upton, owner of the Eastleigh Lakeside Steam Railway (ELSR), paid tribute to him: "The railway preservation movement has lost one of its most enigmatic characters with the passing of Jesse Moody."

"He was a skilful engineer, always happy to offer advice, and although he was difficult to get to know – having a rather colourful turn of phrase for those he didn't get on with – once he accepted you, one had a friend for life."

"Jesse, who was a fully-qualified main line FTR inspector, will be missed by many standard-gauge groups and by everyone at ELSR for which he oversaw restoration and new builds of several of its locomotives."

HRA report: “Back West Somerset plc board – or buy a bike”

By Robin Jones

A HARD-hitting Heritage Railway Association report into current issues at the West Somerset Railway has backed the current plc board as “the only viable game in town”.

John Bailey, who compiled the report, said: “There are fundamental defects in the present fundraising structure. Although the West Somerset Railway Association (WSRA), has commendably supported the plc by financing rail replacement, at the plc’s request, it remains the case that it is the WSRA that decides what funds raised will be spent on. Indeed, were that not the case it would be a breach of its charitable status. However, spending priorities should be dictated by business need.

“I sense that there are those within the WSRA, possibly in positions of influence, who genuinely believe the railway should be on a different path and that they are better suited to guiding its future. At its most extreme it seems as if there might even be a desire to see the plc and its current management fail. It manifests itself in suggestions that the railway should be run in an alternative more collegiate fashion with greater member influence, or even control.

“To those who aspire to the demise of the plc, and its current board, I can only say be careful what you wish for. If the plc fails and goes into administration

or liquidation its lending bank holds security over all the plc’s physical assets. An administrator or liquidator acting for the bank could not realistically sell the business as a heritage railway.

“The essential operating licence lies within the plc and would not be transferable. It doesn’t matter how much expertise there may be in the WSRA or elsewhere. It would be impossible to have a new licensed structure in place in time to keep the operation afloat.

Cyclepath

“In the event of the demise of the plc the obvious course for the bank (who owe a fiduciary duty to their own shareholders) would be to rip up the track for scrap, turn the trackbed into a no-doubt very attractive cyclepath and more environmentally-friendly tourist attraction.

“My advice to those who wish to see the back of the current plc management must be – back them or buy a bike! Whether or not people like or approve of the current management of the plc they are the only viable game in town. With a combined plc shareholding of around 20% the two charity shareholders and Somerset County Council are not in a position to influence or dictate the direction of the plc. Were it not for the current board of the plc

the railway would in all probability already have ceased to exist. They took on an insolvent business and turned it round so at least it has a fighting chance of surviving the lockdown. Instead of personal attacks they deserve recognition for what has been achieved and, above all, support in future.”

Steps are currently underway to re-establish the Partnership Development Group of the WSR ‘family’ (the Diesel and Electric Preservation Group, Somerset & Dorset Railway Trust (SDRT), WSRA, the plc, West Somerset Steam Railway Trust (WSSRT) and the Friends of the Stations groups) together with local authorities for who the railway is a key part of the tourist economy.

A plc statement said that it “warmly welcomes the report’s recommendations and intends to commence a consultation process with its own shareholders. The consultation will specifically cover the recommendation to consider the creation of a new incorporated charity, where the charity owns the physical assets and contracts with a controlled subsidiary to run the railway.

“The charity could set broad strategic objectives for the operating company, but the subsidiary’s board would be free, within those objectives, to operate the business against a requirement to generate annual surpluses to be paid over to the charity. A key part of any

transition process would be to secure agreement from plc shareholders to vote in favour of exchanging transferable shares for membership of a charity with appropriate voting rights.”

Discussion

A WSR statement said: “We are very grateful to John Bailey for the comprehensive report and wise comments. Clearly, the changes suggested will be challenging, and need to involve the willing participation of the railway family. We welcome John’s offer to facilitate a family discussion as a first stage and urge all members of the family to take up the offer”

Meanwhile, initial talks have been held between the plc and the SDRT to discuss the future of Washford station. The SDR has been given a year’s notice to quit the station, the plc citing safety issues that visitors had reported to the Office of Rail and Road. In late June, plc chairman Jonathan Jones-Pratt said the two parties had an initial teleconference meeting, facilitated by the HRA, and a site meeting would now take place.

He said: “A frank and constructive review of each party’s objectives included confirmation of a need to urgently discuss the long-term future of the trust’s 7F 2-8-0 No. 53808, currently hired to the WSR. Both parties share the desire to achieve a mutually-satisfactory outcome.”

New plc director ‘will bring West Somerset Railway groups closer together’

STEVE Williams has been appointed as a director of West Somerset Railway plc in a bid to boost collaboration between the line’s ‘family members’.

He has been a volunteer for around 12 years and previously held the post of plc planning director until 2017.

Subsequently, he has been

company secretary of the West Somerset Steam Railway Trust, being appointed vice-chairman last year.

Steve has a lifetime’s experience in NHS management and as a management consultant, and lives in nearby Oake. He will continue to be a trustee with the steam trust.

His appointment strengthens

the plc board membership to six, and he brings skills in organisational development, planning and partnerships. It is seen as an innovative approach to strengthening collaborative work across the railway and using experienced people to benefit its wider needs.

Both the plc and the trust were

conscious of the potential for conflicts of interest and, following discussion, were satisfied with the governance arrangements, but will review the situation in six months.

WSR chairman Jonathan Jones-Pratt said: “I am pleased that Steve has agreed to join us and know that we will benefit greatly from his professionalism and expertise.”

Three panniers on offer for hire due to Covid-19 closures

THREE pannier tanks from two heritage lines that will not be reopening this summer are available for hire.

West Somerset Railway plc chairman Jonathan Jones-Pratt has offered his 1951-built WR 0-6-0PT No. 9466 for use on other lines this year and next because of the spring and early summer lockdown closure of the Gloucestershire Warwickshire Railway, where it had been due to run this year. “It would be a shame to see the engine not being used,” he said.

Any line wishing to hire No. 9466

is invited to email jon@jjpholdings.co.uk.

Following its decision to not open this summer, the Bodmin & Wenford Railway has offered its resident GWR 0-6-0PTs Nos. 4612 and 6435 for hire.

The line has retained Bagnall Austerity 0-6-0ST No. 2766 of 1944 for use in crew familiarisation or private events.

→ Any venue interested in hiring either pannier is invited to contact David Nelson-Brown on david.nelson@bodminrailway.co.uk



WR 0-6-0PT No. 9466 is seen in action at the Buckinghamshire Railway Centre on March 3, 2019. It is now available for hire. ROBIN JONES

New bridge will unlock way to Banchory

THE Royal Deeside Railway Preservation Society has achieved its £50,000 appeal target for raising funds to build a new bridge, which is essential for its planned extension into Banchory.

The revivalists have also been awarded funding from the Barrack Charitable Trust and Viridor Credit towards the new bridge over the Burn of Bennie, which will be added to money raised both through the line's operations and the Going West appeal.

Much of the funding will be used for concrete abutments to support the new bridge, which are being built by Aberdeen-based firm Chap.

Alternative crossing

The bridge will not carry trains, but will be used by walkers, cyclists and horse riders using the Deeside Way.

Once the alternative crossing is provided for them – it is hoped to have it open later this year – the society will be able to lay track over the railway bridge, which dates from 1853.

The society will then need a further £200,000 for track and ballast to extend the line into Banchory.

West Aberdeenshire and Kincardine MP Andrew Bowie said: "I am pleased to hear you will now be able to complete the construction of the new Bridge of Bennie."

"It is always good to hear of the real difference that passionate and committed groups, like yourselves, can make for the benefit of their local community."



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South of Corfe Castle – and with the historic ruins of the medieval castle dominating – the Swanage Railway's permanent way manager Barry Light checks and tightens fishplate bolts during a regular inspection of the heritage line's track on June 5. Hauling the short works train is D3591 – one of the line's two Class 08 shunters – which was built at Crewe in 1958 and a Purbeck resident since 1986. ANDREW PM WRIGHT

Super spring spruce-up at Swanage

By Robin Jones

THE Swanage Railway (SR) has used the enforced spring and early summer closed season to carry out essential maintenance and also give the Purbeck line a spruce up in preparation for the day when passengers return.

The work was part of the SR's plans to restart services on July 11, after

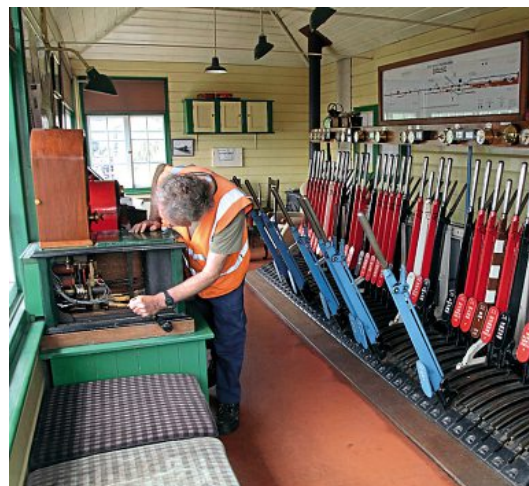
the Government's Covid-19 rules were eased.

During the lockdown, 26 of the railway's 32 full-time staff were furloughed, with the remaining six 'holding the fort' ready for the Government's June 23 announcement that many of the restrictions, which prevented services running, were to be lifted.

June also saw volunteers slowly allowed back to help, while the railway's £360,000 appeal at www.saveourservice.co.uk which is designed to compensate for the loss of vital income from fares and retail outlets during lockdown, in the face of the uncertainty of the high summer holiday season, is aiming to help balance the books.



One of the Swanage Railway's two road-rail vehicles cuts embankment grass south of Corfe Castle station on June 9. This was the spot where British Rail's demolition contractors Eagre & Company of Scunthorpe started track lifting on the Swanage branch on Monday, July 10, 1972. ANDREW PM WRIGHT



Above: Signalling technician Fraser White, who joined the Swanage Railway as a volunteer in the late-1970s, carries out maintenance work on the 1898-built Tyer's single line tablet machine in Swanage signalbox on June 4. The machine controls the five-mile single line to Corfe Castle when the 'box at Harman's Cross station, three miles to the west, is locked out. The Tyer's tablet machine was in the original Swanage 'box from 1898 until it was closed by BR in June, 1967. ANDREW PM WRIGHT



Left: Swanage Railway volunteers Brian Taylor (left) and Brian Crouch repaint the wooden cabin of Harman's Cross signalbox on June 9. The award-winning 'box was opened in July, 1997, and controls the passing loop at the station. It also splits the five-mile single line section between Swanage and Corfe Castle. ANDREW PM WRIGHT

Signalbox reborn as a bird hide and rail viewing point

By Gareth Evans

A SIGNALBOX in Peterborough has been reconstructed on its original site – albeit to suit its contemporary role as a visitor facility adjacent to the main lines to London and Ely.

Nene Junction signalbox is the latest attraction at the Railworld Wildlife Haven. Located next to city's Nene Valley Railway (NVR) terminus on the site of the ex 1885 LNWR locomotive shed, the northern half of the site across the River Nene occupies the former coal storage yard which once served Peterborough Power Station that was located on what is today an Asda supermarket.

Attractions at the volunteer-run Railworld site include a nature reserve, model railways, gardens, exhibitions and railway relics. Full-size exhibits include Danish Pacific Vaclain compound No. 996.

Background

The original Nene Junction signalbox that was located at today's Railworld site was a Midland Railway (MR) company type 4d design. Closed on June 25, 1972, the 'box was donated to Peterborough Railway Society, which subsequently became the NVR.

"We dismantled it, but unfortunately, it was too rotten to save. The frame was rescued and used at Orton Mere on the NVR," said Railworld Wildlife Haven trustee Brian Pearce.

"After the 'box base was included in the land acquired for Railworld, we used it to store compost. More



Left: The new Nene Junction signalbox, which is now ready to welcome visitors to Railworld from July 4. This is the rear of the structure looking towards the main lines.
BRIAN PEARCE

recently, a number of volunteers suggested that it could be re-created, but with the ground floor used as a store and upstairs as a bird hide and main line railway viewing platform.

"UK Steel Distributor – A1 Steel Ltd, designed, installed and donated the steel framework and Perkins Engines kindly agreed to support the Wildlife Haven and £2000 for woodwork.

"We examined photographs of the original structure and we adapted the design to use modern methods and materials.

"Railcam has installed a camera on it, which looks towards Crescent Bridge. We've now got three cameras from Railcam on our site."

Brian added: "Plans are also afoot to install a screen in the 'box with a live feed showing what's happening on the main line rail network around Peterborough. The feed will show where the trains are, where they've been and where they're going.

"For example, visitors could see that the LNER Azuma passing before their eyes is travelling from King's

Cross to Edinburgh. To add further interaction, we would like install a small lever frame. If anyone is aware of one in need of a new home – a ground frame with two or three levers will do – I would be delighted to hear from them.

Educational resource

"Out of the 'box's other windows, visitors can see the bird feeding stations – another valuable educational resource. It also includes an outside viewing platform.

"The 'box has been built over the past year and is now ready to welcome visitors when we reopen on Saturday, July 4. We're open daily during the school holidays."

In a separate development, Railworld has assembled a display of boundary posts for companies which once served Peterborough.

"With the city being a junction on the rail network, it was and is served by a number of different railway companies," said Brian.

"Our collection of boundary posts



Most of the seat squabs have BR on the back, but they were made for an LNER coach. BRIAN PEARCE

includes one each for the Great Northern, the London & North Western Railway, the Midland Railway and the Midland & Great Northern Railway. The only one we're missing to complete the set is a Great Eastern example. We would love to hear from any *Heritage Railway* reader who would be happy to donate one to us."

→ Railworld is offering a number of what are believed to be LNER carriage seat squabs to a fellow heritage rail organisation.

"We understand they came from a coach which crashed at Connington on March 5, 1967," said Brian. "The carriage was cut up on the spot and seats were due to be burned. However, a local bystander couldn't bear that thought and saved them in his garage and donated them to us.

"There are 22 first and six second class seats – they're old horse hair. We feel they would be more suited in a restored LNER coach."

Email Brian Pearce at pearce_brian_t@ntlworld.com or telephone 07746 922707.

Warley model railway show rescheduled for November 2021

THE Warley National Model Railway Exhibition is being postponed until 2021 due to coronavirus.

The event will instead be held on November 27/28 at the National Exhibition Centre, near Birmingham. The popular show not only showcases the finest layouts and latest models from manufacturers and retailers alike, it also includes full-size rail exhibits and heritage line trade stands.

Exhibition manager Nigel Smith said: "The Warley show is all about showing the best layouts, trade and other exhibits to promote model railways of all sizes. Close interaction is part of

the experience, particularly for younger visitors. Social distancing and other measures means that we cannot interact with fellow enthusiasts as we would wish.

"As you can imagine, the decision to postpone this year's show has not been taken lightly. Our concern for public safety is paramount.

"We considered other options, including restricting attendance numbers and dictating the direction of people around the hall, but all would ultimately have impacted negatively on the experience.

"Rest assured, we will continue to work on a fantastic show for 2021."

Photo charter organiser helps railways in crisis

IN EARLY April, as the impact of the Covid-19 enforced shutdown on Britain's heritage railways, photographic charter organiser, 30742 Charters launched an appeal to its mailing list to help closed lines. The inspiration came from a conversation with Anthony French of model railway shop Tony's Trains of Rugby.

The logic was that individually there were too many railways to support, whereas collectively an appeal could raise enough to give a meaningful donation to an initial list of 14 lines and a target of £1400.

These lines were ones that had made 30742 Charters welcome on photographic events both recently and in the past and had already shared that they would need support.

The photographers responded magnificently, with the initial target passed within days. Tony's Trains made a donation from each model railway engine sold and Chris Eden-Green from Steam Locos in Profile joined with a donation from each DVD sold. The total at the time of writing is £5500 and with the far larger amount enabled a donation to be made to 34 railways.

The next phase of supporting railways as they reawaken is by running mini photo charters to help defray the costs of ghost running with a number planned on different lines.

→ For details of how to donate to the appeal or for future events email mail.30742@btinternet.com



BR Standard 4MT 4-6-0 No. 75069 shunting the bore drilling rig train at Eardington while moving from Bewdley to Bridgnorth for lockdown storage on March 24. MATT ROBINSON

Infrastructure schemes set to halt Severn Valley Railway slippages

REMEDIAL work to tackle landslips at two locations on the Severn Valley Railway have been identified.

As reported in issue 265, the trouble blackspot at Sterns, near Eardington began causing concern once again, after the River Severn reached exceptionally high levels during above average rainfall in February. Trains were subjected to a temporary speed restriction after movement in the trackbed was detected.

SVR infrastructure manager Chris Bond said that adjacent landowners have been asked to give permission for access on the west side of the line to carry out some mitigation works.

The task will involve laying a drainage network to collect rainwater and transport it to the river before it can reach the slip planes and exacerbate the problem.

It is hoped to carry out the work during the summer and it will not affect the operation of trains across Sterns, he said.

The second slip

At Alveley Woods, the site of the second slip, David Symonds Associates has produced drawings for a remedial scheme. The work will initially involve a small drainage scheme similar to the one at Sterns, to take pressure off the

embankment. A second and more disruptive task includes a mixture of soil nailing and partial removal of the existing ash embankment material, which will be replaced with layers of imported stone alternating with a plastic geomesh material, in a technique known as reinforced earth. This work is set to take place during the next available closed period in 2021.

Chris concluded: "Before any passenger trains run over either of the two locations, the permanent way department will have to correct the track geometry due to the movement that has taken place over the lockdown period."



The former Oddingley Crossing signal in position at Shottle. EVR

Worcestershire signalbox now in Derbyshire

MAJOR progress was made on the Ecclesbourne Valley Railway's Shottle Signalling Project on June 12, when the signalbox structure from Oddingley Crossing in Worcestershire, was moved into its final position.

The contract lift was undertaken while the railway was closed and under strict conditions due to the coronavirus restrictions.

The project began 18 months ago under the control of Mick Thomas, who with the volunteer team designed and installed the concrete foundations, provided the required steelwork, and refurbished the structure ready for installation.

It was planned to use a road crane next to the railway at Shottle, to lift the structure into its final position, but due to the poor ground conditions, this was not possible. An opportunity to hire a suitable road-rail crane for a fixed fee arose in May, which was therefore booked in anticipation.

Line operator WyvernRail has now appealed for the support and assistance from the railway industry in completing this project in a timely manner. Assistance regarding signalling, telecommunications and civil engineering design and installation in particular is needed. The project has appeal to graduate engineer and modern apprentice training schemes, potentially allowing on the job experience in a safe and controlled environment.

Further details can be obtained from ian.allison@wyvernrail.co.uk

Snaefell stamps celebrate quasiquicentennial

By Gareth Evans

THE Isle of Man Post Office issued a new set of six stamps on June 25 to celebrate the 125th anniversary of the Snaefell Mountain Railway (SMR).

The Snaefell Mountain Railway climbs from Laxey to the summit of Snaefell, the Isle of Man's only mountain, 2036ft above sea level.

Built by pioneering Victorian engineers, its trams were powered by electricity, a technology then very much in its infancy. Very few British cities or towns had electric trams at this time; an electric tramway climbing a mountain was without doubt state-of-the-art technology. The railway remains in active operation today and is little changed from those Victorian times.

Issue text author Andrew Scarffe of Isle of Man

Railways said: "It was a great privilege to be asked to provide the images for the stamps, which have been issued to celebrate the 125th anniversary of the SMR. The commemorative stamps are a fitting tribute to the skill of the pioneering Victorian engineers responsible for the railway's construction. I hope that these stamps will encourage people to travel on and enjoy this unique railway."

Maxine Cannon, general manager of Isle of Man Stamps & Coins, said: "We would like to thank Isle of Man Transport for its assistance in the preparation of this stamp issue. To be 'on board' with Andrew Scarffe has been a great journey. His insight, passion and lifelong interest in the SMR has proven to be invaluable in the creation of this wonderful collection."



The Isle of Man Post Office's six new stamps show a variety of scenes of the line down the years.

The 'Snaefell Mountain Railway: 125th Anniversary' collection includes a set of six stamps, presentation pack, first day cover and sheet set and can be ordered from www.iompost.com/snaefell

Reopened Wisbech line may still have a place for heritage

By Robin Jones

A POTENTIAL reopening of the mothballed March to Wisbech line by Network Rail would not necessarily close the door on a heritage presence, campaigners have said.

A draft full business case study, commissioned by the Cambridgeshire and Peterborough Combined Authority, has reported that restoring a heavy rail link between Wisbech and Cambridge would be practicable and offer value for money.

A new station near Wisbech town centre would be the best option for a twice-hourly service to Cambridge, it said.

More than half of the estimated £200-million cost of reopening line would involve upgrading the 22 level crossings, which in some cases would involve closures and road diversions.

The full business case cost £1,445,376 and has taken more than five years to complete. A further £987,606 has been approved by the combined authority's board for a detailed design study and proposed land acquisitions.

At a meeting, the board delegated final approval of the draft business case to its transport and infrastructure committee, and gave the green light to continued dialogue with the Department for Transport and other Government departments to explore financing the scheme through the £500 million Restoring Your Railway Fund, announced earlier this year.

Coun James Palmer, the Mayor of Cambridgeshire and Peterborough, said: "I am absolutely delighted to see this come through. We didn't have a



The siding being laid by the Bramley Line Heritage Railway Trust at Waldersea depot, where it hopes to create a visitor centre. BLHRT

proper business case to take to the Government before. We do now, and that makes a significant difference.

"The reopening of the March to Wisbech transport corridor is critical for supporting future growth in Wisbech. We want to transform Wisbech as a place for great rail connectivity, affordable housing and good employment and education."

A step closer

Fenland District Council leader Coun Chris Boden added: "This is an exciting moment in the long-running Wisbech Rail campaign. It brings us closer to getting a restored rail link to Wisbech than we have been at any time in the last 52 years."

The last passenger to service to Wisbech ran on September 9, 1968, with the final freight train running in 2000. The original Wisbech East station was lost to redevelopment following closure, with its site covered by a 2001 housing development.

The line now ends at Weasenham

Lane crossing following the infilling of the rails from the nearby level crossing in 2005.

The single track, owned by Network Rail, is still connected to the national network via Whittemoor Junction, near March, but is locked off.

In 2003, the Bramley Line group was formed to investigate the possibility of reinstating the line from Wisbech with a new temporary station, named 'March Elm Road', and a new Wisbech East station.

The Wisbech March Railway Group was formed on October 22, 2003, by Wisbech businessman Peter Downs with a view to reinstating services on the line, which saw its last freight service three years earlier.

The railway's name, the Bramley Line, was chosen because of the large quantity of Bramley apples once carried by rail from the area.

As reported in *Heritage Railway* issue 70, in 2005 the Bramley Line Group bought five Mk.2F Class 488 coaches from Porterbrook Leasing,

then newly withdrawn from Gatwick Express service, and a public appeal raised £2500 to move them to March. However, following vandalism, they were sold to a New Zealand railway in May 2008.

In December 2007, the district council refused the Bramley Line's application for £20,000 funding on the basis the project had "no business basis" and "no practical outcome".

The revivalists obtained a licence from NR permitting them to clear vegetation but not to undertake track maintenance. An isolated siding was laid at Waldersea in Friday Bridge, with a site office being provided to serve as the group's depot and headquarters.

Opportunity

In 2010, the Bramley Line Heritage Railway Trust was formed at the annual general meeting of the revivalists' group to reinstate the line as a heritage railway.

Trust director Richard Gilbert said: "Our way forward is somewhat dependent on the proposed commercial reopening of the line. The combined authority wishes to seek Government funding to achieve this goal.

"While many may think this 'scuppers' our endeavours to restore some of the heritage for the Wisbech area's wealth of railway history, it may prove to be an opportunity for us, should it progress."

The group has issued an appeal for a right-hand point to take a second siding at Waldersea, alongside the main running line, and is looking for more 60ft lengths of bull head rail.

→ Anyone who can help is asked to contact office@bramleyline.org.uk



FACILITIES ENHANCED AT ROTHLEY: During lockdown, the Great Central Railway has run test and stock movement trains (*HR* Issue 268), and has also forged ahead with several developments undertaken by outside contractors, including the construction of the new ramp and patio areas at Rothley (pictured). The ramp at the Ellis Tea Room in Rothley is far more in keeping with the original building and considerably more practical for visitors. The new and extensive patio area has been built from blue brick block paving and thereafter a comprehensive remodelling of the garden railway is planned. Once the railway can return to near-normal working, the nearby model railway will also be upgraded. ROTHLEY (CREDIT GCR) GCR MODEL (CREDIT ROBIN JONES)





Top model: BR Standard 4MT No. 80008 departs from Paisley Gilmour Street station with the Greenock Princes Pier to Glasgow St Enoch 'Cunarder' on January 31, 1955. In the background is another 2-6-4T, LMS Class 4 No. 42259, on a train from Gourock, both locomotives sporting characteristic white smokebox door hinges. A 7¼in-gauge live steam model of No. 80008 topped the prices in a Dreweatts' Transport Sale on May 28 with a realisation of £27,000. TRANSPORT TREASURY/WAC SMITH

Live steam BR Class 4MT springs major surprise on two Standard companions in Dreweatts' sale

By Geoff Courtney

CLASS 4MT No. 80008 sprang a surprise in Dreweatts' Transport Sale at Newbury on May 28, when a model of the 2-6-4T unexpectedly topped the realisation charts by selling for £27,000, some distance ahead of its two more hotly tipped Standard locomotive rivals.

The 7¼in-gauge exhibition quality model was completed by Tony Dixon of Southwick, near Brighton, after its original builder was unable to finish the work because of ill health.

The model was built in live steam,

but had never been steamed. It had a top estimate of £20,000.

In the 4MT's wheel tracks came two further 7¼in-gauge live steam models – Class 9F 2-10-0 No. 92220 *Evening Star* (£20,000) and Class 5MT 4-6-0 No. 73000 (£19,000).

The 8ft 6in-long exhibition standard 9F model, which carried a top estimate of £30,000, was described by Dreweatts' live steam and model engineering consultant Michael Matthews as "stunning."

No. 92220 was the last locomotive built by BR at Swindon, in March 1960,

and survived in service for just five years before being withdrawn from Cardiff East Dock (88A) and entering preservation as part of the National Collection. It is currently on display at the NRM in York.

Both this model and No. 73000, whose top estimate was £25,000, were also built by Tony Dixon, thus giving this model-maker a hat-trick at the top of a star-studded line-up at what was one of Dreweatts' biggest Transport Sales.

Two other five-figure successes were a 7¼in-gauge GWR 2-6-0 No. 5310

(£16,000) and a 5in-gauge SR 4-6-0 No. 785 *Sir Mador de la Porte* (£10,000), so ensuring the 'Big Four' weren't totally eclipsed by the post-Nationalisation Standard era.

The auction was due to be held on April 7, but because of the coronavirus pandemic was switched to May 28 with no live audience and bidding online, commission or telephone. The prices quoted exclude buyer's premium of 25% (+ VAT).

→ See Geoff Courtney's railwayana column on pages 58-60 for further details of the prices realised.

New boilers for A1 and P2 on their way

SIGNIFICANT progress has been made on the two new Diagram 118 boilers for A1 Peppercorn Pacific No. 60163 *Tornado* and new-build P2 2-8-2 No. 2007 *Prince of Wales* at Germany's Dampfkloswerk Meiningen.

A year ago, builder The A1 Steam Locomotive Trust placed a £1 million order with the Deutsche Bahn workshop for the new boiler for the P2 and a second which can be used on either locomotive, so there will be two operational boilers and one 'spare' undergoing overhaul at any one time.

The move will reduce the time out of traffic for each locomotive by around four months and increase their revenue-earning potential. By ordering both boilers at once, the trust has saved a six-figure sum.

The first new boiler will be fitted to *Tornado* during its next overhaul and the second will be delivered in 2021.

At DB Meiningen the boiler barrel sections have been rolled and welded, including the thickened sections, where the domes are located; the dome covers have been pressed and machined; the firebox tube plates have been drilled; the foundation ring sections have



Conical boiler barrel sections for *Tornado* and *Prince of Wales*. CHRISTOPHER WÖRFEL, DBM/A1SLT

been forged; and the foundation rings welded together. A full set of superheater elements has also been completed and is ready for delivery.

The funding of the P2 boiler and its contribution to the 'spare' boiler is coming from The Boiler Club, which was launched by the trust in October 2016 to raise £600,000 plus Gift Aid from 300 supporters each donating £2000 in up to 40 payments.

To date, more than supporters have subscribed, pledging around £460,000, including Gift Aid.

Additional funding for the 'spare' boiler will also come from recent legacies.

Trust commercial director



Firebox tubeplates for both locomotives. CHRISTOPHER WÖRFEL, DBM/A1SLT

Graeme Bunker-James said: "The start of construction of the boiler for No. 2007 *Prince of Wales* is the next major milestone in the project to build Britain's most powerful steam locomotive, and its delivery in 2021 keeps the project on-track for completion within the next three years.

"We therefore urge those not yet on-board to join us as a 'price-of-a-pint-of-beer-a-week' covenantor, to either locomotive, or as a member of The Boiler Club for *Prince of Wales*."

→ For details of how to help or visit www.a1steam.com or email enquiries@a1steam.com or telephone 01325 460163.

New Great Central Loughborough shed appeal now tops £73,000

THE plaque appeal for the rebuilding of the Great Central Railway's Loughborough locomotive shed has now reached £73,500 towards its revised target of £265,000.

The scheme – total cost £980,000 – includes, as previously reported, a viewing gallery giving visitors the chance to see the areas for locomotive restoration, maintenance and the machine shop.

It will also include an education and special needs centre which will offer, among many features, lecture and demonstration classrooms for educational visits, apprentice training and community group meetings.

Supporters are offered the chance to buy a commemorative plaque with an individual short personal message on each one. These will be mounted in the gallery in the Heritage Suite at Loughborough station and also within the visitor viewing area of the new works.

→ More details can be obtained at www.gcrailway.co.uk/shedappeal

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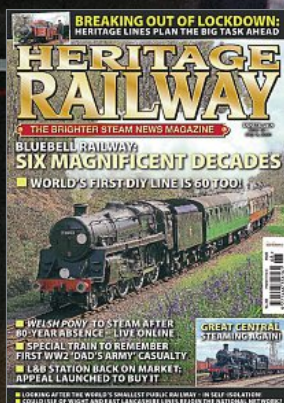
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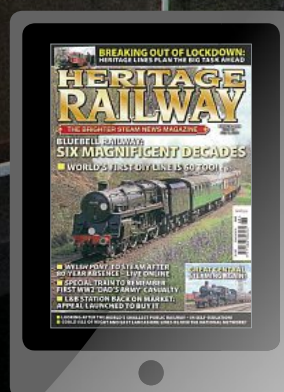
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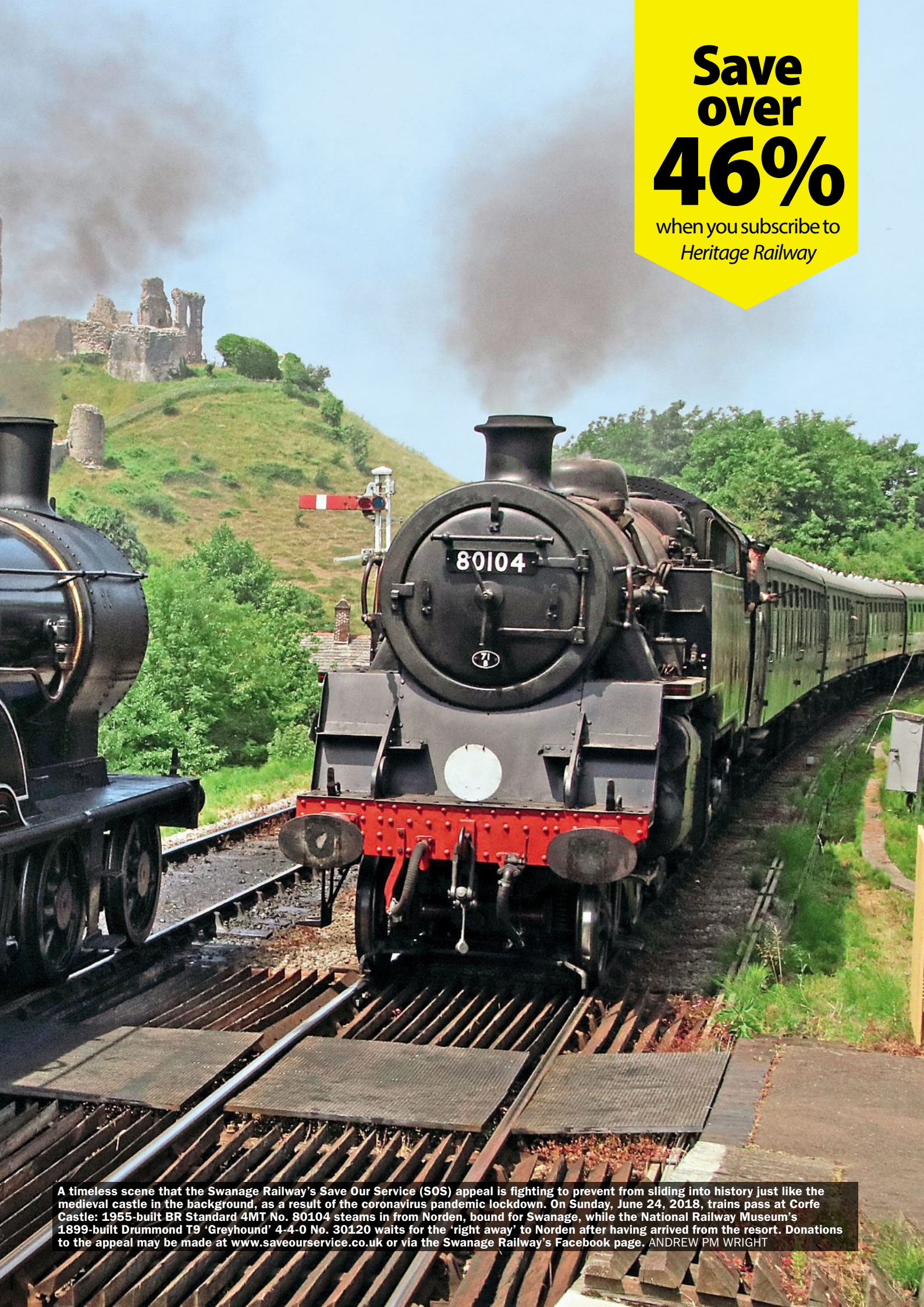
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A photograph of a steam locomotive, number 80104, pulling a train through a green landscape. In the background, a medieval castle sits atop a hill. The locomotive is black with a red front buffer beam and is emitting a large plume of dark smoke. To the left, another locomotive is partially visible. The train is moving along a track that curves to the right. The sky is blue with some light clouds.

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A timeless scene that the Swanage Railway's Save Our Service (SOS) appeal is fighting to prevent from sliding into history just like the medieval castle in the background, as a result of the coronavirus pandemic lockdown. On Sunday, June 24, 2018, trains pass at Corfe Castle: 1955-built BR Standard 4MT No. 80104 steams in from Norden, bound for Swanage, while the National Railway Museum's 1899-built Drummond T9 'Greyhound' 4-4-0 No. 30120 waits for the 'right away' to Norden after having arrived from the resort. Donations to the appeal may be made at www.saveourservice.co.uk or via the Swanage Railway's Facebook page. ANDREW PM WRIGHT

Town clerk takes on assistant company secretary role at KESR

By Geoff Courtney

THE Kent & East Sussex Railway (KESR) has appointed Richard Styles, the town clerk of Ramsgate, as assistant company secretary, a volunteer backroom role described by chairman Simon Marsh as "essential" to the smooth running of the line.

Richard is a stationmaster at the railway's Tenterden base and an active fundraiser. He succeeds Phil Edwards.

"I think heritage railways are a bit like a theatre production," said Richard.

"The rolling stock are the stars and the footplate and train crews are the supporting cast, but every production needs its directors, producers and stagehands to produce a successful run."

KESR chairman Simon Marsh said Richard was very active in developing Ramsgate as a tourist destination. "He will bring a wealth of relevant experience to the role, which is vitally important and can be very onerous."

"The work is carried out behind the scenes, and there is none of the buzz and glamour of being, for example, a footplateman. Nevertheless, backroom roles such as this are essential to the smooth running of heritage railways."

In his new position Richard will support company secretary Charles Mavor.

Living with lockdown

Simon also spoke of how the railway is coping with the lockdown restrictions and the furloughing of most of its paid staff. "One of our strengths is our people, and special efforts have been made to keep in touch, with our fortnightly e-newsletter being widely distributed."

"And for those of a mechanical bent, mutual improvement classes on such subjects as locomotive valve gear and braking systems are delivered via video conferencing."

Referring to the fact the original KESR was once part of the Colonel Holman F Stephens' light railway empire, he added: "The colonel was an optimist when it came to the future of light railways, and we maintain that same optimistic view of what is a temporary situation."

"Like every other heritage railway, we are waiting for the signals to show clear and for the public to return. Having been denied their 'steam fix' for too long, they are likely to want to enjoy their local heritage railway even more than in the past – and we will be

ready to welcome them."

Current work includes the installation by the volunteer permanent way team of a new siding at Rolvenden, where the railway's locomotive depot is located.

Simon said two appeals were continuing. These are the rebuild of Mk.1 kitchen car No. 1987, which will safeguard the Wealden Pullman dining service – "and yes, we are actively looking at how to offer a service while observing Government guidelines", – and the overhaul of the two LBSCR Class A1X 'Terriers' based on the line, Nos. 32670 and 32678.

'Terrier' target

The former, which is owned jointly by the railway and The Terrier Trust, is undergoing a £150,000 restoration at the North Norfolk Railway from which it will return in its original guise as No. 70 *Poplar*. This veteran 0-6-0T was built at Brighton in 1872, and the railway has plans to celebrate its 150th birthday in 2022 on its return to steam.

No. 32678, which was built in 1880, is being overhauled at Rolvenden, and the railway plans that it too will be in steam by 2022 as SR No. 2678 to help celebrate its classmate's birthday.

→ Details of how to donate to the restorations of kitchen car No. 1987 and the two Terriers can be found on www.kesr.org.uk/donate



Under overhaul: Class A1X 'Terrier' No. 32678 pulls a Kent & East Sussex Railway two-coach train near Cranbrook Road crossing on February 22, 2019. The 1880-built 0-6-0T is being overhauled at the railway's Rolvenden depot and is scheduled to return by 2022 as SR No. 2678 to celebrate the 150th birthday of classmate No. 32670. MARTIN CREESE



Old timers: Grade I-listed 14th century Bodiam Castle provides an historical backdrop as LBSCR Class A1X 'Terrier' No. 32670 heads a demonstration freight on the Kent & East Sussex Railway on March 8, 2016. The 0-6-0T is currently being restored at the North Norfolk Railway's Weybourne works and is expected to return to service in 2022 in time to celebrate its 150th birthday. PHIL EDWARDS



Above: Work on relaying and easing the curve leading into the station. GVR

Left: FC Hibberd Planet 0-4-0DH No. 4006 makes a gauging run into the new Pontycymer platform. GVR

Garw Valley Railway presses ahead to complete first length at Pontycymer station despite setbacks

By Robin Jones

THE Garw Valley Railway remains determined to complete its first 650 yards of running line, despite its tracklaying having been stalled by coronavirus and vandals.

Volunteers have been making progress in their bid to link the yard and platform at their Pontycymer headquarters to the Garw branch, near Bridgend.

The task has involved easing a severe bend created by the difference in alignment of the original line and that of the railway's new platform line, grading and levelling the ground, clearing the first 500 yards of vegetation, cleaning the ballast and installing fencing along the path that runs alongside the track.

The railway had hoped to have 450 yards of usable track ready by December, but the project ground to a halt because of Covid-19.

During lockdown, there has been at least one break-in at Pontycymer, and vandals set fire to a consignment of sleepers, further impeding progress (*HR* Issue 267).

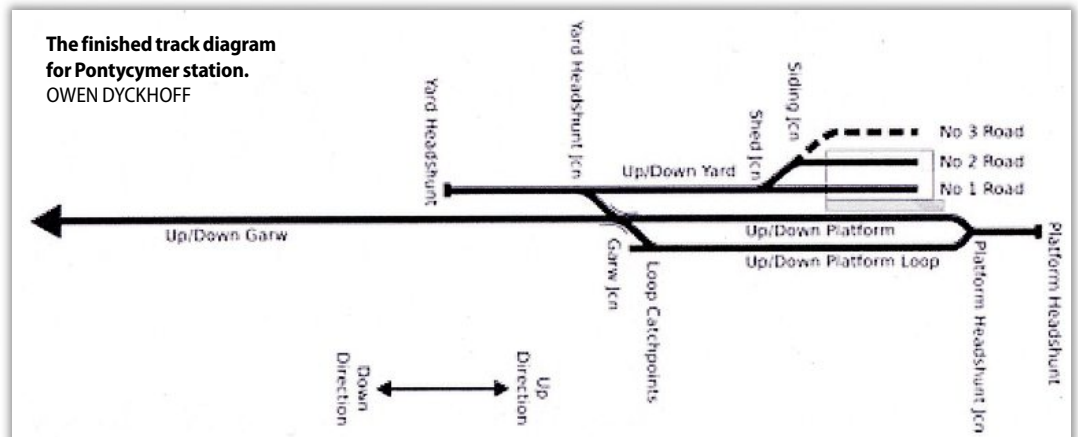
Works trains

The railway is now having to source a supply of replacement sleepers, and has had to extend the date for completing the first section of its running line.

Once the yard is reconnected, the railway can run works trains down the line to return further track to use.

Volunteers have also serviced 1963-built FC Hibberd Planet 0-4-0DH No. 4006, one of a pair resident on the line. It is currently the line's only operational locomotive, and is used to perform demonstration runs at open days as well as works trains.

A Shark brake van, which may be used to offer rides along the restored first length of the branch, is currently under restoration. A Class 108 DMU



formerly at Barry is also on site.

The Garw Valley Railway is the trading name of the Bridgend Valleys Railway Company Limited, which has its origin in the formation of the Bridgend Valleys Railway Society (BVRS) in 1988. Its aim is to re-create a typical South Wales Valleys branch line by providing a working museum atmosphere based on the GWR just prior to Nationalisation.

The five-mile branch is formerly part of the Llynvi and Ogmore Railway. It was built by the GWR and opened on October 25, 1876. The line originally ran from the former Brynmenyn Junction to the head of the valley in Blaengarw.

Competition from motor buses led to the withdrawal of most passenger services, apart from miners' trains, by 1953. The entire Tondy Valley Lines Division, as the associated network of lines was known since it was absorbed into the GWR on July 1, 1883, closed after the end of the 1984-85 Miners' strike.

The final train on the Garw Valley branch ran in 1986, following the closure of its last working mine the previous December.

The associated Llynfi Valley branch to Maesteg was reopened to passengers in 1992, and the Garw

Valley line followed three years later, but only to allow its use for land reclamation north of Pontycymer, which led to the uppermost mile of the branch to Blaengarw being removed permanently.

The last train from the reclamation site ran on March 6, 1997, and a special charter passenger train, the 'Garw Guru', ran on April 7 that year.

On March 23, 2001, the Welsh Assembly made its first Transport & Works Act order in favour of the BVRS, and six days later Railtrack formally signed over the route to the society. However, Network Rail severed the connection to Tondy at Brynmenyn Level Crossing, just south of Bryngarw Country Park, in 2007.

Developments

The project received a boost in 2008 with the relocation to Pontycymer of the Vale of Glamorgan Railway Society, which had been ejected from the Barry Tourist Railway by owner the Vale of Glamorgan Council, in favour of new operator Cambrian Transport. They are now working with the Bridgend Valleys Railway Company to rebuild the line.

In summer 2014, land works were started to establish a station at Pontycymer, where a train had last called in 1958. On August 20, 2017

the shed lines were reconnected to the running line, allowing No. 4006 to be driven into the platform, making it the first locomotive at the station for 25 years.

The shed has been enhanced to house a volunteers' mess, office and cafe, with the new platform and fully relayed track within the new station area, all largely completed.

Volunteers have been working to gradually clear the intact track southwards towards Bryngarw Country Park via Braich-y-Cymer, Pont-y-Rhyl and Llangeinor, a distance of around 4½ miles.

Once this section of the branch line is complete, there is potential to extend further to reconnect again with the national network at Tondy, which not only will boost visitor numbers, but also offers the potential to provide an invaluable transport artery for the people of the Garw Valley.

The railway has been working with the local community to keep the permissive path next to the line open.

→ If you would like to become involved with the Garw Valley project, either as a volunteer or by making a donation, visit: www.garwvalleyrailway.co.uk

Rocks by Rail volunteers relay running line during lockdown

By Robin Jones

ROCKS by Rail: The Living Ironstone Museum has lifted and relaid much of its main running line despite the Covid-19 lockdown

At the end of last season, the decision was made to lift more than half of the main line at the venue formerly known as the Rutland Railway Museum and relay it.

When the track was first laid around 40 years ago, a lack of resources meant there was no real sub-base, and any repairs or realignment would have been short-term fixes only.

A generous donation of more than 200 tons of ballast meant the work could be completed to a far higher standard than would otherwise have been possible.

A target date of the first weekend of April was set, but the exceptionally wet weather over the winter slowed work down substantially. Around 170 yards of new drainage was installed to help to dry out the worksite, which contributed to the delays.

When the lockdown was imposed the museum was closed to the public, with most volunteers deciding it was safer for them to stay away – but a skeleton crew continued. The work was not suspended, but continued at a much slower pace.

There have been only four or five people on the Cottesmore site at any one time, and with 19 acres to work in, social distancing has not been an



Left: Yorkshire Engine Company 'Half Janus' 0-6-0DE No. 1382, newly arrived in May 2019 following restoration to running order. RBR

Right: A delivery of ballast for Rocks By Rail's project to relay its main running line. RBR



issue. By June, more than half the track had been laid, with a new completion target date pencilled in for July 15.

Other work carried out over the winter has included general maintenance on Barclay 0-4-0STs No. 1931 of 1928 and No. 2088 of 1940 *Sir Thomas Royden* to prepare them for what remains of the summer season.

Motive power update

Furthermore, the overhaul of Fowler 0-4-0DH No. 4220007 of 1960 *Ketton* No. 7 has reached the point where it is mechanically complete, but painting has stalled at the priming stage.

The overhaul is the pet project of two volunteers, both under 16, as part of their Duke of Edinburgh Award Scheme, with their work having been supervised by Eric Bussey, one of the site's longest serving members.

Both youngsters are keen to restart their work, and see their efforts rewarded

when *Ketton* No. 1 returns to service on the Quarry Trains.

Privately owned Peckett 0-4-0ST No. 1759 of 1928 *Elizabeth* is reaching the end of a long overhaul, which may be completed this year, but will likely be ready for 2021.

It originally worked at the Mountsorrel granite quarries and has been at the museum since 1978.

Limited works trains have been in use over the winter and spring periods, handled by Rolls Royce Sentinel 0-4-0DH No. 10204 of 1965 *Jean* or the Industrial Diesel & Railway Preservation Group's Yorkshire Engine Company 0-6-0DE No. 1382 (No. 2872 of 1965), which arrived on site in May 2019 after a full restoration.

No. 1382 spent most of its working life at Colsterworth Mines, and when it closed moved to the Scunthorpe Steelworks' Normanby Park Works site until that was closed in the 1990s.

The type, produced by YEC between 1956-65, was nicknamed the 'Half Janus' because it had half the power and body of the manufacturer's Janus type, which has two bonnets, and the 'Half Janus' one. In turn, the Janus type took its name from the two-faced god Janus.

Reopening preparations

The museum's passenger stock, which is comprised of brake vans, has been repainted, with the operational hoppers and iron ore tipplers having also been serviced.

In preparation for a potential reopening, the trustees and management have been working on a traffic flow system to ease any bottlenecks and pinch points to comply with social distancing measures, and to aid the flow of visitors to the 18-acre site, most of which is outdoors.



Robert Stephenson & Hawthorns 0-4-0ST No. 2063 of 1942 *Eustace Forth* arrives at Darley Dale on March 7. ANDREW CIVIL/PEAK RAIL

Overhauls make steady progress at Peak Rail

THE Waterman Railways Heritage Trust has been making progress with several locomotive overhauls at Peak Rail.

GWR 2-8-0T No. 5224 is stripped down to its frames with the wheels removed for attention to the journals, new tyres to be fitted and axlebox overhauls. The bunker has been removed for repair to its water tank section and general platework renewal.

An initial visual inspection of the boiler shows it to be in generally good condition, with the NDT inspection to follow.

GWR 2-6-2T No. 5553 is in the final stretches of its overhaul, with new tyres fitted to the pony wheels. The springs and axleboxes have been overhauled and the locomotive is now a rolling chassis.

The boiler has received two thirds

of a new throatplate fitted, along with copper welding in the firebox and general rivet replacement.

A full set of new tubes, including superheater tubes, have been fitted. The boiler has been hydraulically tested, but some minor rework is required before any under-pressure tests can be carried out.

Class 25 D7659 – regarded as the trust's flagship, being Pete Waterman's first locomotive purchase – is now in running order after some niggling problems with the vacuum exhaustors.

It has received a thorough body inspection and repair, with one cab end being completely removed for welding and a repaint into BR two-tone green.

Crew training and assessments will need to be done before its introduction to the running fleet.



Bagnall 0-4-OST No. 2135 of 1926 *Sir Tom* heads a works train as Threlkeld Quarry and Mining Museum extends its current half-mile running line, aided by its collection of vintage machinery. TQMM

Threlkeld steams ahead with extension

VINTAGE machinery, including flagship Bagnall No. 2135 of 1926 *Sir Tom*, has been pressed into service at Lakeland's Threlkeld Quarry and Mining Museum to help build the 2ft-gauge line's new quarter-mile extension.

Work on the horseshoe curve restarted following the easing of some of the Covid-19 restrictions.

It has taken around 1800 tons of material to construct the curve using some of the museum's trademark machinery. It is estimated that around 3000 tons of material has been used to build the extension, making use of the recent good weather.

Sir Tom was steamed on June 3 for footplate crew familiarisation and to check maintenance carried out over the winter period was satisfactory.

Its restearing also provided the opportunity to assess how the railway could operate as and when restrictions are eased further.

Since then, two further steamings have taken place in order to collect data using alternative fuels.

Sir Tom was named after Sir Tom Callender of British Insulated Callender Cables, and worked at the firm's base in Kent until 1968.

After lying idle for 33 years, it

arrived at Threlkeld in 2001, and was rebuilt by Ian Hartland. It is used to haul passenger trains from the middle quarry into the inner quarry.

The dry spell at the end of May provided a window to start repainting the coaching stock, with four being completed over three weeks. The remaining two carriages were expected to be painted by the end of June.

The annual steam gala event, which takes place over the last weekend in July, has been cancelled because of the pandemic, but is planned to return next year.

Royal accolade for tram volunteers

VOLUNTEER-RUN Blackpool Heritage Tram Tours, part of Blackpool Transport Services Ltd (BTSL), have been awarded the Queen's Award for Voluntary Service.

The award recognises outstanding work by volunteer groups to benefit their local communities.

The volunteers facilitate conservation and operation of the fleet of vintage tramcars on the line, one of only two tramways in the world to operate double-deck vehicles.

Two volunteers have been invited to attend a garden party at Buckingham Palace in May 2021, along with representatives of the other 229 recipients of this year's award.

BTSL's head of heritage Bryan Lindop said: "Having worked with this remarkable and talented group of volunteers now for over five years, it fills me with great pride to see them achieve this pinnacle of national recognition."

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Robert Stephenson & Hawthorns 0-4-OST No. 7063 of 1942 *Eustace Forth*, owned by the 7063 Locomotive Group, arrived in February after its loan period at the Northampton & Lamport Railway.

Following winter maintenance jobs, it ran services at Peak Rail, top and tailing with resident Class 44 D8 *Penyghent* with six coaches.

Equal to a trailing load of 350 tons, No. 7063 ran unassisted along the whole line, producing great noise effects blasting into Matlock station.

Resident RSH Austerity 0-6-OST No. 7136 of 1944 *Royal Pioneer* has had its overhaul restarted and now has a running chassis.

The boiler in recent times has seen crown stays removed, two thirds of a new throatplate welded in situ and one third outer sides prepped for welding into place.

A new front tubeplate has been acquired and a new smokebox constructed around it, while a new backhead has been supplied by Israel

Newton of nearby Cromford.

Repairs to the saddle tank should suffice for the next 10 years.

The trust's other locomotives on site, including Class 46 D172 *Ixion*, Class 08 No. 08830 and GWR 0-6-0 No. 6634, are all in the frame to being back to running condition in the near future.

Privately owned Hawthorn Leslie 0-6-OST No. 3138 of 1915 *Holwell No. 14* arrived on site in January 2019 and has received new running plates, bunker and cab as they were heavily corroded or missing altogether.

The chassis has been jacked up and wheels removed for a mechanical overhaul, which will be challenging in itself because of sitting outside all its life, 40 years of which were lying in a scrapyard. As such, every running surface has signs of pitting in them.

A new chimney has been constructed, although not truly accurate: it is a combination of the top half of that of scrapped Bagnall 0-6-OST *Florence No. 1* and the bottom half of the remains of *Holwell's* original.



Pete Waterman alongside his Class 25 D7659 with John Allman, who owns Beyer, Peacock 0-4-OST No. 1827 of 18769, which is normally based at the Foxfield Railway. No. 1827 was the works shunter at Beyer, Peacock's Gorton Works and D7659 was the last locomotive built there. The two locomotives were last photographed together when the works closed in 1966.

ANDREW CIVIL/PEAK RAIL

New carriage shed for Aln Valley Railway

THE Aln Valley Railway is to build a carriage shed as part of the growing complex at its Lionheart station headquarters on the outskirts of Alnwick.

Northumberland County Council has granted planning permission to construct the 100ft long shed at Lionheart Enterprise Park with double-track laid inside and sufficient room so that two coaches, or one coach and two or three wagons can be worked on simultaneously.

The shed will be fitted with 12 translucent roof panels and will have roller doors at each end, and there will be inspection pits below rail level.

Next to one of the two tracks will be a mobile platform which will allow work to take place at footplate level. A future development will see a mezzanine platform built to allow an overall view of the work in progress.

All-weather facility

Railway spokesman Roger Jermy said: "The shed is required so that heritage stock can be rebuilt undercover and will enable work to be undertaken no matter what the weather conditions, unlike now where it has to be carried out in the open air or, when space permits, inside the locomotive shed."

"This will greatly speed up the process of restoration and provide added security for stock and spare parts. It also means that work can be carried out throughout the year."

"This is a huge step forward for the railway and will enable volunteers to work on the carriages and wagons vital for the running of the railway."

"This carriage shed will form a vital part in the success and the continuity of the Aln Valley Railway by ensuring that the rolling stock required for the running of the railway will be available more readily than before."



Good progress is being made on fitting cladding to No. 5551's boiler. HBSS/ THE LMS-PATRIOT PROJECT



Work has continued on No. 5551's tender frames in South Devon. LEAKY FINDERS/THE LMS-PATRIOT PROJECT

Covid-19 fails to halt Patriot progress

By Gareth Evans

THE LMS-Patriot Project has continued to progress the construction of its new-build 4-6-0 No. 5551 *The Unknown Warrior* – despite the restrictions of the coronavirus lockdown. Both the boiler and tender chassis have advanced in recent weeks.

The locomotive's boiler contractor, Heritage Boiler Steam Services (HBSS), had recently paused the work for the time being for budget reasons while other work was prioritised on No. 5551.

"However, good progress has been made on the boiler cladding and with fitting the stays. We appreciate the cooperation of HBSS at this time," said a spokesman for LMS-Patriot Project.

The replacement castings for both the dome and cover have been fully tested and approved.

Tender

Work on the tender frames has continued at Leaky Finders in South Devon, although at a much slower pace than was thought, due to the lockdown restrictions. All the horn guide fitting and riveting has been completed. The chassis has been painted to protect all the major work undertaken, with everything in undercoat and a single top coat, apart from the area where the Rear

Drag Box will be riveted in the future. Brake and spring components are also being painted to provide surface protection. The tender frames were expected to be completed around the end of June.

The Princess Royal Class Locomotive Trust (PRCLT), the main contractor for assembly of No. 5551 was set to recommence work at the West Shed on July 1 after the lockdown period.

Following the arrival of the chassis at the PRCLT's West Shed at the Midland Railway – Butterley in August 2019, the initial task had been a thorough assessment of the work undertaken so far, with many components being taken off the chassis to allow checks to be made. Rectification work had already started before the lockdown period. Indeed, the middle driving wheelset/crank axle has already been rectified at Ian Riley & Sons workshops in Heywood.

A contract has been signed with the PRCLT and plans are being made in conjunction with them to establish priorities that will enable the chassis to be completed to mainline standard. Funding has been agreed for three months and will continue to be managed carefully on a rolling basis. This will include

the next phase of work at the PRCLT – such as the brake installation and axlebox refurbishment.

In anticipation of the West Shed's reopening, plans are being made to move components such as the middle driving and bogie wheels, motion, valve castings, reverser etc., to the shed from various contractors where work had been completed before the lockdown intervened.

The next stage

Work is to be undertaken on the drag box under the cab to fit the mounting studs for the brake cross shaft bracket and the steam brake cylinder. PRCLT engineers are also working on the design and specification for the air braking system. Drawings are being prepared to submit to Ricardo for approval.

The LMS-Patriot Company's annual general meeting has been provisionally diarised for October 31 at the Kidderminster Railway Museum, but this is subject to change as the coronavirus restrictions evolve.

→ **Donations to help complete No. 5551 *The Unknown Warrior* can be made via the LMS-Patriot Project website www.lms-patriot.org.uk – new members can also now join via the website.**



The Middleton Railway took delivery of Southern Railway PMV (Parcels and Miscellaneous Van) No. 52223 from the East Lancs Railway on June 13. It is seen here after arrival at Moor Road. Built in 1935, it was withdrawn by BR in the 1980s and bought for use as a stores van. The Middleton Railway has three existing passenger coaches, all converted from PMVs and this one is to be transformed into a fourth to provide a spare vehicle for use on busy days. When circumstances allow, No. 52223 will be moved inside and work will commence on the conversion, which is expected to cost in the region of £14,000 over two years. MR



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Write to cabinet secretary to save station hotel plea

By Hugh Dougherty

THE Ayr Station Hotel Community Action Group is calling on readers to write to Michael Matheson MSP, Scottish Government Cabinet Secretary for Transport, Infrastructure and Connectivity, to save the crumbling Ayr Station Hotel.

The group's chairman Esther Clark, said: "We are at a critical point in the battle to save Ayr Station Hotel as Network Rail is pushing for the demolition and replacement of the 1885-built, Glasgow & South Western Railway (G&SWR) hotel, with a modern building. This is instead of refurbishing the existing station and finding alternative purposes for the hotel itself, such as community use, after community buyout, or use as student flats and offices.

"South Ayrshire Council has commissioned a feasibility study, but we understand that it does not include in its remit the hotel's conservation. A modern 'glasshouse'-style station, as proposed by Network Rail, would cost an estimated £25 million, and last for 25 years, whereas a conserved hotel would not only keep an important piece of Victorian railway heritage alive, as very much part of the town's architectural character, but would stand for another century.

"Please e-mail Mr Matheson, expressing your support for the conservation of Ayr Station Hotel, as, at the end of the day, a political decision will be made on the fate of this gem of railway architecture, and time is fast running out. The cabinet secretary can be contacted at ministers@gov.scot marked for his attention. I hope that as many readers as possible will support us in our campaign to save Ayr Station Hotel from demolition."

Built by the G&SWR in 1885, the hotel passed to the LMS in 1923, and was sold off by the British Transport Commission in 1951. It is currently owned by Malaysian businessman End Huat, who bought the hotel in 2010 as a going concern, but closed it in 2013, since when it has crumbled and been issued with a dangerous building order by South Ayrshire Council. Scaffolding was erected in 2018 to stop masonry falling on to the adjacent station platforms and railway lines.

The building is also home to the G&SWR First World War Memorial, moved to its current position on the building's outer wall facing the Stranraer line platforms, when Glasgow St Enoch Station was closed in 1966.



Scaffolded and shrouded, Ayr Station Hotel awaits its fate. HUGH DOUGHERTY



The Class 50 Alliance's No. 50035 *Ark Royal* is seen shunting Locomotive Services Limited's Mk.3 coaches at Kidderminster on May 28. MATT ROBINSON/SVR

Hosking High Speed Train assembles on Severn Valley

MORE Locomotive Services Limited main line stock has been moved to the Severn Valley Railway (SVR) for storage as owner Jeremy Hosking assembles the components for the first complete InterCity 125 High Speed Train set in the heritage sector.

A spokesman said that Jeremy was negotiating with Porterbrook Leasing to acquire the vehicles and has agreed to buy two power cars.

Late last year, the SVR stored eight former Caledonian Sleeper Mk.3 carriages for their new Crewe-based

owner. Now the railway has stored nine HST trailers, which were delivered on May 28 by Class 47s Nos. 47593 and 47805. They also took away one sleeper coach for further use.

Home-based Class 50 No. 50035 *Ark Royal* was involved in shunting the HST vehicles because of the need to attach a sleeper to act as an air braked adapter carriage at each end due to the HST trailers having fixed buckeye couplings and no buffers. The vehicles are now stored at Kidderminster until further notice.



The second new boiler built by the Severn Valley Railway for the Isle of Man Railway's Beyer Peacock 2-4-0Ts was shipped out to its new owner on May 15, following the successful testing, official examination and approval earlier in the month. "Built by Severn Valley Railway Bridgnorth" is proudly displayed on the boiler barrel. The SVR is building five boilers for the IOMR, with the third to be completed later this year. JOSHUA HARVEY/SVR

Bats bring Severn Valley's Falling Sands viaduct renovation work to a halt

PROTECTED bats have slammed the brakes on the Severn Valley Railway's (SVR) £1.32 million refurbishment of Falling Sands viaduct.

The second phase of the project began on May 18, earlier than originally scheduled because of good weather, when contractor CAN took control of the site and skilled workers suspended on ropes began to rake out damaged mortar and prep the bridge arch by

arch, for the much-needed repairs to the 1877-built structure. All the work took place within strict social distancing and safety measures, in line with Government guidelines, said a SVR spokesman.

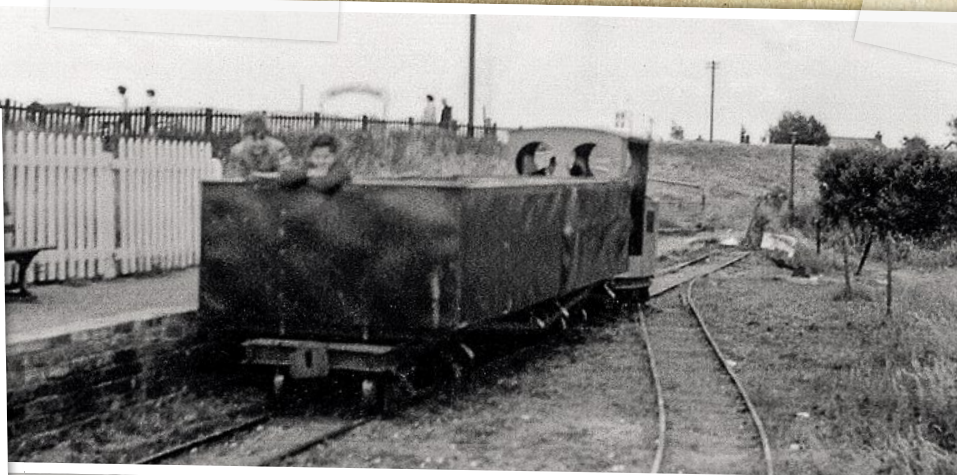
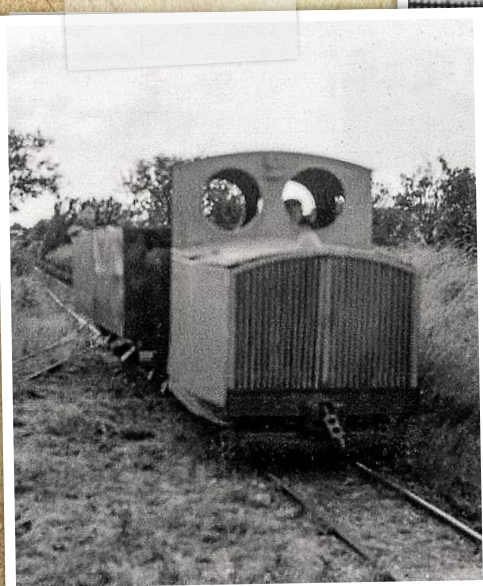
However, the sunshine had also led to some unexpected visitors taking up residence under one of the arches – and on May 29, workers spotted bats – a protected species under law.

Natural England regulations stipulated that if one is sighted on a construction site, all works must halt until an inspection takes place. The bats' presence was confirmed by the Worcestershire Wildlife Trust on June 3, and two more surveys at least 10 days apart were required by law.

SVR infrastructure manager Chris Bond said that a decision from Natural England as to whether the works can resume was expected.

"Importantly, we don't believe that the presence of bats on the underside of the structure will prevent us from running trains at any point," he said.

"The original plan was for the brickwork repairs to take place while trains were running. Therefore, even if this phase of restoration is delayed, we should be able to complete it without impacting upon the railway's operation."



Above: Rediscovered window on a world of preservation from the distant past: a full train comprising an open coach awaits departure for the original Lincolnshire Coast Light Railway's North Sea Lane station at Humberston in 1962 behind the line's No. 1, Motor Rail Simplex No. 3991 of 1926. CW UNDERHILL/CCLR/LCLR

Left: This might well have been a scene on one of Lincolnshire's agricultural light railways a century ago – Motor Rail Simplex No. 1 runs over the point controlling the run-round loop at the approach to Humberston Beach terminus... and hardly a soul in sight. CW UNDERHILL/CCLR/LCLR

Early days of world's first DIY line rediscovered on the East Coast during lockdown search

By Robin Jones

RARE and unpublished photographs from the early years of the world's first heritage railway to be built from scratch by volunteers on a green field site have been rediscovered at a neighbouring line nearly six decades on.

Peter Bryant, a director of the Cleethorpes Coast Light Railway (CCLR), which like all counterparts in the UK has been closed because of the pandemic, spent time during lockdown to search its office space and see what was in or at the back of old cupboards, drawers and files.

He stumbled across a series of pictures of the pioneering Lincolnshire Coast Light Railway (LCLR) on its original site at Humberston. They had been taken in 1962 by C W Underhill, a photographer from Belper in Derbyshire, and might well be viewed as a treasure trove of images from the nascent days of the heritage sector.

As highlighted in our special 60th anniversary feature (HR 268), the LCLR ran from Humberston North Sea Lane to Humberston Beach, and was subsequently relocated to the Skegness Water Leisure Park at Wall's Lane, Ingoldmells, around 40 miles to the south.

The CCLR's southern terminus is also called North Sea Lane, and the 15in-gauge line has ambitions to extend further towards where the original LCLR ran.

Peter sent the pictures to the LCLR, which has now been asked if it will check old drawers, files and cupboards for any photographs taken in the 1950s and 1960s when the CCLR was the Cleethorpes Miniature Railway, run by the erstwhile Cleethorpes Borough Council, using parallel 10½in. Back then, its trains were hauled by model locomotives based on the designs of Britain's two pioneering main line diesel electrics, LMS Nos. 10000 and 10001.

LCLR spokesman John Chappell said: "We're hoping our older volunteers, many of whom vividly

recall the original Cleethorpes miniature line, will have some never-before-seen photos of it tucked away somewhere and we can let today's Cleethorpes line have them to help publicise their planned reopening.

"We're working on our own plans to reopen the LCLR when we can, in line with guidance from HM Railway Inspectorate, Government regulations and the implications of being part of our site in the Skegness Water Leisure Park, with its variety of facilities.

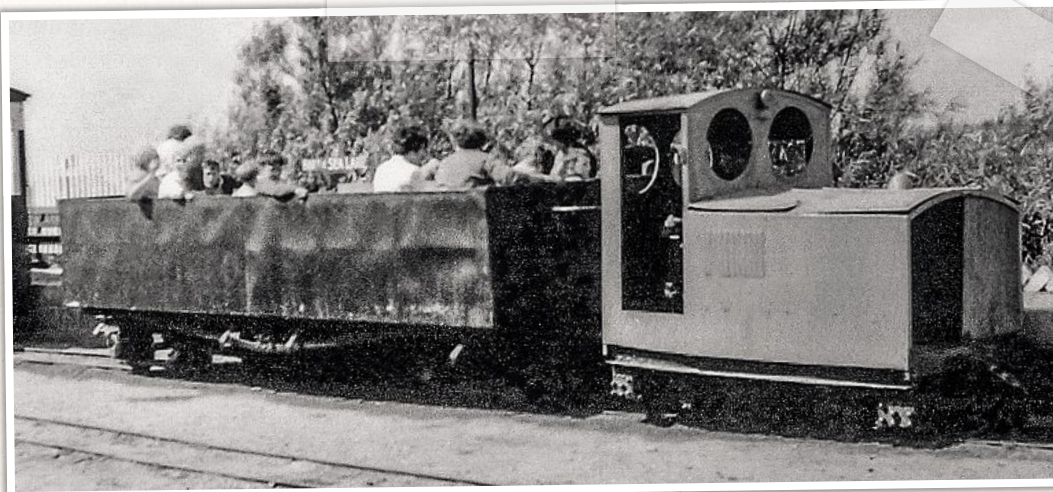
"Some of the LCLR volunteers are working on restoration projects at

home, and in the meantime, all are waiting patiently for when they can get back to the site to prepare the railway for when it can reopen."

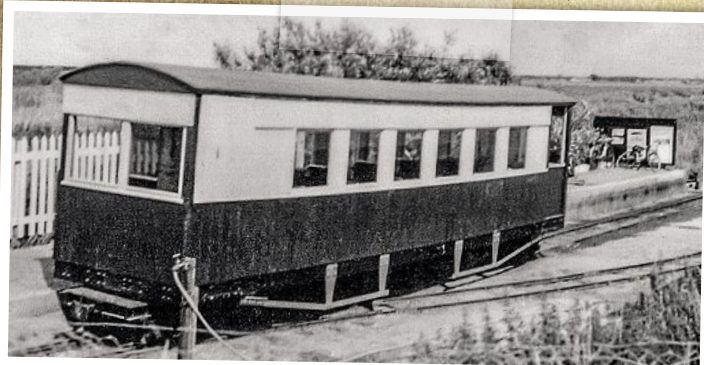
The CCLR has, like many other UK heritage railways, launched an appeal to cover day-to-day costs during lockdown and also its reopening. Donations are invited at: www.crowdfunder.co.uk/keepusontrack

The LCLR has been forced to cancel its 60th anniversary celebrations because of Covid-19, but aims to hold them at a later date.

→ Updates will be posted at: www.lclr.co.uk



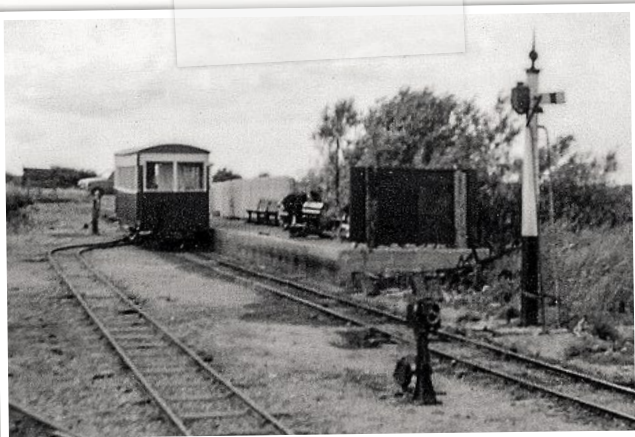
Above: A quiet day at Humberston Beach terminus, the end of the original line, with an open carriage built on a converted First World War Class D bogie wagon hauled by Motor Rail Simplex No. 1. CW UNDERHILL/CCLR/LCLR



Above: A close-up view of the former Ashover Light Railway carriage in the original Humberston North Sea Lane station, awaiting coupling to a passenger train if the numbers warranted two coaches (or to shelter from the weather). One of these huge and handsome vehicles, built by the Gloucester Railway Carriage & Wagon Company in 1925, is in use on today's Lincolnshire Coast Light Railway at the Skegness Water Leisure Park; its sister carriage is under restoration. The Lincolnshire Coast Light Railway Historic Vehicles Trust's collection includes an First World War battlefields and later on agricultural railways in the local fens. A disabled-access adapted bogie wagon from the trenches gives passengers an idea of what it was like to travel to the front line. CW UNDERHILL/CCLR/LCLR



Above: In 1961 the LCLR bought two locomotives from Rugby Portland Cement's works at Southam in Warwickshire: Peckett 0-6-0ST *Jurassic* No. 1008 of 1903 – the star attraction of today's Skegness LCLR – and Lincoln-built Ruston Hornsby three-cylinder 3hp diesel No. 168437. The diesel proved near-impossible to start and was too slow for passenger services, so it was broken up in 1968. CW UNDERHILL/CCLR/LCLR



Above: A general view with signals and coach: how the LCLR main station at North Sea Lane, Humberston, looked in 1962. One of the former Ashover Light Railway carriages is pictured, which was restored after being rescued the previous year from its role as a sports pavilion in Clay Cross. Also seen here are some of the signals which gave the line great character. CW UNDERHILL/CCLR/LCLR



The three recovered locomotives from Lindow Moss now at Apedale. MRT

Last peat works railway stock and track saved

THE Moseley Railway Trust has recovered all of the remaining locomotives, wagons and track from Britain's final peat works railway.

The 2ft gauge line served workings on Lindow Moss, near Wilmslow, which made national headlines in 1984 when the well-preserved remains of an Iron Age male were discovered. Lindow Man is now an exhibit at the British Museum.

The line ran from the peat fields to the works, where the peat was tipped from the wooden wagons, processed, and then taken to be used for mushroom cultivation amongst other uses. Peat railways were once commonplace, but increasing environmental concerns have halted such activities.

Following an agreement with site owner Croghan Peat, on June 24-25, trust members recovered three locomotives, four wagons and a

quantity of track, in an operation complicated by the need to comply with Covid-19 guidance. All equipment has been removed to the trust's Apedale Valley Light Railway.

Two of the locomotives (a Lister and an Alan Keef product) were both returned to operation within a few hours of their arrival at Apedale. The third, another Lister, is missing many of its major components.

Trust chairman Phil Robinson, said: "I would like to thank Croghan Peat for its support with this project, and also the trust members who negotiated and planned this operation. I would also like to recognise all the Trust members who turned out, in baking heat, to recover the equipment from Lindow Moss."

Newcastle Borough Council has just granted planning permission for a new steel storage building at Apedale.

Buy a bucket of coal for the Aln Valley to secure steam for 2021

RESPONDING to sector-wide concerns about the UK's supplies of steam coal, the Aln Valley Railway has launched an appeal to secure essential fuel for the line until the end of 2021.

The 'One Lump or Two?' appeal aims to raise around £10,000 by supporters funding a JCB bucketful of coal for £30.

The railway is conscious that its current local supply of coal, which comes from Shotton open cast mine, will not be available after this summer and plans to open another local open cast pit have not yet been confirmed.

Planning permission to open Highborn open cast pit has not yet been approved and so the railway wants to stockpile the coal it can locally source now, in order

to look at the best options for supplies going forward.

The line's operations manager Richard Maughan said: "We are all too well aware of the limitations we will face with coal supply. By launching this One Lump or Two? scheme we are securing coal for the 2021 season, giving us a bit of breathing space to see what happens with our local opencasts. We really do like using local coal as it is supporting our local economy."

If you would like to fund a bucket of coal, email coal@alnvalleyrailway.co.uk or write to Aln Valley Railway Trust, Lionheart Railway Station, Lionheart Enterprise Park, Alnwick Northumberland NE66 2EZ.

The opening of the line's new platform at Greenrigg has been postponed due to Covid-19.

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On tracks broad and narrow at Co Galway's Maam Cross

By Hugh Dougherty

RAILWAY sounds are being heard again in the Hills of Connemara, 85 years after the last train steamed its way from Galway to Clifden, thanks to Irish Railtours founder and owner Jim Deegan, who is leading a bold plan to lay track and run trains, on tracks both broad and narrow, at Maam Cross station.

Under the banner of the Connemara Railway, the not-for-profit MGWR (2017) DAC company has signed a 25-year lease on the station site, and has already laid 5ft 3in track as a first step to restoring most of the original track layout. A replacement replica signal cabin is on order, and both existing platforms will be restored, along with the goods shed and cattle pens, while a replica platform shelter will also be built. The £1 million-plus scheme has full planning permission and the support of local politicians and tourism interests.

Steam to return

Now, to mark the 125th anniversary of the opening of the Midland Great Western Railway (MGWR) line in 1895, Jim and his team of volunteers, which includes serving and retired Irish Rail engineers, plan to lay temporary 3ft gauge track at the station with a



The Connemara Railway team at Maam Cross. Jim Deegan is back row, left. CONNEMARA RAILWAY

'popup' station and run a steam engine and carriages. This, they argue, will be positive proof of the company's intention to fully restore Maam Cross station to its old glory as a heritage railway and tourist attraction.

"We plan to restore the site to working order, using authentic broad gauge locomotives and carriages, but felt that we wanted to bring steam back to Connemara this year to mark the 125th anniversary of the line's opening and the 85th of its closure, so the easy option is to bring in a narrow gauge train temporarily, almost as a statement of intent," said Jim. "I can't reveal the identity of the locomotive at this stage, and although we had originally planned the event for

summer this year, we're still confident of staging it later in 2020 as Covid-19 restrictions are lifted.

"This line was built under the 1889 Light Railway (Ireland) Act, the brainchild of Arthur Balfour, the Secretary of State for Ireland, and may originally have been planned as narrow gauge, being one of the few built under the act to be constructed to the 5ft 3in gauge, so bringing in the narrow gauge train is quite appropriate."

Track laying

As pandemic restrictions were eased, the revivalists were able to access their Maam Cross site in late May to continue voluntary work. To date around, 1640ft of 3ft gauge track has been laid there.

The final broad gauge plan will include a second signal cabin replica to guard a level crossing gate and to operate full signalling, while track will be extended either side of the station, which sits at the middle of a 2½ mile stretch of original, accessible track bed. Jim's ultimate dream is to build a working replica of a Martin Atcock-designed MGWR 2-4-0, with its characteristic Atcock 'fly away' cab, to operate trains at the site, as no MGWR locomotives have survived into preservation.



Broad gauge track laid on the original formation. JIM DEEGAN

The restored buildings will be used to tell the story of the station and the Clifden Railway, which played an early role in the development of tourism in Connemara and in June 1919, also witnessed transatlantic aviation pioneers, Alcock and Brown, pass through on their way to Galway by train from Clifden, after successfully landing near the town.

"Thousands of local people emigrated from the station on their way to England and America," said Jim. "Part of the famous John Wayne and Maureen O'Hara film, *The Quiet Man*, was filmed at Maam Cross, and the infamous Black and Tans came through the station on their way to Clifden in 1920 during the War of Independence. We've a great story to tell and the idea is to present the public with a working steam railway which has educational value and which tells the story of the people who travelled and worked on it. When complete, we'll have the only working broad gauge heritage railway in the Republic of Ireland and it will appeal to tourists and enthusiasts alike."

→ The Connemara Railway is inviting contributions at www.connemararailway.ie where a gofundme appeal with a target of €300,000 has been set.



Maam Cross: The signalbox, the replica of which is on order, seen from a Galway-bound train in 1934. JIM DEEGAN

Help get 'The Ford' back on track

THE Kent & East Sussex Railway has launched a £10,000 appeal to fund repairs to Ford No. 40, the oldest Bo Bo diesel electric in the UK.

One of three ordered from the British Thompson Houston Company by the Ford Motor Company for use at its new car plant at Dagenham, the 1932-built locomotive was acquired for the KESR in 1966, arriving on July 7 that year, just two days after

having still been in use by Ford.

It was in use on KESR trains until recently when it suffered a major electrical fault in its generator, which has now been repaired and returned for refitting.

However, the railway now needs to raise the full amount required to settle the bill.

→ Donations are invited at www.justgiving.com/crowdfunding/fix-our-generator



The now-unique Ford No. 40 at the Kent & East Sussex Railway. KESR



At the start of 2020, movement of vehicles at the Locomotion museum in Shildon saw *Battle of Britain* Light Pacific No. 34051 *Winston Churchill* placed at the head of the *Wagon Lits* car at the front of the building. Head curator Andrew McLean saw the opportunity to enhance the display by commissioning a 'Night Ferry' headboard to be carried on the locomotive. Curatorial team assistant Martyn Halman had already made several headboards fitted to locomotives at York and he was delighted to make the circular board for No. 34051. It was finished and fitted just before the coronavirus lockdown. This view was taken at Locomotion on a recent care and maintenance visit as something to look forward to when the museum reopens.
ANTHONY COULLS

Barry Standard restoration passes pony truck milestone

THE restoration of Toddington Standard Locomotive Ltd's (TSLL) BR Standard 4MT 2-6-0 No. 76077 passed an important milestone despite the coronavirus lockdown, with the completion and wheeling of the pony truck.

The ex-Barry scrapyard locomotive's frames are being restored at Locomotive Maintenance Services (LMS) in Loughborough and, although volunteer working parties have been suspended, staff have been able to continue thanks to social distancing measures.

TSLL engineering director Andrew Meredith, who is also a member of the LMS team, said: "The pony truck presented a few interesting difficulties because there is historic damage consistent with a derailment. We know that the locomotive was overhauled at Eastleigh in 1964 and we have found components on the pony truck from other class members and from an Ivatt 2-6-2T.

"However, not all the damage was repaired at that time, so that has now been rectified. The whole assembly is as good as new and

ready to fit under the locomotive.

"This is a truly exciting point in our progress and the first time the pony truck has been a complete assembly in over 30 years. It demonstrates to our supporters that there is now real momentum in this project to see the engine back in steam."

Progress

Other progress includes trial fitting of the buffer beam, production of a new frame stretcher which has also been trial fitted and significant repairs to the front dragbox, including the replacement of corroded metal – thus the front end of the engine is getting close to completion. The team has recently acquired further components, including a full set of buffers (which are identical to those fitted to Class 08 diesel-electric shunters).

Meanwhile, further smaller components such as machining castings for replacement oil boxes and driving axlebox dust shields have been progressing in supporters' home workshops, as highlighted last issue.

TSLL chairman Chris Irving said: "For

us, this is a real achievement. When we acquired the locomotive, it was essentially a giant kit of parts – but with several parts missing. Seeing the pony truck complete is a huge boost to the morale of the team at a time when little work is going on anywhere in the heritage railway industry.

"It demonstrates our determination to reflect the commitment of so many shareholders to see the engine returned to service as soon as possible. There is still a long way to go of course, but we are bit by bit, component by component, getting there."

TSLL is devising a new component sponsorship scheme, with contributions to pay for parts being converted into shares, although a permanent record of which pieces 'belong' to who will be maintained.

The project has also received a boost, with more than £25,000 shares invested in the locomotive over recent weeks.

Chris said: "This means that restoration work for the coming months can press ahead – this is real

momentum which I'm confident will continue. At present, we are very much on schedule and I hope that with the gradual easing of coronavirus restrictions we will be able to resume volunteer working parties at both Toddington on the Gloucestershire Warwickshire Railway (G/WR) and at Loughborough."

Background

Built at Horwich Works in 1956, No. 76077 is one of four members of the 115-strong class to survive and the last of the quartet to be restored. After arriving at the G/WR in 1987, having been retrieved from Barry scrapyard by Chris Hinton, it was dismantled. Some restoration work was carried out but for various reasons, work stopped and the engine's components were loaded on to wagons. It was stored away from public sight, pending resumption of work, to be largely forgotten for 30 years. TSLL was formed in 2018 with the aim of restoring it to running order.

→ To purchase shares or sponsor components, visit www.standard76077.com



Above: The completed pony truck for BR Standard 4MT No. 76077. TSLL

Right: BR Standard 4MT No. 76077 arrives at Toddington in 1987. TREVOR JAMES/TSLL



THE LINE YOU HAVE ALL LOVED FOR 50 YEARS

**NOW
HELP
SAVE IT
AGAIN!**

In the 50th anniversary year of the big-screen dramatisation of *The Railway Children*, which was filmed on the Keighley & Worth Valley Railway, the line is fighting a survival battle, and desperately needs donations from well-wishers to help it meet day-to-day overheads, writes **Robin Jones**.

From the start, there has evolved a symbiotic relationship between the worlds of railways and drama. Historians have argued that the world's first railway comprised grooves set in the stages of the theatres of ancient Greece, to facilitate the efficient movement of props and scenery. Today, an encyclopaedia would be needed to provide a complete list of the location filming carried out in Britain's heritage railway portfolio over the decades. Indeed, in its ability to re-create cameo scenes from our transport history, our heritage lines form one of the greatest stages of all.

The true purpose of drama is not merely to

entertain but to enlighten, educate and above all inspire. In 1953, the Ealing comedy *The Titfield Thunderbolt*, which told the story of a group of enthusiasts trying to stop British Railways closing the branch line to their town, was largely based on the exploits of Tom Rolt's volunteer team which took over the Talylllyn Railway two years earlier and so started the operational heritage railway sector. In those days, long before information was freely available on the internet, the film introduced the concept in the minds of an enthralled audience and may well have sown the seeds of what was to come later.

On December 21, 1970, the EMI Elstree's

movie version of *The Railway Children* directed by Lionel Jeffries, and starring Dinah Sheridan, Jenny Agutter, Sally Thomsett and Bernard Cribbins in leading roles, was premiered in London. Shortly afterwards, it was screened at the former Ritz cinema in Keighley. The Keighley & Worth Valley Railway (KWVR) wasted no time in capitalising on the film's overnight soaraway success, and printed leaflets to be given to cinemagoers, outlining all of the featured locations.

The film was the ninth most popular movie at the British box office in 1971, and has remained a firm favourite in the half century



In one of the most famous scenes from the EMI movie version of *The Railway Children*, the three children waved red petticoats to try to stop the train headed by pannier tank No. 5775 in its fictitious Great Northern & Southern Railway livery, from approaching the landslide in the cutting by Mytholmes Tunnel. Charles B Collett's GWR 57XX 0-6-0PTs, of which 863 were built, did not appear until 1929, this example being outshopped from Swindon that September – making it far too modern for the story which was set in early Edwardian times. CANAL + IMAGE UK/KWVR

that followed. The impact on the KWVR was resounding and continues to this day: coming out two-and-a-half years after steam ended on the British Railway main line, audiences were enchanted by its yesteryear atmosphere. Even families who did not include hardcore enthusiasts amongst their ranks flocked to the locality first made famous by the Brontë sisters, to see and ride behind the steam trains from the film running over the revived 4¼-mile branch line that had been opened on June 29, 1968, six weeks before the curtain fell on BR standard gauge steam in the form of the legendary 'Fifteen Guinea Special' of August 11.

The film placed the KWVR firmly on the map. Furthermore, it awakened an eager public to the other heritage railway revival schemes across the country that were taking shape.

It is impossible to measure the full extent of the long-reaching impact that The Railway Children had at this crucial period of the revivalist movement, but in short, it was the right product, the right film at precisely the right time.

However, years before the film's release, the KWVR had broken much vital new ground that would pave the way for future schemes elsewhere.

While the Bluebell and Middleton railways, which opened in 1968, were founded by youthful enthusiasts, the KWVR – which was only the third standard gauge line to be revived – had very different origins indeed.

Here was a classic Titfield Thunderbolt case of a community coming together to save its line, standing up against the faceless powers that be in some far-off city who cared little for the effect its closure would have on local people. In that respect, what happened on the Worth Valley was far truer to The Titfield Thunderbolt than events on the Talylyn. It was local residents, not railway enthusiasts, who saved the branch, not to keep steam alive but to save their local services, and this point cannot be overstated.

On January 24, 1962, three-and-a-half weeks after the last passenger train, a meeting was called at the Keighley Temperance Hall, from which a committee emerged to explore the possibilities of local people taking over the line.

A second meeting there on March 1, called by future Keighley Labour MP, the late Bob Cryer, and attended by more than 100 people, led to the formation of the Keighley & Worth Valley Railway Preservation Society. A provisional committee was set up – with Bob as chairman. By the end of 1962, there were 266 members.

No time was wasted in making contact with BR officials, for in those days, track was often lifted within days of a line's closure, never to be relaid. The society established a company to purchase the line outright, lease access into Keighley station and operate a regular public service.

The primary aim was not to preserve steam locomotives, but to save the railway which had served their towns and villages so well for so long.

One of the company's biggest landmark steps was the acquisition of statutory powers to operate the line. It drew on the provisions of the 1896 Light Railways Act, which facilitated the building of railways in rural outbacks 'on the cheap', with a maximum speed limit of 25mph. The company applied for a Light Railway Order to operate the



Back in the non-authentic KWVR maroon livery that it carried for the line's opening on June 29, 1968, Ivatt 2MT 2-6-2 No. 41241 heads a passenger service on March 11, before lockdown took its toll. It first carried the 'private owner' livery due to BR asking that preserved steam locomotives didn't wear the BR livery with its then crest. CHRIS KING

branch, but still under the control of BR. It then needed a Transfer Order to acquire running powers outright from BR.

The British Railways (Keighley & Worth Valley) Light Railway Order came into force in October 1967. The Transfer Order came through on May 27, 1968.

The KWVR then became the first revivalist company to buy a former BR line, and in drawing up a blueprint for the procedures involved, blazed a trail for other revival schemes to follow.

All that was then needed to start running public trains again was for the branch to be inspected by the Department of Transport (DoT).

Saturday, June 8, saw inspector Colonel JRH Robertson of the DoT give the green light.

After six years of long hard slog, the KWVR revivalists then found themselves standing at the top of a mountain which had proved far more difficult to climb than had been anticipated, on the verge of transport history being made by local people who were determined that their railway should not go the way of the others closed before, during and after the Beeching Axe.

A series of serials

Novelist, poet and political activist Edith A Nesbit, later Edith Bland (August 15, 1858-May 4, 1924), was born in Kennington, Surrey, the daughter of an agricultural chemist and schoolteacher. The death of her father when she was four and the continuing ill health of her sister meant that Edith had a transitory childhood, her family moving across Europe in search of healthy climates, only to return to England for financial reasons. She therefore spent her childhood gaining an education from whatever sources were available, including local grammar schools and boarding schools, but mainly through reading. At 17 her family finally settled in London.

She became a co-founder of the Fabian

Society, a socialist organisation and an important influence on the Labour Party, which grew from it.

She also wrote or collaborated on more than 60 children's books. According to her biographer, Julia Briggs, Nesbit was "the first modern writer for children" who she also credited with inventing the children's adventure story.

The most famous of her work was The Railway Children, which she dedicated to her son Paul Bland (1880-1940). The Railway Children was originally serialised in The London Magazine during 1905 and first published in book form in 1906.

The story relates how a family comprising a mother, daughters Bobbie and Phyllis and son Peter moves by train from London to The Three Chimneys, a house near a railway, possibly in the north of England – perhaps Yorkshire as Edith visited her sister on the North Yorkshire Moors, staying at a house also called Three Chimneys nearby – or maybe in or around London and the Home Counties, where Edith grew up. Nobody knows for certain.

The father, who works at the Foreign Office, disappears in mysterious circumstances and a few days later the family moves to a poorer home in the country. In reality he is imprisoned after being falsely accused of spying. At their new home, the children become friendly with Perks, the station porter, and delight in watching the trains go by.

They become acquainted with an Old Gentleman who regularly takes the 9.15am train near their home. He is able to help prove their father's innocence, and the family is reunited. In the meantime, the family have several adventures. They take care of a Russian exile, Mr Szczepansky, who came to England looking for his family and Jim, the grandson of the Old Gentleman, who suffers a broken leg in a tunnel.

The story appears to be set in 1905, and there are references to the contemporary



Edith A Nesbit, author of *The Railway Children*.



The three children on the KWVR for the filming of the 1968 BBC TV production. BBC



"Daddy my Daddy!" Jenny Agutter in the closing scene from the BBC 1968 production of *The Railway Children*. BBC

Russo-Japanese War and to attitudes taken by British people to the conflict.

The novel was adapted for radio in 1943, before BBC TV, which had a monopoly on Britain's one-channel television service – adapted it for a Children's Hour series in 1951, starring Jean Anderson, with eight episodes each half-an-hour long.

A second TV version was then produced using some of the footage from the first but with a few cast changes and new material. It had four hour-long episodes.

BBC TV produced another version in 1957, again produced by Dorothea Brooking, with an eight-episode series. Location filming was carried out at Baynards station in Surrey on the old Guildford to Horsham line.

In 1968, the BBC revisited the evergreen story again. Thanks to this particular production, screened on black and white TV in seven 25-minute episodes, *The Railway Children* was on track to become an international box office blockbuster.

In February 1968, the KWVR received an enquiry from BBC TV about the possibility of using the line for location filming. It had all the necessary ingredients – period builds, no regular trains and passengers to get in the way and most importantly, steam locomotives.

The director, Julia Smith, had worked on Dr Finlay's Casebook, Dr Who and Sixties soap opera *The Newcomers* (and later produced *Eastenders*). Her assistant, Nicolas Johns visited the line and a works train consisting of a diesel railbus was provided on February 17.

On Monday, March 25, the filming unit arrived and set up headquarters at Oakworth station.

Before then, volunteers had pulled out all the stops to have the closed branch ready. An NER signal was erected at the curve before Oxenhope and featured in the title sequences. It was pulled to the off position by means of a wire fed through the boundary wall.

The shots of the train stopping, the signal releasing and the train starting were more complicated than the audience ever realised. Three men including two BBC prop men crouched low out of camera range heaving and tugging on the thin strand of wire emerging from the wall until the signal moved, knees and feet squelching in the familiar products of a farmyard.

Oakworth station had the eight broken windows replaced and was repainted for the occasion. The majority of the fence was given a coat of white paint and the gas lamps, long since smashed, were given new glass globes,

the platform edge was adorned with the traditional white stripe and the whole area was cleaned and weeded.

The BBC provided contemporary notice boards, and station signs. Oakworth became 'Meadow Vale', bushes were also planted on wooden bases to give the whole station an authentically well-groomed appearance. Coal in the nearby yard was cleared by the local coal merchant, Norman Feather, to permit a long shot free from pylons.

Three days were allocated for the use of steam engines. On the first morning, Manning Wardle 0-6-0ST provided a few anxious moments when the right-hand injector refused to function and the left-hand one seemed sulky and would only work in a half-hearted fashion. However, a quick dash to Oxenhope water tank solved the problem and also ended its brief TV career.

The cast featured Joseph O'Connor as the Old Gentleman, Ann Casde as The Mother, Gordon Gostelow as Perks the Porter, Brian Hayes as the Stationmaster, John Ringham as the Doctor, Mary Healey as Ruth the Parlourmaid, Stefan Gryff as the Foreigner, Frederick Treves as the Father, Gillian Bailey as Phyllis, Christopher Witty as Jim, Neil McDermott as Peter and Jenny Agutter as Roberta (Bobbie).

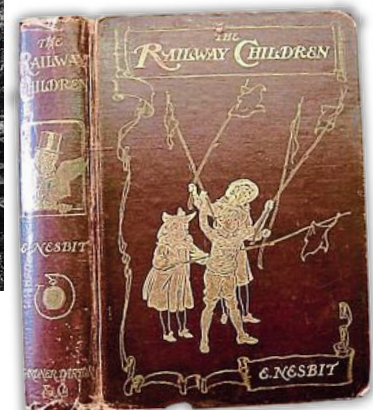
The first episode was screened at 5.25pm on Sunday, May 12, 1968. The adaptation was placed 96th in the BFI's 100 Greatest British Television Programmes poll of 2000. Of the four BBC TV versions of the Nesbit novel, this is the only one known to survive and was decades later made available on DVD.

The nationwide screening brought swathes of publicity for the branch, and when it reopened on June 29, 1968, no doubt played a significant part in drawing the crowds.

Also watching was English character actor and screenwriter Lionel Jefferies, who was so impressed with the BBC series that his daughter persuaded him to buy the film rights and make his debut as a director.



NER J72 0-6-0T *Joem*, also carrying the fictitious Great Northern & Southern Railway livery, runs past North Ives Bottom Crossing with a three-coach train during filming for the BBC's fourth production of *The Railway Children*, on March 23, 1968. Bought by the North Eastern Locomotive Preservation Group in 1983, it is now based on the North Yorkshire Moors Railway. WH FOSTER



A first edition copy of *The Railway Children* from 1906.

Movie stars of the Worth Valley

Jenny Agutter reprised her role as Roberta (Bobbie) from the 1968 BBC production, and remains the most famous cast member.

Born in Taunton on December 20, 1952, she began her career as a child actress in 1964, appearing in *East of Sudan*, *Star!* She also appeared in the critically acclaimed film *Walkabout* and the TV film *The Snow Goose* (both 1971), for which she won an Emmy Award for Outstanding Supporting Actress in a Drama.

She relocated to the USA in 1974 to pursue a Hollywood career and appeared in *Logan's Run* (1976), *Amy* (1981), *An American Werewolf in London* (1981) and *Child's Play 2* (1990).

Meanwhile, she also continued to appear in high-profile British films such as *The Eagle Has Landed* (1976), *Equus* (1977) – for which she won a BAFTA Award for Best Actress in a Supporting Role – and *The Riddle of the Sands* (1979).

In 1981 she also co-starred in *The Survivor*, an Australian adaptation of the James Herbert novel, and was nominated for an AACTA Award for Best Actress in a Leading Role.

After returning to Britain in the early 1990s to pursue family life, Agutter shifted her focus to television, and in 2000 she appeared in a new TV adaptation of *The Railway Children*, filmed on the Bluebell Railway, but this time taking on the role of the mother!

Since 2012, she has starred in the BBC's primetime ratings hit *Call the Midwife*. She also made a return to Hollywood film-making in 2012, appearing in *Marvel's The Avengers*, and reprised her role in *Captain America: The Winter Soldier* (2014).

Agutter is married with one grown-up son. She supports several charitable causes, mostly in relation to cystic fibrosis, a condition her niece suffers from, and was made an OBE in the 2012 Queen's Birthday Honours for charitable services.

In the 1970 movie, her mother was played by Dinah Sheridan, best known for the 1953 film *Genevieve*.

Bobbie's younger sister Phyliss was played by 20-year-old Sally Thomsett – who took the part of an 11-year-old despite being two years older than Jenny Agutter.

As part of her contract, Sally was not allowed to reveal her true age during the making of the film, and neither was she allowed to be seen smoking, drinking, driving her car, or in the company of her boyfriend during the filming. She received a nomination for the BAFTA Film Award for Newcomer to Leading Film Roles.

The remainder of the cast comprises Bernard Cribbins (Perks); Iain Cuthbertson (Father); William Mervyn (the Old Gentleman); Gary Warren (Peter); Peter Bromilow (the Doctor); Ann Lancaster (Ruth); Gordon Whiting (the Russian); Beatrix Mackey (Aunt Emma); Deddie Davies (Mrs Perks); David Lodge (the bandmaster); Christopher Witty (Jim); Brenda Cowling (Viney); Paddy Ward (the Cart Man); Eric Chitty (the Photographer); Sally James (the Maid); and Dominic Allen (the CID man).

A major part of the story was the landslide on the bank in the cutting below Mytholmes Tunnel.

To create the illusion of a landslip, three long steel channels were placed in the hillside with three short vertical tubes in each. They were drawn up the hillside by cables and



Above: The three children exchange pleasantries with the driver of Manchester Ship Canal 0-6-0T No. 67, which had a cameo role in the movies. The local train of four and six-wheeled wooden-bodied coaches was hauled by the 1921-built Hudswell Clarke locomotive, which is now based on the Middleton Railway. Another engine which made a cameo appearance was GNR N2 0-6-0 No. 1744. CANAL + IMAGE UK/KWVR



Left: Amongst the cast for the EMI film was KWVR volunteer Graham Mitchell, who played a train guard. Here he is seen awaiting the "right away" at Oakworth while passing the time of day with the Old Gentleman, played by William Mervyn. Graham went on to serve for many years as a popular KWVR chairman. CANAL + IMAGE UK/KWVR



At the end of the movie, the cast broke the "fourth wall" of drama to wave directly at the audience, with No. 5775 suitably decorated, and Jenny Agutter holding up a sign saying "The End." CANAL + IMAGE UK/KWVR

released to slide down as required. The centre tube carried a glass fibre tree made by Elstree Studios' art department.

When filming took place, the hinged base of the tree caused it to fall over, while 40 tons of Fuller's earth and gravel piled up behind sleepers at the bottom of the cutting were exploded, causing the slippage to slide across the track.

Other locations around the line were used for location filming. The family's house Three Chimneys is to be found to the north of Oxenhope station. Doctor Forrest's surgery was

set inside the Brontë Parsonage in Haworth.

The fields of long grass where the children waved to the trains are situated on the Haworth side of Mytholmes Tunnel, which featured extensively in the film, including being the location for the paper chase scene, as well as the famous one in which the children wave the girls' petticoats in the air to warn the train about a landslide.

The scenes of the children sitting on a bridge were filmed outside the valley, at Wycoller, near Colne.

Continued on page 48 ➔

LIFE AFTER THE RAILWAY CHILDREN

Steam 'stars' on the K&WVR – 50 years on from the making of a family film favourite



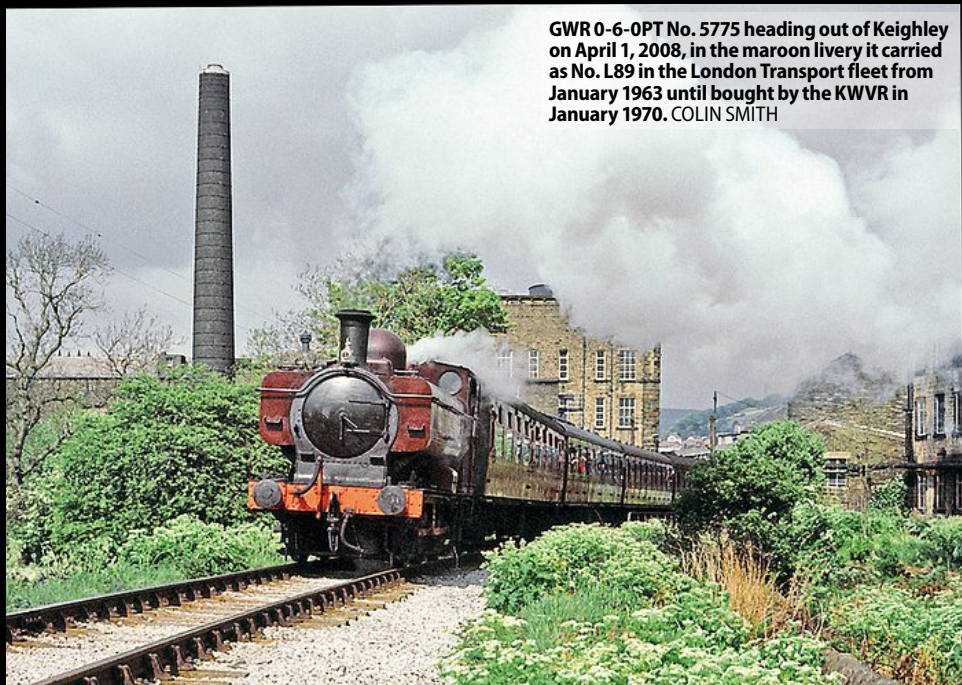
On-loan GWR pannier tank No. 5775 was repainted into its fictitious Great Northern & Southern Railway caramel livery that it carried in the 1970 film *The Railway Children* when it starred in the York Theatre Royal's 2015 Olivier Award-winning stage production in a temporary auditorium, the Signal Box Theatre, at the National Railway Museum in York. NRM



Lancashire & Yorkshire Railway 1887-built Class 25 'Ironclad' 0-6-0 No. 957 double heads with visiting LMS Jubilee 4-6-0 No. 5690 *Leander* at Oakworth on October 13, 2006. No. 957 became 'Green Dragon' to haul the Old Gentleman's Train in the 1970 film *The Railway Children* and also featured in BBC TV's *Born and Bred* and the remake of *The Hound of the Baskervilles*. BRIAN SHARPE



GWR 0-6-0PT No. 5775 heading out of Keighley on April 1, 2008, in the maroon livery it carried as No. L89 in the London Transport fleet from January 1963 until bought by the KWVR in January 1970. COLIN SMITH



GNR N2 0-6-2T No. 1744, one of the first residents of the nascent KWVR, returned for a guest visit on February 20, 2010 from its then Great Central Railway home, and is seen storming out of Keighley. It is now based on the North Norfolk Railway. BRIAN SHARPE



In its original GWR Brunswick green livery, 0-6-0PT No. 5775 takes a service train past top field in August 1997. COLIN SMITH



'The Green Dragon' in BR black as No. 52044 passes the Mound on August 1, 2002. COLIN SMITH





Left: Jenny Agutter as the mother of the children in Carlton TV's 2000 version filmed on the Bluebell Railway, with SECR C Class 0-6-0 No. 592 in the background. BLUEBELL RAILWAY ARCHIVES

Right: Waving for help again 50 years on, actress Jenny Agutter is imploring people everywhere to rally behind the KWVR in its darkest hour of need and save it, just as they did with the original branch in the 1960s. KWVR



Not the final word

In 1999, the British Film Institute placed *The Railway Children* 66th in its list of the Top 100 British films of all time, while in 2004, the film magazine *Total Film* named it the 46th greatest British film of the 20th century.

In 2005, the British Film Institute included it in a list of the 50 films you should see by the age of 14. In 2008, the film was in 30th place on Channel 4's list of the 100 Greatest Family Films.

A new Carlton TV adaption of the novel also featuring Jenny Agutter (this time as the mother) was made on the Bluebell Railway in October 1999 and shown in the UK the following Easter Day. It also starred Gemma Rooper, Jack Blumenau, JJ Feild and North British Railway J36 0-6-0 *Maude* from the Bo'ness & Kinneil Railway.

Producer Charles Elton was quoted as saying: "We're not 'remaking' the 1970 film, but making a film of the 1906 book, and in many ways we're trying to be more faithful to the original novel – for example we're including the canal scenes from the book, and also the scene when Bobbie gets trapped on the engine when she's taken Peter's toy train to be repaired."

Critical response was good, but while the Bluebell is nearer the places where Edith Nesbit grew up and which inspired her (see pages 50-51), the KWVR had long since immortalised the story on celluloid in the public minds and would not be giving it up that easily!

In 2005, *The Railway Children* was performed for the first time as a stage musical at Sevenoaks Playhouse in Kent, UK, with a cast including *Are You Being Served* star Nicholas Smith as the Old Gentleman, Paul Henry from *Crossroads* as Perks and West End star Susannah Fellows as Mother.

On March 2, 2010, the Bradford International Film Festival concluded with a new restoration of *The Railway Children* film with the 40th anniversary digital premiere. An accompanying Blu-ray disc and DVD was accordingly released in May that year with a new digitally-remastered print. It included new interviews with Sally Thomsett, Jenny Agutter and Bernard Cribbins. Sadly, the planned commentary by director Lionel

Jeffries was not completed due to his death in February 2010.

A new stage adaptation written by Mike Kenny and directed by York Theatre Royal artistic director's Damian Cruden was staged in 2008 and 2009 at the National Railway Museum in York and featured a real locomotive in the form of the National Collection's Great Northern Railway Stirling single 4-2-2 No. 1.

The production was followed by two seasons at two of the disused international platforms at Waterloo International (winning an Olivier Award for best Entertainment in 2011) and a Toronto production the same year, selling to packed auditoriums, and using LSWR T3 4-4-0 No. 563, borrowed from the NRM and shipped abroad. The production at Waterloo won an Olivier Award for best Entertainment in 2011.

From June 21 to July 2, Denmark's oldest heritage railway, the Museumsbanen Maribo – Bandholm on the island of Lolland, held a live stage performance at the station in Bandholm, using the line's oldest operational steam locomotive, 1879-built ØSJS 2 Kjøre from 1879, and a rake of its coaches.

The stage adaptation, produced by the National Railway Museum and York Theatre Royal, reopened in December 2014 in a new temporary theatre behind King's Cross station and ran until 2017.

It seems highly unlikely that the film will ever lose its popularity, and will continue to inspire people not only to bring their families to the KWVR, but to other heritage railways too.

Worth Saving SOS appeal

In May, Jenny Agutter rekindled her long association with the railway which helped build her career – by lending her support to its Worth Saving SOS emergency appeal, launched in a bid to save it for the second time.

As reported in issue 265, the railway was left with a sizeable repair bill after Storm Ciara flooded Haworth Yard and its engine shed on February 9, filling it with mud, tree debris and rubble. The flooding came at a time when the railway was trying to raise £150,000 to carry out essential repairs to the ageing Bridge 11,

with the major work having begun at the end of January.

However, the biggest threat to the line is, in common with all other UK heritage railways, its closure due to the Covid-19 pandemic, which has left it unable to run trains and open catering outlets, therefore leaving it devoid of income to meet day-to-day overheads. A succession of key events planned up to the end of October have been cancelled with, as we closed for press, no firm date set for the resumption of any services.

Speaking to volunteer Jim Shipley, who 10 years ago published a book on the making of the film, Jenny said: "It is the 50th anniversary of *The Railway Children* film and sadly the celebrations have had to be cancelled. I have many fond memories of working at Haworth and Oakworth and along that wonderful railway line.

"Like many others, I find that steam trains hold a fascination for me. Since the filming, I have returned for visits and love seeing the beautifully restored and cared-for engines and travelling in the old carriages.

"Because of the present situation, people have been unable to visit the Worth Valley Railway. Now without support, this treasure of a place may not survive. After all the care and hard work (much of it voluntary) that has gone towards making this such a special place, it would be a loss for us, for our children and for future generations, if it were to close.

"Fifty years on, I am waving my red flannel petticoat (metaphorically), hoping it will make people aware of the need to give support now, so we can look forward to returning to the Worth Valley Railway in the years to come!"

Her sentiments were echoed by Christopher Witty, who played Jim, the boy athlete who the children rescued in the railway tunnel, and who said: "We were all so looking forward to coming back to Oakworth this summer to celebrate the 50th anniversary of the making of the film, but due to the current situation we all find ourselves in, that cannot be possible. We hope that when life returns to normal, and everyone both young and old are safe and well, we can return to help promote all that is good with the KWVR and the film that has been so successful and endearing to our lives."

Speaking about the appeal, KWVR Society chairman Matt Stroh said: "Our initial focus was replenishing the £200,000 cash reserve and fundraising to support the work required to complete the replacement of Bridge 11. The replacement will cost more as a result of having had to pause the work on the bridge, and we are very grateful to have received a grant of £50,000 from the National Lottery Heritage Fund to support the work, as well as a further contribution to the railway from the KWVR Trust.

"Due to the magnificent contributions by our members and supporters, we have succeeded in raising virtually all of the £200k that replaces the railway's opening cash reserve. We are humbled by the level of contribution, with several four-figure donations and one of £25,000.

"We cannot, however, be complacent. As we get more clarity on the longer-term impact of social distancing, we are formulating detailed plans to permit reopening safely. While we should be able to operate the railway later in the summer, the restrictions might cause passengers to stay away or reduce the available capacity to the extent which means that it is not commercially viable to run trains. We are painfully aware that demand may be low and so have issued a passenger questionnaire to help inform our decisions over the coming weeks and months.

"While focusing on the immediate priority of implementing the reopening plan, we are also looking forward to the financial position during 2021. We can already see significant cash requirements to fund the various projects and activities that have been deferred from this year. Without the benefit of a contribution from 2020's income, there will be the need for a continued focus on fundraising and a detailed and searching evaluation of the railway's expenditure as we secure the long-term future."

Tackling challenges of Covid-19

In early spring, the railway's operations manager Noel Hartley found himself presented with what seemed unprecedented circumstances in modern times due to the coronavirus crisis.

However, he set to work on preparing a nine-point plan to bring the line back to as close to normality as might be possible in dire circumstances.

"When the news came in that visitor attractions were being forced to close, it sent a shock wave through the KWVR and we went into crisis mode," recalled Noel.

"All spending was stopped, everyone was sent home and we had to put our thinking caps on about what on earth to do next.

"Quite quickly it became clear that all but a couple of paid staff had to be put into the Government furlough scheme and we had to do some pretty drastic financial predictions for the coming months to ensure the railway's future wasn't put in jeopardy.

"We were then left with what essentially was a deserted railway, which then became vulnerable to theft or vandalism. We quite quickly used the daily exercise permission to use our volunteers to do security walks around our sites between four and six times a day.

"Across all of our sites this required 28 local people per day, not an insignificant number and the support of all of our local volunteers has been overwhelming.



Steaming with hope for a new dawn after lockdown, provided that the Worth Saving Appeal is successful: back in 1970, Midland Railway 4F No. 43924 ushered in a fresh era for the heritage railway sector by becoming the first of 213 locomotives to be bought from Barry scrapyard for preservation purposes. It arrived at Haworth in the summer of 1970 and after a heavy overhaul, returned to steam in 1974. It is seen being steamed in Haworth yard on June 4, as plans to return the railway take shape. CALLUM WALTON

"As the restrictions continued, things on the main line network became difficult too and the fact that Northern Rail was not operating many of its trains left it with a problem of where to store the units that were out of use. I received a telephone call asking to stable one or two Class 144 Pacers on our land to help out, which I agreed as a favour to help the network keep moving. This then quickly turned into a commercial discussion around storing more or less the whole remaining fleet of Class 144 Pacers at Keighley. We are not sure how long they will be with us, but as long as they are at Keighley they are contributing to our funds!

"If anyone had said to me in February 'What worries you most about the long term continuation of heritage railways?' I would probably have said coal... I still think that could be the answer I would still give now. However, when you are in the middle of a global pandemic, the only member of paid staff working full-time and the future looking bleak, things start to look slightly different!

"I'm pretty confident that we can develop a model for visitors to come to the railway, even with some health restrictions still in place, and go away again having had fun without having to worry too much about contracting or spreading a virus," explained Noel.

"The process for developing a tourist train trip in these unusual times comes back to that word which is even more commonplace now – risk.

"At the KWVR, our approach is going to be based around temporarily changing our service from what is a branch line stopping service with flexibility around boarding and alighting, to a round trip, there-and-back only service. This model gives us control over the visitor flow at the railway and enables us to focus our attention on the visitor facilities at just two of our six stations.

"We plan to use our compartment coaching

stock in order to fit in with social distancing, whatever that looks like in a couple of months' time. In terms of motive power, we will focus on providing what is needed for the level of service initially. We are planning some specialist cleaning for public areas, including the carriages and station facilities.

"All of our tickets will be pre-booked and according to a survey that we carried out amongst our followers, most people would be happy with our approach and will still visit us. We are committed to providing a fun day out for people that complies with the advice and doesn't create intolerable risks.

"What is very clear right now is the passion held for the KWVR. Whether it is our volunteers working hard behind the scenes to get things back up and running again, or our fantastic supporters with deep pockets who have helped us almost reach our fundraising target, the fact is for a 4¾-mile railway it packs a punch and has an awesome community of people involved."

Noel concluded: "I am certainly looking forward to the day when we can hold our beer festival, operate a steam or diesel gala or even just take my own family for a ride. We don't know when this will be, but all we can do is keep our ear to the ground, plan our little socks off, talk to our colleagues across the UK and keep our fingers crossed that although Covid-19 could be here for a long time, we can get our businesses back to normal before too much longer!" **HR**

HOW YOU CAN HELP THE KWVR

To support the railway's Worth Saving appeal, visit kwvr.co.uk/worth-saving/ to see how to donate.

If you would like to talk to a member of the KWVR team about your donation, please telephone **07747 841476**.

REVEALED:

THE REAL RAILWAY CHILDREN STATION

It is possible that nothing else related to railway heritage has ever reached such a wide international audience as Edith A Nesbit's *The Railway Children* novel.

David Staines unveils the idyllic English country setting where it all took place.

“Oakworth, Oakworth”, cries the porter in the evergreen 1970 film adaptation of *The Railway Children*.

Conjure up any visual image of the location of the story and the Keighley & Worth Valley Railway (KWVR) immediately springs to mind. Where, however, is the real place where the well-to-do Victorian children who had fallen on hard times befriended the railway, waved to trains and watched in horror as cuttings slipped onto the tracks?

Certainly not Yorkshire! The KWVR was merely a convenient location for filmmakers to record steam in action two years after it had

ceased on BR. The 2000 Carlton TV adaptation was shot on the Bluebell Railway featuring some of that line's South Eastern Railway (SER) locomotives. Whether by accident or design, this was much closer to the mark.

Conjecture

There has been a certain amount of conjecture around the precise location that inspired Nesbit, who lived in a variety of locations around south east London, including Eltham and Grove Park (at the latter, town planners have been eager to name a road after the novel) and it may be that the book takes

in some elements of more than one place. However, the famous writer's biographer must surely have the casting vote.

The reality is that the actual 'Railway Children' station still exists and survives on the national network.

Although the book was published in 1906, it has been established that it was based on her own childhood recollections of living at Halstead Hall in Kent from 1871-74. Some commentators took this to mean that the station was Halstead (now known as Knockholt), on the SER's London-Dover main line. While this was certainly the point closest to the hall where the children ran down to the line, Halstead was built only in 1876, two years after the Nesbits left the locality. Drawn by the cutting edge of Victorian technology, and not content with just watching passing trains, the children had been eager to find the nearest station.

This was Chelsfield, just over a mile away, which had opened with the line on March 2, 1868, three years before the children had arrived in the area. Nesbit's biographer, Julia Briggs, researched that “if they ran down the field at the back of the house, they found themselves by the track, which cuts deeply through high banks of chalk, finally disappearing into tunnels in both directions. Walking along the sleepers, as the *Railway Children* were to do, the Nesbits could follow the line until it finally reached Chelsfield station, although it was quite a tidy walk for them.” The tunnels she referred to were Polhill to the south and Chelsfield to the north.

The station survives and thrives, its claim to fame virtually unknown. It started life as a typical wayside SER product – standard design clapboard buildings and signalbox, a small three siding goods yard on the Up side with a goods transhipment dock and a 'spare' siding on the Down side.

Its positioning was influenced by the local landowning family, the Warings. While never a private station, its provision and location was tied in with the deal to sell land to the SER. Suburban housing, spurred on by the Southern Railway's electrification in 1935, robbed it of its idyllic country existence.

Worse might have happened – in the 1930s, the abortive South Orbital Motorway, the precursor to what became the M25, was planned to pass over the line with rubble from the wartime blitz (which can still be seen today in nearby Aspen Spring Wood) later



On March 27, 2014, Bulleid West Country light Pacific No. 34046 *Braunton* has just exited Chelsfield Tunnel and is approaching Knockholt with a 7.04am Solihull-Canterbury West excursion. Newly-completed remedial work on the chalk walls of the cutting shows that land slippage here remains a concern a century after Nesbit's time. DAVID STAINES

CHELSEFIELD



Chelsfield station looking south very shortly after opening. Neither the footbridge nor the signalbox in the background lasted long in the incarnations seen here. This would be the precise time that Nesbit knew the station – note the porter with his barrow.

dumped to provide preparatory earthworks.

When Nesbit knew it, it was surrounded by fields, the village of Chelsfield was nearly a mile away. Strawberries were its greatest export to the capital – milepost 15¼ from Charing Cross still sits on the Down platform.

The landslide at the conclusion of the story was caused by slippages in the deep newly-hewn chalk cuttings either side of the station. These are recorded as being of concern to the SER board at the time. Disputed claims about the safety of the cuttings saw Peter Ashcroft, the SER's engineer, sue the *Railway Times* and win an apology. Unfortunately, most of the structures known to the Railway Children have not survived. The classic SER wooden signalbox burned down in 1971, while the main station building suffered significant fire damage two years later and was subsequently replaced by a brick and glass structure in 1976. Right up to the 1970s some of the station benches were SER originals, still incorporating the company's monogram.

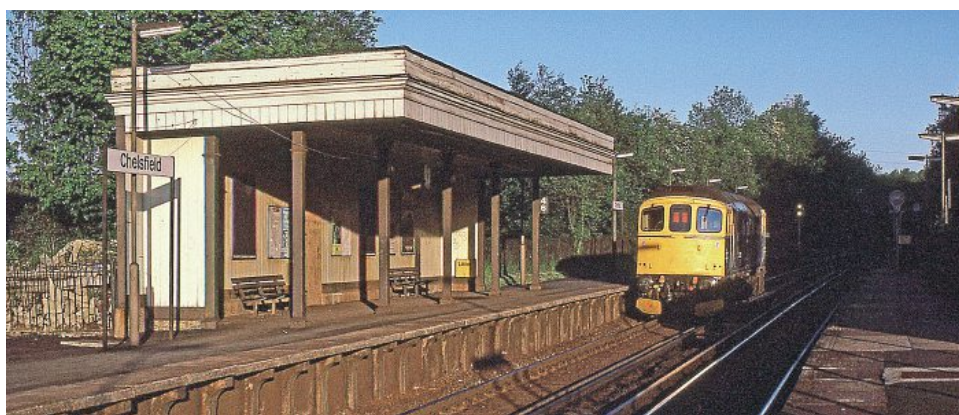
Inspirational structures

The last station building of Nesbit's time to survive was a large timbered canopy and waiting room situated on the Down platform, which BR demolished in 1985, replacing it with the obligatory bus shelter.

The tunnel, which was the inspiration for the 'paper chase', is the curved Chelsfield Tunnel to the south. The yard from which one of the children stole coal was closed to rail traffic in 1964, although it remained a road-served coal depot for some years after. It is now part housing/part car park.

Station cottages, home to porter Perks, still exists in residential use – hidden behind 1970s townhouses built on the site of the goods yard and missed by most modern day commentators. A photograph of the station, taken shortly after opening, prominently features a porter with his barrow. This was the very era that Nesbit was writing about – is this the real Albert Perks staring back at us through the centuries?

The now-characterless station does, however, have one surprising survivor. An access path still displays a battered cast Southern Railway notice advising users of the railway company's ownership of the land. Ironically, while BR systematically replaced all such notices from its land, this one survived as the path had passed into the ownership of the local authority. **HR**



Above: Class 33 No. 33212 passes the original 1868-built Down platform canopy on May 30, 1985. DAVID STAINES

Right: Its fame then unknown, on June 1985 the last building on the station that would have been familiar to Nesbit has only a few hours left. A power failure has halted demolition mid-way through the task. The enormous one piece timber beams that formed the sides of the canopy roof were taken across the running lines and left to rot in the vegetation of the opposite cutting side, where they remain to this day. DAVID STAINES



In its shallow hollow between the cuttings the station on June 5, 2020, again looking south. The replacement platform buildings all date from 1976. DAVID STAINES

'Jacobite' and Saphos Trains plan to run with steam in July

By Cedric Johns

BOTH West Coast Railways (WCR) and Saphos Trains have announced their intention to resume steam-hauled tours on Wednesday, July 15.

However, social distancing and the need to wear face masks when travelling on all passenger trains remain key challenges for rail tour operators and promoters until the Government relaxes its current mandatory restrictions on public transport.

Given the Scottish Government was mindful to lift restrictions on the tourist industry in Scotland – and would confirm it on July 9 – WCR was preparing to restart 'Jacobite' operations from Fort William and Mallaig, initially with the morning train only. However, ticket demand was such that both morning and afternoon departures will resume.

LMS' Black Five' 4-6-0s No. 45407 *The Lancashire Fusilier* and No. 44871 will be accompanied by NELPG's 2-6-0 K1 No. 62005. It is likely all three locomotives will stay for the remainder of the season if all goes well in July.

Saphos Trains said it was happy to run its 'Fellsman' excursion from Crewe to Carlisle, returning via the Settle and Carlisle line on July 15 with reduced capacity. The booked locomotive is LMS 4-6-0 No. 46100 *Royal Scot*.

A Saphos spokesman told *Heritage Railway*: "We have done a huge amount of work to keep our passengers safe. In the event that the Government eases restrictions on leisure travel, we are ready to operate with reduced passenger numbers from July 15."

The Government eased its two-metre social distancing restriction to 'one metre plus' on June 23, which it is hoped will assist the tourism industry in particular. However, the wearing of face masks on trains to reduce the spread of infection remains mandatory.

Steam Dreams' chairman David Buck said that while a reduction in social distancing would help in

accommodating passengers, albeit in smaller numbers, face masks prevent any hope of meals being served in dining cars on trains.

Nevertheless, having revised his expectations, David has now earmarked Friday, August 14 as a possible starting date for his railtours.

The first trip, departing from London Victoria and calling at Egham and Woking, heads for Southampton behind B1 4-6-0 No. 61306 *Mayflower*, routed via Basingstoke and Winchester to the former Southern Railway port's Maritime Festival.

The highlight of the day will be the unveiling of the renovated *Mayflower* memorial and a parade of sails featuring local boats, all part of this year's *Mayflower* 400 celebrations, marking the anniversary of the Pilgrim Fathers' voyage to the New World.

On arrival, the train will enable local residents to embark on a two-hour circular tour of Hampshire while enjoying a champagne cream tea.

Christmas programme

David said Steam Dreams is concentrating its thoughts on an end-of-the-year Christmas programme, when hopefully, trading conditions will be back to some form of normality.

In the meantime, he is keen to take his B1 plus support coach to the Didcot Railway Centre to collect GWR 4-6-0 No. 6023 *King Edward II's* former support coach, Mk.1 BSK No. 35453, which he recently bought.

As reported in issue 267, David intends to operate it attached to his kitchen car RBR No. 1666, which once refurbished, will allow kitchen staff to serve meals for more than 300 covers.

Part of the plan is to give *Mayflower* a run out after extended winter maintenance at Southall, which included among other tasks, fitting a new brick arch and a replacement stay.

Pathfinder Tours was also hoping to get a train underway in August with its Blue

Boys Merrymixer' featuring no fewer than five different types of Direct Rail Services-owned locomotives.

The train starts from Eastleigh on Saturday the 15th and picks up at all principle stations en route to Birmingham via Reading and Didcot.

If this resumption of business is successful, the trip will be followed by an excursion to Stranraer. Two Class 50s are booked to head the train from Thame Bridge Parkway and Birmingham New Street on Saturday, August 22, via Crewe, Wigan and Carlisle.

Pathfinder said its office would be closed until June 29, but email will remain its preferred method of contact.

The Railway Touring Company's (RTC) managing director Kelly Osborne also said she was preparing to run a train in mid-to-late August, to be selected from RTC's current programme.

There are two likely candidates: 'The Cotswold Venturer' from Paddington to Worcester, on Saturday, August 22, or alternatively, a 'Cumbrian Mountain Express' from Crewe to Carlisle on Saturday, August 29.

In keeping with the majority of other railtour promoters, RTC is maintaining a reduced enquiry service, taking calls between 10am-2pm on Mondays to Fridays.

However, the main news from King's Lynn is that this year's 'Great Britain 2020' nine-day tour has been postponed until next year, when presumably the running dates and tour programme will be based on those already laid down for this year.

Also in optimistic mood, The A1 Steam Locomotive Trust announced it intends to run trains with No. 60163 *Tornado* in September. The first two are 'The Aberdonian', operating between Edinburgh and the Granite City on September 3 and 10.

On Saturday, September 12, the 'Queen of Scots' is planned to run from York to Edinburgh and Stirling, while on the 19th, 'Take a Ticket to Ride' sees the A1 working from Darlington to Liverpool and return.

The trust said all safety precautions will be carried out for passengers, including train staff wearing PPE equipment.

Vintage Trains, which recently announced it had decided to abandon main line running for the whole of this year, has been joined by UK Railtours (UKRT), which has written off plans to run trains.

Elizabeth Farrow reopened UKRT's office on June 22. It had been closed following the recent death of her father and company owner John.

The majority of trips advertised in UKRT's brochure are being postponed until next year, although if the current situation changes trains might be reinstated later this year.

The only departure confirmed is the 'West Highland & Royal Deeside' four-day tour, starting on April 12, 2021.

Revised programme

New, revised tour dates were to be published by early July, along with the hope that one or two of UKRT's popular Christmas trains may run. Telephone enquiries can be made between 10am-2pm Mondays-Fridays, but not on Wednesdays.

Network Rail said it was not responsible for policing the Government's current instructions, but did issue the following statement: "Passengers should follow advice regarding the use of public transport (this includes charter trains) by travelling only if necessary."

"They do need to wear mandatory face coverings. Passengers are also advised to avoid peak times where possible, maintain the two metre distance from others and wash hands regularly."

"The new rules about face coverings are to protect passengers, railway staff and members of the public."

As this issue of *HR* went to press, the wider Covid-19 situation remained fluid, so would-be travellers are advised to consult the operators directly to ascertain the latest situation.

SR No. 34046 Braunton made history on June 17 when it became the first steam locomotive to operate on the main line in the UK since the coronavirus lockdown was enforced on March 24. The Bulleid Pacific was given a proving run between Crewe and Chester, following its annual exam by operator Locomotive Services Limited. During the run, the crew observed footplate protocols designed to ensure the safe operation of the locomotive. The train is pictured at Beeston Castle, between Chester and Crewe. KALLUM BUCKLEY



New luxury train operation for Settle and Carlisle this summer

A NEW luxury charter train over the Settle and Carlisle (S&C) line is running for eight weeks during the summer.

Newcomer Rail Charter Services Ltd (RCSL) will run the trains three times a day between Skipton and Appleby from Monday, July 20 to Saturday, September 12, under the safety case of Locomotive Services TOC Ltd (LSL).

It is backed by city fund manager, locomotive owner and LSL director Jeremy Hosking, who is also a director of RCSL, and will be run as a separate operation to Saphos Trains tours and the Statesman.

Former BBC World Service journalist Adrian Quine and RCSL director, who developed the concept over just eight weeks, said: "A lot of work has gone into negotiating these exciting new services with our industry partners and stakeholders and we are delighted to be able to bring some post Covid-19 cheer to families at this difficult time.

"This service really is ground breaking for the rail industry. This is the first time that a dedicated timetabled tourist train has operated in England and has the potential to be a game changer in other popular areas of high seasonal demand.

"We are working closely with Northern Rail, the Rail Delivery Group, Network Rail and the Settle to Carlisle Development Company, all of whom have shown both pragmatism and a genuine willingness to get this exciting new service up and running."

"Our aim is that this new dedicated tourist train service can help get the local economy back up and running and provide a safe and enjoyable environment for families to enjoy this stunningly scenic route."

'High-quality'

Adrian, who is one of the founders of open access operator Alliance Rail Holdings Ltd, which is now owned by Arriva Group plc, added: "By providing dedicated high-quality traditional all first-class trains aimed at leisure travellers, we can segregate this distinct market from the normal passengers using the route, including locals and those travelling long distance from Leeds to Glasgow."

The trains will be top-and-tailed by LSL Class 47s hauling a rake of four ex-Greater Anglia Mk.3 First Open carriages and a Mk.2 BFK, which is not for public use.

To maintain social distancing, only window seats will be sold, and LSL is installing Perspex screens between each seat bay, which will still give a capacity of 128 seats per train. The

trains will call and set down at Settle, with return fares for the 112-mile round trip starting at £29 per person.

Tickets will be sold on a day return basis, offering passengers the option to book a short or long day out, with onward tour options for a coach tour to the Lake District. Sales will initially be in pairs to people from the same household or social bubble.

Furthermore, the Settle-Carlisle Railway Development Company will provide pop-up catering stalls at Settle and Appleby stations, providing locally sourced food and drinks as well as at its cafe at Skipton. With a timetable designed to offer opportunities to passengers from both Skipton and Appleby ends of the line, bookings can be for one of three colour-coded train combinations, giving the chance for a short or long day out.

'Innovative ideas'

John Thomas, director of policy at the Rail Delivery Group, said: "As an industry we positively welcome innovative ideas that will help to boost capacity, once travelling by public transport for leisure is no longer being discouraged by government.

"As restrictions are eased, these extra services will help to support people to travel more safely and boost the local tourist industry by enabling people to enjoy a beautiful part of the country."

Tickets can only be booked online at: www.railcharterservices.co.uk

■ The S&C's historic Garsdale signalbox will undergo major refurbishment to ensure its long-term preservation, under plans announced by Network Rail.

An application for planning permission to carry out the work on the Grade II-listed building has been lodged before the Yorkshire Dales National Park Authority.

Originally known as Hawes Junction, and renamed in 1932, the Garsdale signalbox replaced two earlier 'boxes' controlling a busy section of the route and its junction with the Wensleydale branch.

Six months after it was opened, it became the centre of the Christmas Eve 1910 Hawes Junction disaster, when the Scottish express sleeper ran into the rear of two locomotives running light, leaving 12 passengers dead and nine others injured, along with eight footplatemen.

The disaster led to the widespread installation of track circuits. The 'box retains a Midland Railway lever frame with its interlocking mechanisms on the floor of the operating room.



Ian Riley's LMS 'Black Five' 4-6-0 No. 45407 *The Lancashire Fusilier* stops at Bury (Bolton Street) station on the East Lancashire Railway during a June 8 test run. It is bound for the summer 'Jacobite' series. KEITH WHITMORE

Mayflower to be renamed

By Gareth Evans

LNOR B1 No. 61306 *Mayflower* is being temporarily renamed *Ipswich Town*, the 4-6-0's owner David Buck has confirmed.

The popular Thompson-designed locomotive is expected to run in its new guise on several excursions to East Anglia once Covid-19 restrictions are eased sufficiently to allow Steam Dreams to operate.

As outlined in David's 'Face to Face' interview in issue 265, he was born and brought up in Ipswich and was a regular trainspotter at the town's station. His passion for Ipswich Town football club

also remains as powerful as ever.

"There was a class of locomotives named after football clubs – the LNOR's B17s, and they weren't very different from *Mayflower*," said David.

"There wasn't an Ipswich Town because it wasn't a league club in the 1930s (there was a *Norwich City*) but I had a nameplate made for my own collection.

"I'm now getting another made and I'm going to put them on *Mayflower* for a time. I'm only planning on the renaming it as B2 No. 61674 for a very limited number of runs. I certainly hope to bring it through East Anglia with those on!"



The name *Ipswich Town* will be seen on the main line at the head of a small number of Steam Dreams excursions in the near future. DAVID BUCK

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TABLE ONE: SWANAGE TO CORFE CASTLE

Date Thursday, June 30, 2011
Train 4.05pm Swanage to Waterloo
Loco LMS 8F Class 2-8-0 No. 48151
Load 13 coaches, 441 tons tare 475 tons gross
Driver Dave Hewson
Fireman Not recorded
Recorder Don Benn
Position 13th coach
Weather Sunny spells, warm

	miles	sched	mins	secs	speed	gradient
Swanage	0.00	0.00	00	00	R/T	L/300/110R
Herston	0.84		06	38	23	300R
MP 135	1.20		07	31	24½	78R
MP 134½	1.70		09	01	18½/20	78/478R
MP 134	2.20		10	33	17	76R
MP 133½	2.70		11	21	16	76R
Harmans Cross	3.00	10.00	13	39	13*	Level
MP 133	3.20		14	31	22/25½	132F/level
MP 132½	3.70		15	46	22/27	132R/80F
MP 132	4.20		17	05	19*	80F
Corfe Castle	4.88	20.00	19	39		

*brakes or speed restriction

TABLE TWO: WAREHAM TO SOUTHAMPTON

Date Thursday, June 30, 2011
Train 4.05pm Swanage to Waterloo
Loco LMS 8F Class 2-8-0 No. 48151
Load 13 coaches, 441 tons tare 475 tons gross
Driver Dave Hewson
Fireman Not recorded
Recorder Don Benn
Position 13th coach
Weather Sunny spells, warm

	miles	sched	mins	secs	speed
Wareham	0.00	0.00	00	00	¾ mins late
Holton Heath	2.11		05	03	44/50
Hamworthy	4.87	8.00	08	53	37*/47½
Holes Bay Jct	6.56		11	13	30*
Poole	7.07	13.00	12	34	18*
MP 113½	7.37		13	22	27
MP 113	7.87		14	19	35½
MP 112½	8.37		15	14	28
Parkstone	8.80		16	38	20½
MP 111½	9.37		18	07	17½
Branksome	10.11	20.00	19	53	30
Gasworks Jct	10.66		20	25	34/16* tsr
Bournemouth	12.86	28.00	25	38	33/26½*
Boscombe	14.12		27	49	42
Pokesdown	14.66		28	33	48/53
Christchurch	16.52		30	50	50*
MP 103	17.87		32	34	46
Hinton Admiral	19.82		34	55	50
MP 100	20.87		36	09	43/47½
New Milton	22.46		38	07	30*/19* tsr
Sway	25.20		43	53	44½/40
Lymington Jct	27.12		46	24	51
Brockenhurst	28.05	51.00	47	22	54/55
Woodfildley	31.14		51	00	47/53
Beaulieu Road	32.75		53	05	44½/52
Lyndhurst Road	35.47		56	20	48/54
Totton	38.39		59	41	50½
Redbridge	38.95	64.00	60	29	45/1* sigs
Millbrook	40.70		65	32	12/16
Southampton UGL	41.28	76.00	68	09	

Schedule to pass Southampton station 41.76 miles

*brakes or speed restriction

WITH FULL REGULATOR

LOCOMOTIVE PERFORMANCE THEN AND NOW

Don Benn reports on the consistently good loco performances by LMS 8F 2-8-0 No. 48151 on the Southern Region, climbing steep banks out of Swanage and Weymouth, and also from its Carnforth base over Shap and Ais Gill.

I HAVE not previously reported on the performance of the big Stanier 8F No. 48151, so before looking at some of what this locomotive has done in preservation in recent years, a few words about its history are appropriate.

Built by the LMS at Crewe Works in 1942, its first allocation was Grangemouth, followed by Cranklow, Staveley and Edge Hill. It was withdrawn from Northwich in January 1968, and sold to Woodham Bros at Barry for scrap. Bought for preservation in 1975, the 2-8-0 moved to the Embay & Bolton Abbey Steam Railway. It then became one of David Smith's locomotives at Carnforth, where its restoration was completed in 1988.

With a tractive effort of 32,440lb, No. 48151 is a powerful locomotive, but is limited to 50mph because of its 4ft 8½in driving wheels.

In recent years this locomotive is most associated with trains such as West Coast Railways' 'Dalesman', which I will deal with later, but it also had a spell 'down south' in 2011, and this time I am looking at two such trips.

Thursday, June 30, 2011, saw No. 48151 working the Swanage to Salisbury leg of a Steam Dreams charter. In recent years, this leg would no doubt be diesel-hauled, but not so then.

The usual 8.45am departure from Victoria saw No. 34067 *Tangmere* on 12 coaches for 435 tons putting in a sound performance with Pete Roberts and John Gibbons on the footplate. The train was on time or early throughout, touching 76mph through Winchester before checks intervened. This had followed a very good 55½mph at Wootton, starting from Basingstoke.

Arrival at Swanage was a few seconds early, just before

2.20pm, after which *Tangmere* departed with its support coach for Salisbury. For some reason No. 48151 had two support coaches, bringing the load up to 441 tons tare or 475 tons gross, which I think is the heaviest load taken out of Swanage as the normal load of through trains to and from Waterloo in the days of steam was nine or 10 coaches. I wondered how our new driver Dave Hewson would cope, and the answer was very well as the running in tables one and two shows.

Corfe Castle climb

I have tabulated the initial section to Corfe Castle for its rarity value, and from the back of the train some slog could be heard as speed gradually fell to 16mph up the ruling 1-in-76/78 between mileposts 135 and 133½, only a little below par for the course on the normal four-coach trains on this line.

I have constructed the gradient profile from careful observation on my many visits to this delightful railway.

Table two shows the continuation from Wareham as far as an extra stop for water in the up goods loop just short of Southampton. The engine ran well throughout, abiding memories being the absolute slog up the 1-in-60 of Parkstone bank and the nice spell of running through Brockenhurst and the New Forest with this heavy train, speed being allowed right up to the maximum allowed.

It seemed very strange to be doing this behind a 2-8-0 freight locomotive as opposed to my many runs along this beautifully aligned stretch of line behind Bulleid Pacifics in the 1960s.

The schedule was being bettered comfortably, but even so the extra water stop caused us to be more than



Right: Stanier 8F 2-8-0 No. 48151 is seen with the empty coach stock for 'The Dalesman' at Carlisle on June 27, 2017. SANDY SMEATON



Above: The author believes this is the heaviest load taken out of Swanage – No. 48151 hauling a Steam Dreams excursion on June 30, 2011 with two support coaches, bringing the load up to 441 tons tare or 475 tons gross. Taken from the 13th coach of the train, 2-8-0 is seen approaching Norden on the Swanage Railway. DON BENN

Right: LMS 8F No. 48151 is pictured being serviced at Yeovil Railway Centre, Yeovil Junction on July 9, 2011. DON BENN



nine minutes late through Southampton, and cautious approaches to both Eastleigh and Romsey, meant we were 14 down at the latter, despite 50mph after Chandlers Ford.

From Romsey the gradients are adverse or level to a summit beyond what was Alderbury Junction, and once again the big 2-8-0 did well here with a minimum of 46mph up the 1-in-236 after Dunbridge (49½mph), followed by 53mph on the level to Dean prior to a minimum of 42 on the final four miles of 1-in-220, interspersed by a mile of 1-in-377. This was good work indeed, but could not prevent us from arriving in the cathedral city 19 minutes late after a severe check outside.

Brake problem

Dave Hewson also took the train back to Victoria and did well enough with *Tangmere* after a brake problem delayed our restart by 27 minutes. Achieving 44-46mph up Porton bank with the 12-coach 435-ton train was nice work, as was the 66mph minimum over Enham bank assisted by the impetus of 77½mph after Andover.

The train suffered a signal check approaching Basingstoke and also before the Woking stop, but the 59.45 miles from Salisbury had been run in 67 minutes 26 seconds, a gain of six and a half minutes on the schedule. Net time was about 61 minutes. I left the train here after an interesting and unusual day out.

July 9 each year has a special meaning to all Southern devotees and the final day of steam traction on the region in 1967 is usually commemorated by a suitable special train run by one of the tour companies.

The trip planned for July 9, 2011, was particularly well organised as it offered non-stop Waterloo to Southampton and Salisbury to Waterloo sections, both with a Bulleid Pacific, plus steam from Weymouth to

Yeovil, albeit with No. 48151, which was definitely not a Southern locomotive. Indeed, no LMS 8Fs were allocated to a Southern shed, though they did work through on freight from time to time.

The planned Bulleid was No. 34046 *Braunton*, but as it wasn't ready, No. 34067 *Tangmere* was substituted, and with 10 coaches for 345 tons, it ran very well all day. Waterloo departure was on time at 7.55am from platform 16, and with Dave Hewson and John Shaw in charge, a necessarily slow start was made followed by a temporary speed restriction of 25mph at Wimbledon. However, the running was then such that Woking was still passed in only 28 minutes four seconds.

A further temporary speed restriction intervened under the aqueduct near Sturt Lane, but then with a clear road as far as Eastleigh and a superb flight down Roundwood bank, Southampton was passed in 84 minutes 14 seconds or 77 minutes net for the 79.25 miles. The stop for water in the down loop was reached in 87 minutes 29 seconds, a gain of half a minute on the schedule. Further good work saw us into Weymouth close to right time. One day maybe I will publish full details of the Waterloo to Southampton section.

There was time for the traditional seaside lunch in Weymouth while No. 34067 *Tangmere* was sent to Yeovil for servicing ready for the return to Waterloo, and then back to the station ready for No. 48151 to take us to

"The engine ran well throughout, abiding memories being the absolute slog up the 1-in-60 of Parkstone bank and the nice spell of running through Brockenhurst and the New Forest with this heavy train, speed being allowed right up to the maximum allowed. It seemed very strange to be doing this behind a 2-8-0 freight locomotive as opposed to my many runs along this beautifully aligned stretch of line behind Bulleid Pacifics in the 1960s."

TABLE THREE: WEYMOUTH TO YEOVIL

Date	Thursday, June 30, 2011					
Train	3.10pm Weymouth to Yeovil Pen Mill					
Loco	LMS 8F Class 2-8-0 No. 48151					
Load	10 coaches, 335 tons tare 365 tons gross					
Crew	Not recorded					
Recorder	Don Benn					
Position	9th coach					
Weather	Sunny spells, warm					

	miles	sched	mins	secs	speed	gradient
Weymouth	0.00	0.00	00	00	1¼ late	level
Radipole	1.01		02	27	21½/27½	187R
Upwey	2.34		07	14	21½	74R
MP 166	2.72		08	30	15½	50R
MP 165½	3.12		10	31	13	50R
Upwey Wishing Well	3.45		11	40	13	50R
Bincombe Tunnel S	3.53		12	39	15½	52R
Bincombe Tunnel N	4.15		14	34	17½	52R
Moncton	5.60		16	54	52	91F
Dorchester Jct	6.54	10.00	18	35	20*	117/70R
Dorchester West	6.95	11.00	19	42	24/41½	level/207F
MP 160	8.72		21	38	36/39	198/627R
Grimston Tunnel	11.46		27	11	34	118/146R
MP 156½	12.12		28	05	35	108/554R
MP 155½	13.12		30	10	36	level
Maiden Newton	14.61	27.00	33	35		
	14.61	29.00	37	03	9¼ late	level
MP 153	15.72		40	58	39/40	264R
MP 152	16.72		42	31	39	level/114R
MP 151½	17.12		43	23	39½	150R
MP 151	17.72		44	03	35	79R
MP 150½	18.12		44	57	32	119/69R
Evershot	18.85		45	53	35½	95R
Evershot Tunnel	18.93		46	14	38/45	level/51F
Chetnole	21.09		49	12	42*/47	53/65F
Yetminster	23.13		52	15	37½	151/236F
MP 143½	25.12		55	26	41	190F/level
Yeovil Pen Mill	27.36	60.00	62	30	3¼ mins late	

* brakes or speed restriction

Yeovil – details of which are shown in table three, which includes gradient information. Unfortunately, I did not record details of the crew over this section. Upwey bank isn't very long, but it is steep at 1-in-50, with no real chance to get a run at it from the start.

The 8F settled down to 13mph, though speed rose slightly before the summit at the north end of Bincombe tunnel. Once again, I was at the rear of the train, so the thrash from up front could only be heard occasionally.

Tight schedule

However, from losing nearly nine minutes to Dorchester West on the impossibly tight schedule, some time was regained to the Maiden Newton stop as a result of a very good climb though Grimston tunnel to the summit beyond. The restart was good and speed reached 40mph before the steep 1-in-78/69/95 to Evershot tunnel was hit.

Even from the ninth coach, the heavy roar from the 8F could now be heard as the crew produced an excellent climb with a minimum speed of 32mph. Easy running down to Yeovil Pen Mill saw more time regained.

Here, No. 48151 ran round its train and took us tender-first to Yeovil Junction, running in past Pete Roberts on the footplate of *Tangmere*, which was blowing off steam and eagerly waiting to take us back to Waterloo.

The running was high quality throughout, the

Salisbury to Waterloo net time being 80 minutes for the 83.7 miles, though more than 100 minutes actual mainly down to a long signal stop outside Waterloo.

Highlights were a sustained 50mph on Porton bank, 79mph after Andover in 20 minutes 33 seconds – plus some very good speed recovery after signal checks at Basingstoke, Farnborough and Woking, with Pete thrashing the engine into speed after each check. Does any driver know this engine better?

This run was included in Issue 197.

Moving now to home territory, No. 48151 has been used a number of times on 'The Dalesman' even when the train ran from Chester via Shap to Carlisle, with its

tight booking from Carnforth designed for a 75mph locomotive. A large amount of lost time is, of course, inevitable in this situation as table four shows.

Laboured climb

Without the impetus of speed in the seventies through the Lune Gorge, a laboured climb to Shap is to be expected, though Ron Smith and Pete James did their best and managed to keep speed from falling below 15mph with the 12-coach 480-ton train.

In the circumstances, the overall time of 97 minutes 51 seconds was remarkable, extracting from the engine a performance for which it wasn't designed and a tribute

to Stanier's sound design.

Sandy Smeaton comments: "Originating at Chester, this 'Dalesman' ran during the period when there was a signalling problem at Hellfield, causing the outward run to be diverted from the Settle and Carlisle to the West Coast Main Line over Shap.

The schedule from Carnforth loop to Carlisle was 73 minutes, but the locomotive provided was No. 48151, limited to 50, with a load of 12 coaches, 443 tons tare, grossing about 480. Ron Smith was driving and Pete James was firing.

"On a very warm and dry July day, the 8F started out of Carnforth loop six minutes late. MP9½ was

TABLE FOUR: CARNFORTH TO CARLISLE

Date	Tuesday, July 16, 2019				
Train	7.48am Chester to Carlisle				
Loco	LMS class 8 2-8-0 No. 48151				
Load	12 coaches, 443 tons tare 480 tons gross				
Driver	Ron Smith				
Firemen	Pete James				
Recorder	A Smeaton				
Position	8th coach				
Weather	Overcast, warm and dry				

	miles	sched	mins	secs	speed
Carnforth DGL	0.00	0.00	00	00	6 mins late
Carnforth	0.34	2.00	02	01	16½
MP 7	1.09		03	53	29½
MP 8	2.09		06	02	27/26½
MP 9½	3.09		08	49	27
Yealand MP 9½	3.59		09	21	29
Burton and Holme	4.84		11	23	45½
MP 13	7.09		14	03	55
Milnthorpe	7.63		14	40	53½
Hincaster Junction	9.59		17	03	47/46½
MP 17	11.09		18	58	49
MP 18	12.09		20	14	44
Oxenholme	13.20	15.00	21	52	41
MP 20	14.09		23	12	38/35
MP 21	15.09		24	53	36
Hay Fell	16.59		27	28	34/33½
MP 23½	17.09		29	14	34½/36
Lambrigg	18.34		30	30	34½
MP 25	19.09		31	49	33
Grayrigg Summit	20.09		33	44	30½
MP 27	21.09		35	20	44/45
Low Gill	22.09		36	43	39½/40½
MP 29	23.09		38	16	38
Dillicar	24.09		39	48	40
MP 31½	25.59		41	53	49
Tebay	26.30	31.00	42	46	47½
MP 33	27.09		43	48	44½
MP 34	28.09		45	19	33½
Scout Green	29.24		47	50	22
MP 36	30.09		50	32	17/15
MP 37	31.09		54	19	17
MP 37½	31.34		55	11	17½
Shap Summit	31.59		56	01	20
Shap Old Station	33.81		59	38	48/46½
Harrisons Sidings	35.75		62	02	52/54½
Thrimby Grange	37.09		63	35	51½/52½
MP 45	39.09		65	56	50/53½
Clifton	41.09		68	17	50/53½
MP 49	43.09		70	37	47/45½
MP 50	44.09		71	53	49/45½
Penrith	45.34	53.00	73	29	47/50
MP 53	47.09		75	38	48½/47½/53
Plumpton	50.09		79	10	48½/46
Calthwaite	52.48		82	08	52½/53½/46½
Southwaite	55.84		86	14	47½
Wreay	58.28		89	17	50
Brisco	59.93		91	20	34½* sigs/48
Upperby	62.09		94	34	37½
Carlisle	63.14	73.00	97	51	31 mins late

* brakes or speed restriction



No. 48151 is seen heading 'The Dalesman' on Eskmeals viaduct on the Cumbrian Coast Line, south of Ravenglass, on May 28, 2007. ALAN RAWLINGS



No. 48151 is pictured running round its train at Yeovil Pen Mill on July 9, 2011. DON BENN

"The 8F settled down to 13mph, though speed was rose slightly before the summit at the north end of Bincombe tunnel. Once again, I was at the rear of the train, so the thrash from up front could only be heard occasionally. However, from losing nearly nine minutes to Dorchester West on the impossibly tight schedule, some time was regained to the Maiden Newton stop as a result of a very good climb though Grimston tunnel to the summit beyond."

passed at 29mph and the maximum before Milnthorpe was 55mph, while Sedgewick (MP17) was passed at 49mph, Oxenholme was passed at 41mph, seven minutes down on the schedule and 13 minutes late.

Just north of Oxenholme station, a small lineside fire was set off, causing temporary closure of the line to all traffic. Although hardly cause for celebration, this meant the 'Dalesman' would not be put inside to let following traffic overtake.

"At Lambrigg, speed was 34½mph, followed by a minimum of 30½mph at Grayrigg. In the Lune Gorge, after an initial rise to 45mph before Low Gill, the engine was clearly eased, running at 40mph to Dillicar. The exhaust had become very black around Low Gill.

The effort was increased at the foot of Shap, with MP31½ passed at 49mph and MP33 at 44½mph, but thereafter on the 1 in 75 there was a fall to 22mph at Scout Green.

It fell to an absolute minimum of 15mph at MP36½, before a marginal recovery to 17½mph before Shap Summit. We then ran down to Carlisle at No. 48151's line limit, stopping in 97 minutes 51 seconds, 25 minutes over the schedule and 31 minutes late.

On June 14, 2014 No. 48151 worked the 'Cumbrian Coast Express', also loaded to 12 coaches, 443 tons tare 485 gross.

It passed Mosedale Hall, MP25½, in 30m 23s from Carnforth, before being turned into Grayrigg loop. After a five-minute stand, MP31½ was passed at 58½, Scout Green at 29½ followed by an excellent minimum of 27mph before Shap Summit.

Just how much difference the five-minute wait in Grayrigg loop made to the performance on this run is an open

question. Of the four Chester-Carlisle 'Dalesman' trips which ran during the summer of 2019, three were diverted from the Settle and Carlisle to the WCML, and all were worked by No. 48151."

The overall 60mph speed limit and various other restrictions, plus the long spells of relatively low-speed uphill slogs mean the 8F is more suited to the Settle and Carlisle route, which is amply demonstrated by table five, which shows two runs with 13-coach trains.

Storming recovery

Once again, I am indebted to Sandy Smeaton for the first run when on a wet June 27, 2017 the 8F got past Ais Gill summit in 32 minutes 58 seconds from the Appleby restart, the minimum being 28mph.

The second run, one of many sent to me by David Bradbury saw No. 48151 on a similar 510 ton load slightly faster on the start but then falling behind because a slower section in the Griseburn/Crosby Garrett area before a storming recovery from Kirby Stephen to charge past the summit more than a minute faster than the first run.

I have yet to have a run behind the 8F over the fells, so hopefully this can be rectified when things return to normal.

In the last issue somewhere in the production process, No. 34107 got renamed as *Wadebridge*, though it was of course *Blandford Forum*, so apologies for this.

Finally, I am most grateful to the following who have written or sent me emails or texts: Alan Rawlings, Bryan Benn, Sandy Smeaton, David Bradbury and Paul Rowe. Next time I hope to cover more work by LMS Jubilee class 4-6-0 No. 45699 *Galatea*. [HR](#)



No LMS 8Fs were allocated to a Southern Region shed in the days of steam, but they did work through on freight from time to time. No. 48151 is seen at Weymouth on July 9, 2011, with the 3.10pm to Waterloo, which the Carnforth-based 2-8-0 worked as far as Yeovil Junction. DON BENN

TABLE FIVE: APPLEBY TO AIS GILL

Date	June 27, 2017	June 13, 2017
Train	Dalesman'	Dalesman'
Loco	LMS 8F 2-8-0 No. 48151	LMS 8F 2-8-0 No. 48151
Load	13 for 476/515 tons	13 for 474/510 tons
Driver	S Chipperfield	Mick Kelly
Fireman	R Russell	Not recorded
Recorder	A Smeaton	David Bradbury
Position	6th coach	9th coach

	miles	gradient	mins	secs	speed	mins	secs	speed
Appleby	0.00	440R	00	00		00	00	
MP 276	1.27	176F	03	50	43/52½	03	40	40½
MP 275	2.27	Level	05	03	51½	04	54	51½
MP 274	3.27	100R	06	17	45½	06	12	42½
MP 273	4.27	100R	07	45	37½	07	52	34
Griseburn	5.27	100R	09	32	31½	09	53	28
MP 271	6.27	166R	11	25	34	11	51	32
Crosby Garrett	7.52	200R	13	34	37	14	01	36½
Tunnel Out	8.17	Level	14	44	42	15	09	42½
MP 268	9.27	100R	16	16	35½	16	35	39
MP 267	10.27	100R	18	06	30	18	19	32½
Kirby Stephen	10.71	100R	18	59	29	19	07	31
MP 266	11.27	165R	20	07	31½	20	12	33½
MP 265	12.27	100R	22	10	27½	22	04	31
MP 264	13.27	100R	24	32	24½	24	05	29
MP 263	14.02	330R	26	35	34½	25	54	37
MP 262	15.27	100R	28	23	31½	27	35	34½
MP 261	16.27	100R	30	22	29½	29	25	32
MP 260	17.27	100R	32	28	28	31	24	29½
Ais Gill	17.52	Level	32	58	32	31	54	



No. 48151, which was built at Crewe Works in 1942, is seen with support coaches at Salisbury on June 30, 2011, after working the 4.05pm Steam Dreams charter from Swanage. DON BENN

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A Jubilee nameplate sir?

Which one of these 11 would you like?

LAST month it was platform and waiting room seats, wheelbarrows, oil lamps, totem signs (£2.10 for a group of 10), and clocks from £1.75 upwards, as readers of this column may recall. This month the mid-1960s railwayana auction catalogues unearthed by Stefan Gronkowski are centred around nameplates and smokebox numberplates.

Life-long railway enthusiast Stefan, who lives in the Cornish village of Nanpean, near St Austell, recently unearthed in his loft three railwayana auction catalogues dating from 1964/65.

They were for sales run by auctioneers Charles Butters & Sons on behalf of British Railways' London Midland Region, and the first catalogue, for a sale at Stoke-on-Trent on June 6, 1964, was featured in last month's column.

Discoveries

This month it's the turn of the other two catalogues, for sales at Derby on November 7, 1964 and May 22, 1965.

What is immediately eye-catching about the former is the list of 11 nameplates from nine newly withdrawn Jubilee 4-6-0s, ranging from *New Brunswick* (No. 45557) to *Sandwich* (No. 45641), and including both plates from No. 45557 and also No. 45561 *Saskatchewan*, which was incorrectly spelt *Saskatchawen* in the catalogue.

Another plate in the auction was *Sir Herbert Walker K.C.B.* from LMS Patriot No. 45535, which had been withdrawn a year before. This 4-6-0 was built at Derby in May 1933 but remained unnamed until



Cross-country run: Jubilee No. 45561 *Saskatchewan* attracts the attention of a young trainspotter at Cheltenham Spa (Lansdown) with a Newcastle to Cardiff train on August 26, 1952. Both nameplates from the former LMS 4-6-0 were put under the hammer at a BR auction in Derby in November 1964. TRANSPORT TREASURY

1937, when the name was transferred from class stablemate No. (4)5529.

Smokebox numberplates filled more than two pages in the catalogue, mainly from LMS Class 4F 0-6-0s, but a number were from named locomotives, including Jubilees and Royal Scots.

Among the former was the plate from No. 45641, thus giving collectors the opportunity to buy a nameplate and

smokebox plate from the same engine.

The Royal Scot selection comprised Nos. 46122 (*Royal Ulster Rifleman*), 46125 (*3rd Carabinier*), 46156 (*The South Wales Borderer*), and 46165 *The Ranger* (12th London Regt.). Nos. 46122/25/56 had been withdrawn during the month prior to the sale – No. 46122 only three weeks before – thus giving collectors a real 'hot-off-the-press' opportunity to buy a smokebox plate, while No. 46165 was still two weeks away from being taken out of service when the sale was held.

A fifth Royal Scot smokebox numberplate, 46163 (*Civil Service Rifleman*), was also in the auction, but listed as being broken.

Extensive range

Other items in the sale included worksplates and tenderplates, platform and waiting room seats, totem station signs sold in batches of four, and other assorted signs, furniture, noticeboards both LMS and LNER, clocks, lamps, axes from Leicester and Great Glen stations, and even two stained glass windows removed from Derby station's refreshment room in 1939 to ensure they suffered no wartime damage.

The May 22, 1965 auction included many of the categories that featured in the previous sale, such as platform and waiting room seats, totems and other station signs, lamps and clocks, furniture, and there was also a further extensive selection of smokebox, works and tender plates from Class 4Fs.

Almost hidden among the many 4F

items were three nameplates, including *Ghana*. This listing in the catalogue had a question mark for the engine number, indicating the compiler did not know which locomotive it came from.

In fact, it was from Jubilee No. 45610, which started life in July 1934 as *Gold Coast*, but was renamed in December 1958 because of the country's independence in March the previous year. Quite why BR's records didn't enable the cataloguer to identify it more than six years after it been applied is unclear.

The two other nameplates were from the same engine – LNER B1 No. 61026 *Ourebi* – which wasn't withdrawn until February 1966 and was listed in the catalogue as being allocated to the former Great Central Railway shed of Annesley in Nottinghamshire (16B).

Hand-written prices in the catalogue show that the Jubilee plate realised £30 and the two B1 plates £28 and £30.

Other realisations noted in the catalogue were £5 and £8 10s (£8.50) respectively for the smokebox numberplates from Jubilee Nos. 45557 *New Brunswick* and 45622 *Nyasaland*.

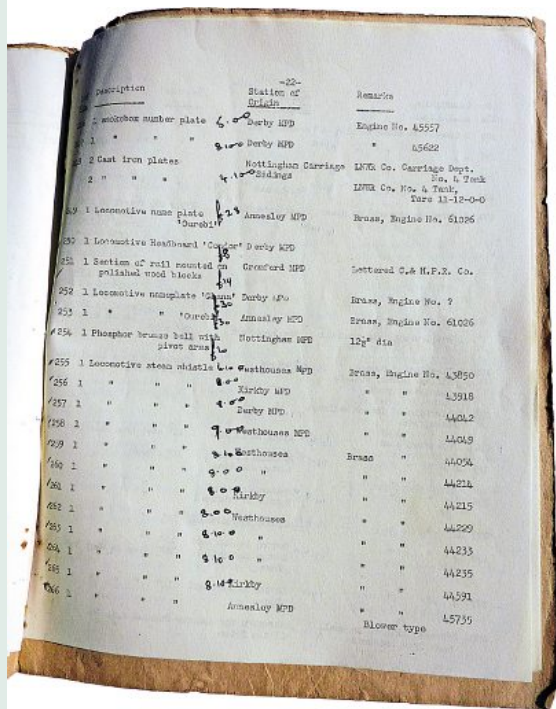
This sale also included a number of whistles, again from mainly 4Fs, but also one from Jubilee No. 45737 *Comet* (which didn't sell) and three from Royal Scots.

The prices paid for the 4F whistles, generally around £8, were the same as those for the Royal Scots. The prestige of memorabilia from named engines above similar items from non-namers doesn't appear to have had an influence in these early days of railwayana collecting.

Mystery loco:

A page from the catalogue for a BR railwayana auction at Derby on May 22, 1965, includes the two nameplates from LNER B1 No. 61026 *Ourebi* and one from LMS Jubilee No. 45610 *Ghana*, although the cataloguer was unable to identify the number of the loco that carried the latter plate.

Notes made at the auction show the Jubilee plate and one of those from the B1 sold for £30, and the second B1 plate for £28. GEOFF COURTNEY



GWRA nameplate selection swells to 10 as collectors prepare for online live bidding

THE nameplate ranks of GW Railwayana's rescheduled July auction has been swollen to 10 by the late addition of *Viscount Home* from GWR Castle class No. 5086.

This 4-6-0, a rebuild of Star class No. 4066, entered traffic in December 1937 and was withdrawn from Swindon (82C), its birthplace 21 years earlier, in November 1958.

No. 4066 had been built in December 1922 and initially carried the name *Malvern Abbey*, but this was subsequently changed to *Sir Robert Home* and then *Viscount Home*.

The last name could have been carried for just a few weeks, because Scottish

businessman, barrister and MP Sir Robert wasn't raised to the peerage until June 1937, and the Star entered Swindon shortly after to be rebuilt as No. 5086. The GWR hierarchy certainly kept the members of its naming committee on their toes.

The nameplate from No. 5086 carries a 'Castle Class' appendage, and it is believed this would have been added to the Star plate rather than a new plate being cast.

One of the locomotive's cabside numberplates will also be going under the hammer, sold separately, while other GWR cabside include 4084 and 5067 from *Aberystwyth Castle* and *St. Fagans*



Castle respectively, and from Patriot No. 45524 *Blackpool* comes a 1933 LMS tenderplate numbered 4496.

Worksplates from steam, diesel and electric will feature, the steam including a 1925 Robert Stephenson & Co of Darlington example (works No. 3896) from Somerset & Dorset Joint Railway Class 7F 2-8-0 No. 53810, and a 1910 Brighton plate from LBSCR I3 class 4-4-2T No. 80 that was allocated BR No. 32080 but was withdrawn in March 1950 before it could be applied.

Diesel worksplate representatives include a 1959 English Electric from Class 40 D230 *Scythia*, and for electric traction collectors there is a 1952 Gorton (works No. 1064) from EM1/Class 76 No. 26057 *Ulysses*, the last in the class to be built.

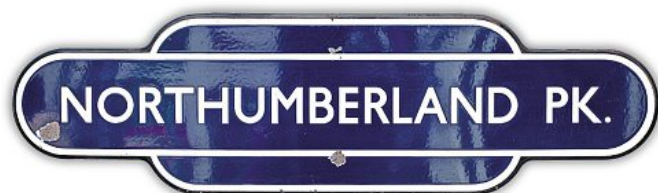
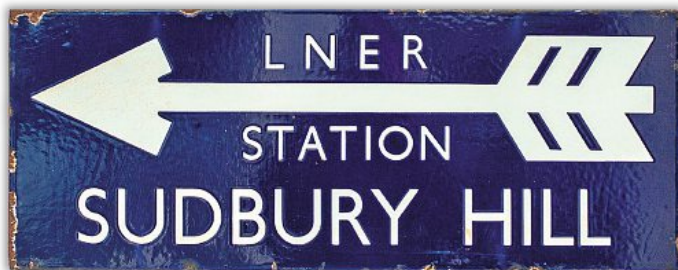
Among the smokebox numberplates is 209 from a Taff Vale Railway 04 class 0-6-2T, which started life in October 1910

as No. 114 and was withdrawn by BR in August 1952.

Among the totem station signs is BR(E) Northumberland Pk., which GW Railwayana's Simon Turner understands was the only totem to carry such an abbreviation – there's also an LNER Sudbury Hill direction sign, Taynult and Northolt Jc East signalbox nameboards, and a previously unknown Birkenhead Park LMS hawkkey.

The auction is on July 25 and starts at 9.30am, with no audience in the hall but with live bidding available on either of two online platforms accessible by laptop, smart phone or tablet, which will enable collectors to view Simon holding the auction.

Telephone bidding will also be accepted on items that are estimated to sell for a minimum of £500, and commission bids may be sent in advance by post or email.



Collector pays the Bill as GCRA launches 'mini' auction series

ALL eyes were on the first of Great Central's continuous series of fortnightly 75-lot internet, email, telephone and postal auctions which ran until June 12 – and the star item, nameplate *Portland Bill*, didn't disappoint when it sold for £10,300.

The plate was from LBSCR H1 class No. 38/SR No. 2038, a 4-4-2 built by Kitson & Co of Leeds in December 1905 and withdrawn by BR from Bricklayers Arms (73B) as No. 32038 in July 1951.

The locomotive's SR cabside numberplate sold immediately after the plate to the same bidder for £1200.

Behind came a number of signs from four of the six BR regions, headed at £7300 by BR(S) totem Withyham, a station on the Three Bridges to Tunbridge Wells line which closed in January 1967.

Other totems in this selection included BR(NE) Ilkley (£3100)

and BR(E) Forest Gate (£1350), and among other signs came a SR target from the north Devon station of Halwill (£2400) and a BR(M) direction sign from the North London Line listing 13 stations which went for £2200, nearly four times its top estimate.

Other four-figure realisations included a GWR crown-mounted tipstaff carried by a senior police officer as a symbol of authority (£2000) and a BR(NE) 'Passenger and parcels enquiries' doorplate (£1650).

Prices exclude buyer's premium of 15% (+ VAT).

Great Central director Mike Soden said: "Despite it being the first of the series, we had no teething problems.

"It worked really well, and in fact was an unmitigated success and exceeded our wildest dreams.

"We sold all but three of the 75 lots, and there were 127 bidders and 60 different buyers."

Diesel-hydraulics hold sway: SVR benefits in photo and slide sale

BR WESTERN Region diesel-hydraulic classes took top slot in the photographs, slides and negatives online sale held by Justaclickago from May 25-31.

The single lot, which sold for £871, comprised nearly 300 slides taken in the early-1970s, and included most of the Class 52 'Westerns' numbered D1000-D1073.

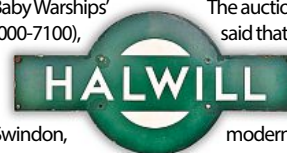
Others were Class 22 'Baby Warships' (D6300-57), Class 35 (D7000-7100), and Classes 42/43 'Warships', these two classes comprising D800-32/66-70, built at Swindon,

and D833-65, built by North British Loco in Glasgow.

A feature of the auction was the sale of the heritage steam 2000-slide collection of the late John Burrows of Worcester, whose realisation of £260 was donated by his widow Anne to the Severn Valley Railway.

Prices exclude buyer's premium of 15%.

The auction house's Simon Stewart said that overall he was very pleased with the results, especially with regard to the strong bidding on modern heritage traction.



Railwayana auction calendar

July

3-28 Paddington Tickets (email and postal)

10-24 Great Central Railwayana (internet, email, telephone and postal)

24-Aug 7 Great Central Railwayana

(internet, email, telephone and postal)
25 GW Railwayana (live internet, email, telephone and postal)

August

3-7 Talisman Railwayana (email, telephone and postal)

Delight for Roger and Sandra as Talisman goes back to its roots



TALISMAN Railwayana's Roger and Sandra Phipps have announced that their live auction originally scheduled for March 21 – the first live railwayana auction to be called off because of the coronavirus lockdown – will now

be held as a telephone, email and postal sale running from August 3-7.



The auction was previewed in this column in issue 265, but a reminder that the highlights include nameplates *Tawstock Court* from GWR Saint class 4-6-0 No. 2951 and from East African Railways' Class 60 Beyer-Garratt 4-8-2+2-8-4 No. 6019 *Sir Philip Mitchell*, named after the governor of Kenya, who served from 1944-52.

There's also the smokebox numberplate from LNER Class

B1 4-6-0 No. 61189 *Sir William Gray* and a worksplate from another LNER loco, D49 class 4-4-0 No. 62718 *Kinross-shire*, while recent additions include a full set of GN&LNW Joint Railway milepost tops and a complete GNR somersault signal.

"These type of auctions were the mainstay of our business when we started in 2001, and we are really looking forward to doing one of them again," said Roger.



LMS, GWR and LNER in head-to-head at Dreweatts

THERE was lively bidding into five figures in Dreweatts' online railway models transport sale on May 28 (see p29), with models below the £10,000 threshold also making their mark, headed by a 7½in live steam LMS Class 4F 0-6-0 No. 44001 at £9000.

Behind came 5in-gauge GWR No. 6027 *King Richard I*, built by Mr R Bates of Shrewsbury with a 'Royal Duchy' headboard (£8000), and a second LMS representative, Class 2 2-6-2T No. 1200, also in 5in gauge (£6000).

The LNER then made an appearance with B1 4-6-0 No. 1005 *Bongo* (£5000), the first of three from this class, all in 5in gauge, that comprised the same locomotive in its BR No. 61005 identity (£4500), and also at £4500, a third variation on the B1 theme, No. 8301 *Springbok*. Another LNER representative was an unnumbered L1 class 2-6-4T that made £5000.

A cluster just below included a 3½in-gauge GWR King, modelled with

the name *King John* from No. 6026, but carrying the cabside No. 6010 (£3400); two 5in-gauge examples – GWR 0-6-0PT No. 3799 (£3200) and Lancashire & Yorkshire Railway/LMS 2P class 2-4-2T No. 50728 (£3000); and a Gauge 1 LNER A1 class Pacific – No. 60120 *Kittiwake* (£3000).

The auction also included railway posters, the highest realisation for which was £1100 for a London Underground 'Appy' Ampstead example in the *Humours of London* series of 1913 by Tony Sarg (1880-1942), and there was also a 1935 Harry Beck London Underground diagrammatic map that went for £1900.

A small selection of railwayana was headed by a pair of Second World War military railway signal lamps by C Eastgate & Son of Birmingham which sold as a single lot for £700, nearly 12 times their top estimate.

Prices exclude buyer's premium of 25% (+ VAT).

Collection of NNR founding father Tony Lambert goes under hammer

A COLLECTION of railwayana accumulated over half a century by North Norfolk Railway (NNR) stalwart the late Tony Lambert went under the hammer for a total of nearly £12,000 at a Keys of Aylsham, Norfolk, online auction on May 22.

Star lots were a Great Northern Railway 12in dial clock which went for £570, and an 1893 Midland & Great Northern Joint Railways' booking offices enamel sign (£480).

Other items in the 251-lot sale included wagonplates, signalling equipment,

lamps, badges, paperwork, drivers' handbooks, photographs, and uniforms.

The prices exclude buyer's premium of 20% (+ VAT).

Tony, a former accountant, was a founding father of the NNR, which ran its first public passenger trains between Sheringham and Weybourne in July 1975.

Keys' fine sales consultant David Broom said: "Tony spent his entire adult life collecting anything related to railways, and his collection provided a fascinating insight into their history during the second half of the 20th century."

Eastern promise as China leads the way in ticket auction

A SELECTION of 33 Chinese and Taiwanese tickets that were sold in three lots led from the front in Paddington Ticket Auctions' postal and email sale which ended on May 19, the highest realisation being £1150 for seven tickets dating from the late-1940s/early-1950s.

Runner-up was £1050 for 20 tickets from the Canton-Kowloon, China Government, and Kowloon Canton – British Section railways, issued respectively in 1935, 1938 and the 1950s/60s.

A selection of six tickets from Taiwan that were issued in the late-1950s and early-1960s fetched £860.

Heading the British contingent at £540 was a first class free pass issued in 1922 by the Isle of Wight Railway to RWilliamson Esq of the Cambrian Railways. This was the year the Cambrian amalgamated with the GWR, while the IOWR was absorbed by the Southern Railway in the 1923 Grouping.

Next, with a realisation of £460, was a 140-year-old ticket, issued by the North London Railway on August 14, 1880, for a first class journey costing 3d (1.25p) from Blackwall to Poplar East India Road station in the heart of the capital's docklands.

Prices exclude buyer's premium of 10% (+ VAT).

Century-old railway station is back in business at Vectis model sale

A PRE-First World War gauge 1 tinplate station made by Bing of Germany for the British market fetched £1700 at a Vectis model train online, telephone and commission sale on May 29.

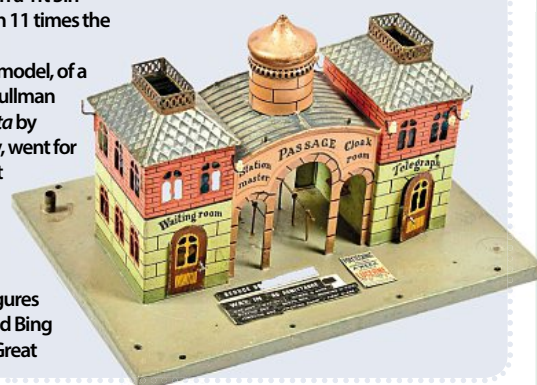
The realisation for the two-storey model, which was on a 1ft 5in base, was more than 11 times the top estimate.

Another gauge 1 model, of a brown and cream Pullman coach named *Alberta* by Marklin of Germany, went for £1200, and a Sunset Models of Korea O-gauge electric LNER A4 No. 60027 *Merlin* for £1100.

Just below four figures at £950 was a second Bing gauge 1 product – Great

Northern Railway No. 266 – a 4-2-2 built at Doncaster in 1898 during the Henry Ivatt era, and one of the last singles manufactured for main line use in the UK.

Prices exclude buyer's premium of 25% (inc VAT).



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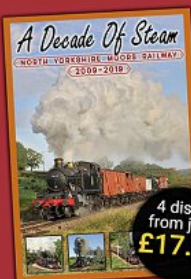
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Manufactured by Aster Hobby, this live steam gauge 1/G scale 45mm gauge model of National Collection-owned LNER A3 Pacific No. 4472 *Flying Scotsman* is expected to sell for between £2000 and £4000.

Sought-after models to aid Welshpool & Llanfair

By Gareth Evans

THE Welshpool & Llanfair Light Railway (WLLR) is hoping that an auction of more than 70 recently bequeathed model locomotives will provide a substantial boost to its finances in what has been a difficult year due to Covid-19.

Gildings Auctioneers is offering the extensive collection in its upcoming live steam sale, which due to coronavirus, will take place as an online-only auction on Tuesday, August 18.

The collection forms part of the estate of Leicestershire enthusiast Kenneth Abbott and comprises models manufactured by Accurcraft, Bachmann, Aster and Locomotive Works, among many others.

Rare opportunity

"It is rare for a collection of this scope to come to auction and the proceeds of the sale have been bequeathed to the WLLR. All lots are being offered without reserve," said Gildings' model railway specialist, Andrew Smith.

"The extensive collection dates back to the 1990s and includes passenger coaches, wagons and accessories of mostly gauge 1 / Garden Scale. It features both ready-to-run and kit-built models. Each part of the collection was produced in very small numbers and most of it remains highly sought-after by collectors today."

Kenneth Abbott was a prominent member of the Leicester Model Railway Group and exhibited and ran his locomotives all over the



This live steam Accurcraft model of Isle of Man Railway No. 6 *Peveril* has an estimated selling price of £600 - £1000 at Giddings' August 18 sale.

UK. As a result, the majority come in handmade wooden cases for transport and protection and their excellent condition has been maintained. When not touring, Kenneth's collection operated on his impressive garden railway.

Part one of the auction will be devoted to gauge 1 and G scale locomotives and accessories. The sale will include kit-built and pre-built models, passenger coaches, wagons, tracks and parts. A good number of Aster models will be available, including *Flying Scotsman* and other iconic locomotives from the steam era. Collectors will also have the chance to bid on a selection of garden railways by LGB, including electric, diesel and steam locomotives, freight wagons,

observation carriages and more.

The second part will feature Kenneth's large collection of OO gauge rolling stock. Many are DCC fitted and are mainly unused and in their original boxes.

Condition

"If restrictions are eased further, we hope to hold private viewings safely and responsibly," added Andrew.

"However, if this is not feasible, condition reports will be available, and I will be very happy to speak to interested parties who wish to discuss the condition of any item in the sale."

The catalogue will also be available at www.gildings.co.uk in due course. Interested parties can register their interest now via the website.

Rails of Sheffield proposes Class 89 model in OO

RAILS of Sheffield is planning to produce a ready-to-run model of preserved BR Class 89 electric locomotive No. 89001 in OO gauge in partnership with Accurascale.

"The plan is to approach this project slightly differently to usual," said a Rails of Sheffield statement.

"We are currently at the 'register your interest' stage. We encourage anybody interested to fill in and submit the form at <https://tinyurl.com/RailsClass89>

"This is not an order form and you will be under no obligation to proceed. We simply need to judge how much demand there is for this project. Should we get sufficient interest we will then proceed to open it up for pre-ordering."

Price is estimated to be DCC Ready at £179.99 and DCC Sound at £269.99. Delivery is expected in around 15 to 18 months from when the green light is given.

Part of the AC Locomotive Group's preserved fleet at Barrow Hill, the full-size No. 89001 moved by rail from Barrow Hill to Toton on April 30, where it will receive a new livery.

Sleeping cars and Pacers from Dapol in N gauge

DAPOL is expanding its range of Mk3 carriages and Class 142 Pacers in 2mm scale. With increasing numbers of both Mk3 sleeping cars and buffet cars, as well as Class 142s taking up residence at heritage lines, it would appear Dapol's announcement is timely – it now being prototypical for 1980s-built main line rolling stock to operate alongside steam and early diesel era vehicles.

While Dapol already produces a number of Class 142 models in N gauge, a new batch has been announced, covering five new variants. Of particular interest to modellers of heritage lines is that No. 142096 is to be available in debranded Northern Rail purple. It is expected to retail for £118.96 and is due to be available in the shops during the first quarter of 2021.

Other new variants are set to include No. 142042 in Merseyrail livery; No. 142022 in BR 'Skipper' Western chocolate and cream; No. 142001 in Greater Manchester/ GMPTE orange and tan; and No. 142053 in Provincial light blue.

Developed from the manufacturer's earlier N gauge HST coaches, Dapol's Mk3 sleeper cars are expected to be available in the shops during the third quarter of this year. Covering both the SLE and SLEP types, the sleeping cars will be offered in a range of liveries.



Above: It is estimated that this Accurcraft live steam model of Isle of Man Railway Beyer Peacock 2-4-0T No. 16 *Mannin* will sell for £800 - £1200 at auction.

Right: This Regner Models live steam 45mm gauge model of Leighton Buzzard Railway-based de Winton 0-4-0VBT *Chaloner* is expected to fetch £300 - £500.



Each a glimpse then (almost) gone for ever: THE MIGHTY PEPPERCORN A1 PACIFICS

Pondering over the many modelling opportunities available, **Pete Kelly** retells the story of the LNER's majestic but short-lived 49 Peppercorn A1 Pacific locomotives and the construction of the 50th, No. 60163 *Tornado*, 42 years after the last of the originals had vanished forever.

UNDER the auspices of the newly-formed British Railways in 1948 and 1949, construction of the original class of LNER-designed A1 Pacifics was divided between the former Great Northern Railway's Doncaster Works (26) and the former North Eastern Railway's Darlington Works (23).

The locomotives were a development of LNER Chief Mechanical Engineer Edward Thompson's one and only A1/1, a drastic 1945 rebuild of Sir Nigel Gresley's original A1 Pacific No. 4470 *Great Northern* featuring three separate sets of Walschaerts valve-gear in favour of Gresley's preference for just two outside sets of Walschaerts working the valve motion for the middle cylinder, a matter over which, before Gresley's sudden death in 1941, the two had been bitterly divided.

For the record, it is often forgotten that the derived motion that brought

about the revered 'Gresley beat' was in fact a joint effort between Gresley and Harold Holcroft.

Even though Edward Thompson had only five years to go until retirement, on account of his seniority it was he rather than the more affable Arthur H Peppercorn who succeeded Gresley as chief mechanical engineer. In the midst of the Second World War, with the almost impossible demands it placed on Britain's railways, Thompson's first priority was to introduce the B1 4-6-0, a capable two-cylinder mixed-traffic locomotive requiring the minimum of maintenance, of which 409 were eventually built.

Origin

Peppercorn's chance finally came after Thompson left the LNER in 1946. The A1s were designed to cope with the heaviest East Coast Main Line passenger trains of the day, sometimes consisting

of 15-coach loads weighing around 550 tons gross. Although it was Thompson himself who authorised the construction of the new class, Peppercorn didn't balk at improving the design that his predecessor had envisaged.

Unlike the experimental A1/1 rebuild, which suffered all kinds of problems in traffic, some relating to the front of the modified frame where the divided-drive arrangement of the three cylinders resulted in the ungainly positioning of the two outside ones behind the entire front bogie, Peppercorn decided to bring the cylinders into line, thus resolving the frame issues as well as achieving a much more handsome appearance for the locomotives.

With 6ft 8in driving wheels, a very large grate area of 50 sq ft compared with the 41.25 sq ft of the Gresley Pacifics, a boiler pressure of 250lb, double chimneys, Kylchap blastpipes and a tractive effort of 37,400lb,

the A1s could more easily handle 15-coach/550-ton trains, even if this was at the cost of a higher coal consumption than their Gresley predecessors. This didn't always endear them to their crews – and I know one ex-King's Cross fireman who, in the closing years of steam, also remembers a tendency for the A1s to sometimes lurch quite alarmingly while travelling at speed.

Five of the last 10 examples, Nos. 60153 *Flamboyant*, 60154 *Bon Accord*, 60155 *Borderer*, 60156 *Great Central* and 60157 *Great Eastern*, were fitted with Timken roller bearings throughout, which enabled them to run for up to 150,000 miles between overhauls.

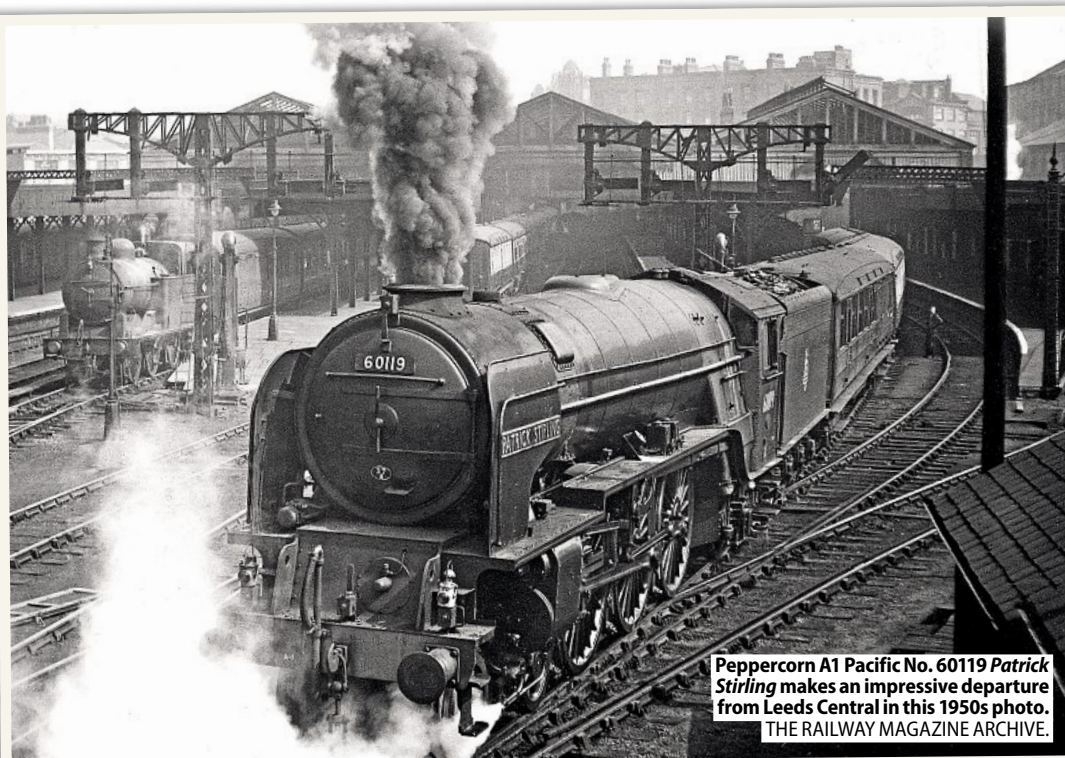
Lasting tribute

The A1s were a lasting tribute to Arthur Peppercorn, who died at the young age of 62 on March 3, 1951, but in the wake of the BR modernisation programme and the coming of the 'Deltics', every single one of them had gone for scrap by 1966. Not even the last to be withdrawn (after a working life of just 17 years) No. 60145 *Saint Mungo*, failed to escape the axe, even though Geoff Drury had originally planned to save it.

Living alongside the West Coast Main Line, I might never have seen an A1 (nor an A2, A3 or A4 for that matter) had I not saved up my Saturday earnings from working on a farm as a 16-year-old until I had enough to buy a cheap-day return ticket from Earlestown to York in 1960.

Although I lost the combined ABC in which I'd underlined all my 'cops' from that memorable day long ago, I still recall Nos. 60120 *Kittiwake*, 60124 *Kenilworth*, 60137 *Redgauntlet*, 60141 *Abbotsford* and 60150 *Willbrook*.

Little did I know then that 30 years later, while editing *The Railway Magazine (TRM)* in 1990, my life would become deeply entangled with another A1 when the preposterous idea of building a brand-new one from scratch was first put to me over lunch by a well-dressed bloke by the name of David Champion, who spoke with a lovely soft Geordie accent and



Peppercorn A1 Pacific No. 60119 *Patrick Stirling* makes an impressive departure from Leeds Central in this 1950s photo. THE RAILWAY MAGAZINE ARCHIVE.



had come down from Newcastle to King's Cross to tell me all about it.

During the course of our conversation I asked him where all the money would come from, and how on earth the locomotive would be built. "How do you eat an elephant?" he replied, before answering his own question with: "A little bit at a time!"

It all seemed so unlikely that I stayed awake all that night battling over whether to put my editorial judgement on the line by going with it or simply write it off as an eccentric dream that didn't stand a chance – and the more I thought about it, the more doubts crowded my mind.

In the end, though, I grasped the nettle and duly wrote a feature entitled 'Operation A1', and moving forward another 30 years to 2020, when new-builds seem to be happening all over the place, it was interesting to pull out an old *TRM* bound volume to recall how I'd justified my faith in the project.

"Impossible!... Ludicrous!... 'Cloud Cuckoo Land!'" it began. "Words and phrases like these were commonplace not so long ago whenever preservationists put forward schemes which appeared difficult or expensive to achieve. So many near-miracles have been performed in the last decade-and-a-half, however, that such words have now lost their currency.

"Look at the amazing *Duke of Gloucester* story, or the millions of pounds raised by share issues which have financed previously undreamed-of expansion plans at several leading preserved railways. Look at the total Barry rescue operation, or the fact that the Settle and Carlisle line is not only still open, but improving day by day.

"Over the years, pages of readers' letters in the railway press have carried all the arguments and counter-arguments of 'only so many slices in a cake' or 'too many Bulleids', yet month-in, month-out, fine examples of restored locomotives are rolled out for us to feast our eyes upon.

"Those same mailbag pages have often lamented the fact that certain well-loved classes were broken up in their entirety, leaving not a single example behind. A decade ago, there were letters about producing an LMS 'Patriot' 4-6-0 from scratch, then there were calls for a Great Western 'Grange' or 'County' 4-6-0. A flurry of correspondence resulted, one side saying 'Great idea – but what about the money and the expertise?' and the other putting forward the view that, somehow, building 'new' locomotives was immoral, and not in the true spirit of preservation.

Making the case

"The first argument is easily countered when we look at the huge cash-flows that have resulted from imaginatively-marketed and worthwhile expansion schemes, and the tremendous strides forward in the rebirth of steam manufacturing capability. As to the

In the Apple Green livery with 'BRITISH RAILWAYS' tender-side lettering in which the original Peppercorn A1s originally appeared, the well-travelled No. 60163 *Tornado* triumphantly reaches the railside Drumuachdar Pass sign on the main line between Perth and Inverness. On the road beside the tracks, it's a hard slog on a bicycle, too! THE RAILWAY MAGAZINE ARCHIVE.

During the course of our conversation I asked him where all the money would come from, and how on earth the locomotive would be built. "How do you eat an elephant?" he replied, before answering his own question with: "A little bit at a time!"

second argument, is it really immoral to reopen a production line, building new locomotives from original drawings after a lapse of several years or even decades? Several classes of Great Western locomotives were produced in batches separated by quite a number of years – and look at the North Eastern Railway

J72 0-6-0Ts, first produced in 1898, and still being turned out after the formation of British Railways!"

Having thus covered all doubts and eventualities – to convince myself as much as the readers – I finally started to believe, and soon after the piece was written, everything kicked off →



No. 60126 *Sir Vincent Raven* passes Tuxford Junction at speed in this undated archive photo from *The Railway Magazine*.



This is Hornby's value-for-money OO scale Railroad model of No. 60163 *Tornado* in British Railways Apple Green. A forthcoming 'Aberdonian' train pack consisting of this model and three maroon Mk.1 coaches will have a recommended retail price of £179.99. HORNBY



Left: The original Bachmann OO scale A1 Pacific models follow the lines of the original locomotives well, as this front-end shot of No. 60156 *Great Central* shows. PETE KELLY



Right: This boxed set in a limited edition of 1000 was produced to celebrate the 15th anniversary of Bachmann Europe Plc, and features two locomotives that were shedded at Gateshead – A1 No. 60143 *Sir Walter Scott* and Class 40 1 Co-Co-1 No. D396. PETE KELLY

at York on November 17 of that year with the launch of the A1 Locomotive Project 1990.

A group of dedicated enthusiasts from the North-East who saw the A1 as an important part of the East Coast express story had formed a steering committee with the aim of building one of the majestic Peppercorn A1 Pacifics from scratch and were 'going for it' with notable determination and dedication. Chairman Mike Wilson, public relations officer John Rathmell, chief mechanical engineer Ian Storey and financial consultant David Champion wasted no time in putting their message across!

Finance

A total cost of £500,000 was first projected, with 'at most' a 10-year construction period, and for the record, annual membership of the A1 Locomotive Project 1990 cost just £5. As the momentum grew, a news piece in the January 1991 issue of *TRM* carried

the outlandishly optimistic headline: 'Deed of Covenant Plan Could Make New A1 Pacific a Reality Within Four Years.' Well, it was only 13 years out – and by the time the locomotive started coming together in earnest, £500,000 was projected for the boiler alone!

By the summer of 1993, while I was still editing *TRM*, the group had reached an accord with Doncaster Council about the building of the locomotive in that historic railway town, and to give the project a boost I decided to cycle from John O'Groats to Land's End (926 miles by the route I followed) with a tiny 'Flying Scotsman' headboard on my handlebars to pick up goodwill messages along the way and act as a document carrier for the Project after I reached David Champion's home near Morpeth, Northumberland. The big announcement would be made in front of more than 100 guests and dignitaries in Doncaster's historic Mansion House building.

I was 49 at the time, but had already cycled the end-to-end in one direction or the other three times, and was in high spirits as I loaded my lightweight bicycle onto the train for Wick, where I reached Mrs Coghill's bed and breakfast establishment by 10pm.

Sponsored cycle ride

After cycling the 17 miles to John O'Groats next morning ready for the start of my journey south, I noticed a German visitor stepping down from a luxury coach and walking across to two motorcyclists who were just about to begin their own journeys to Land's End. "What," he asked them, "are you doing?" and seemed highly interested as they explained the long journey ahead.

Then he spotted this unfit-looking cyclist with his heavily-laden bicycle, already wearing a weary expression after that early-morning ride from Wick. He turned to me and said: "The same?" When I answered in the

affirmative, he shook his head and said: "You British are crazy people!"

I would ponder those words many times during the nightmare journey that followed. It started with a headwind so vicious that at one point, while I tried to freewheel downhill, the bike just stopped with the force of the gale, and it didn't get any better as I rode through torrential downpours, suffered a never-ending sequence of broken back wheel spokes and punctures, and finally found myself caught out in the countryside with nowhere to shelter during a frightening lightning storm in Devon.

By July 6, I'd crossed the Northumbrian hills to reach David's home at Epsley, where I was treated to a wonderful meal and put up for the night. Next morning I set off again with copies of the proposed A1 Steam Locomotive Trust-Doncaster Council agreement stowed safely in one of my pannier bags to



The other side of Pete Fowler's Bachmann model has been changed to represent another 'crested' member of the class, No. 60147 *North Eastern*. PETE KELLY

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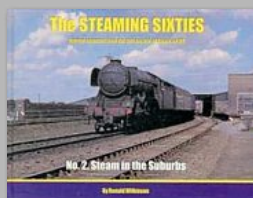
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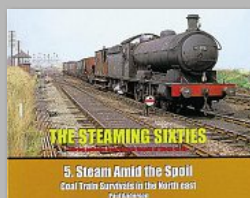
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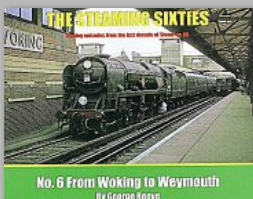
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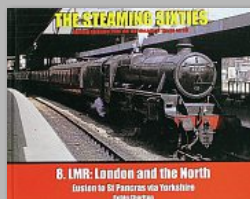
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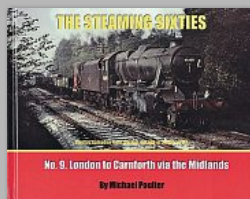
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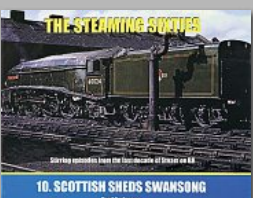
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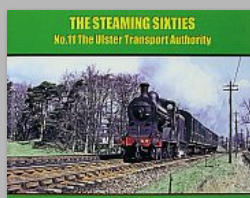
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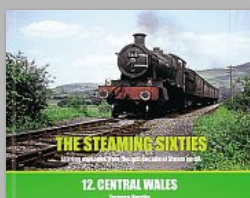
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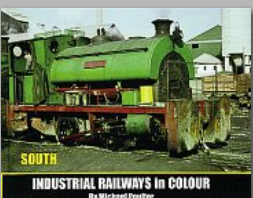
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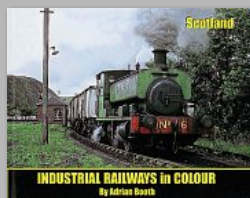
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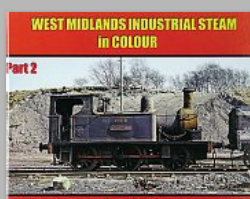
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Early British Railways Blue suited the A1s well, as this photo of one of the latest Bachmann OO-scale models of *Tornado* shows. BACHMANN

meet members of the A1 Steam Locomotive Trust and stay the night at The Sidings, situated right beside the East Coast Main Line at Shipton by Beningbrough, between Thirsk and York.

On Thursday, July 8, dressed in a deerstalker and other Edwardian attire, I wheeled out my vintage 1904 Swift bicycle for a short hop to the National Railway Museum at York, but when ominous cracking noises started coming from the weary old chain, I decided to leave it at the museum (rather appropriately!) and continue the journey to Doncaster on my modern lightweight machine which brother Geoff, following me, had loaded into his car.

At the big civic reception next day, I nervously wheeled my bike down the aisle and unloaded the copies of the agreement for the official signing ceremony. There, I met the lovely Mrs Dorothy Mather, who'd worked in the Doncaster Drawing Office in the A1 days and had been Arthur Peppercorn's wife. Dorothy is also no longer with us, but she and the humble, well-liked and gifted Peppercorn must have made a wonderful couple.

After completing my ride to Land's End, I remained in regular contact with the A1 Steam Locomotive Trust until moving on from *TRM* in 1994, but in the event the construction of the A1 was finally completed not at Doncaster, but at Darlington Locomotive Works in 2008.

By then I was an editor with *Heritage Railway's* publisher, Mortons of Horncastle, and after riding to Darlington on a Harley-Davidson motorcycle that one of its motorcycling titles had on test, I witnessed the mighty *Tornado*, resplendent in workshop grey, moving



under its own steam for the first time.

After asking Mark Allatt for permission, I took a wonderful picture of the Harley posing alongside the huge grey locomotive, and of course the eventual road test carried the headline, 'Heavy Metal!'

Tornado's crowning glory came in the early hours of April 12, 2017 when, during a special night-time test along the East Coast Main Line between Newcastle and York, it became the first steam locomotive since the 1960s to run at 100mph.

That elephant had been well and truly eaten!

In model form

From the modelling point of view, completely different eras are represented by the original 49 three-cylinder A1 Pacifics (1948-1966), of which not a single one was preserved, and the 50th, No. 60163 *Tornado* (2008 to the present day).

During the year in which *Tornado* was completed, 2008, *Heritage Railway* announced a customised and strictly-limited model of the locomotive in grey livery from TMC to help raise funds for the project.

This was basically a repainted version of Bachmann's standard OO-scale A1 Pacific which came in Brunswick Green livery with late BR tender crests.

Although the models captured the lines of the Peppercorn A1s very well, much of the detail, including the rudimentary controls in the driving cab, consisted of simple mouldings.

Just before Christmas 2009, Bachmann released a model of *Tornado* in the original A1 apple Green livery with 'BRITISH RAILWAYS' on the tender sides, but this was a retooled model that embraced many of the specific details applicable only to No. 60163 – a major one being the modified tender carrying more water and less coal than the original A1s that became necessary in the absence of water troughs on the main line. The model proved so popular that Bachmann stocks became exhausted just 10 weeks after it went on sale!

Hornby has been producing OO-scale models of *Tornado* since 2011, and the latest budget Railroad version aimed at entrants into the modelling hobby comes DCC-fitted with TTS sound and is finished in BR Apple



Firebox, cab and tender details are captured well, although the backhead of this original model features just rudimentary mouldings. PETE KELLY

Green livery.

For its 2013/14 range, Bachmann released a *Tornado* model in BR Express Passenger Blue, and Graham Farish has also marketed an N-scale version of the locomotive, but it is not currently in the range.

Other A1 Pacific models

Peter Fowler of Caistor Loco in Lincolnshire kindly lent *Heritage Railway* his original Brunswick Green Bachmann OO scale A1 model of No. 60156 *Great Central* for us to photograph, and interestingly he changed the other side of the model to represent No. 60147 *North Eastern*. The nameplates of both locomotives featured impressive crests of the LNER constituent companies (others being the A1/1 No. 60113 *Great Northern* along with A1s Nos. 60157 *Great Eastern* and 60161 *North British*).

As an additional favour, Pete also lent us a beautiful boxed set of the Gateshead-shedded Class A1 No. 60143 *Sir Walter Scott* and Class 40 1 Co-Co-1 diesel-electric No. D396, both in BR Green, that was produced in a limited edition of 1000 to celebrate the 15th anniversary of Bachmann Europe Plc. **HR**



This top-of-the-range model of No. 60163 *Tornado* in late-crest BR lined green is expected to be available in the shops by December this year. BACHMANN



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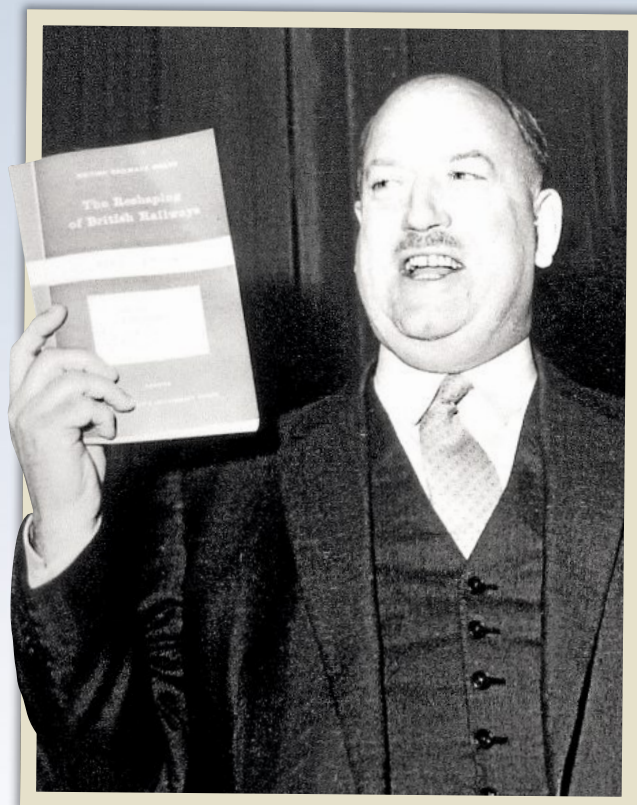
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BEECHING:

A MAN OF HIS TIME — OR AHEAD OF IT?

Dr Richard Beeching is still considered by many to be the ultimate railway bogeyman. To coincide with the publication of his new book, Britain's Railway Closures and their Legacy – The Definitive Guide, **Robin Jones** asks whether Dr Beeching was a man rooted in his day, a scapegoat for a wider malaise, or a visionary who saved the network.



Dr Richard Beeching holds up a copy of his landmark 1963 report, *The Reshaping of British Railways*. NRM

June 1 next year will be the 60th anniversary of the appointment of ICI director and physicist Dr Richard Beeching as the first chairman of the new British Railway Board, and despite the passage of time, the name continues to generate debate, discussion and demands.

Indeed, he has been described as 'the most hated civil servant of all time,' and is still seen by swathes of the general population as the man who took away our beloved steam engines and closed our portfolio of branch lines.

The month before he began his four-year stint at BR, our future sister title *The Railway Magazine* commented: "The appointment of Dr Beeching has aroused mixed feelings both inside and outside the railway service. Surprise and concern have been expressed because the choice did not fall on a senior railway officer who could have brought to the new board many years of specialised experience of the intricacies of railway administration."

History was to record that the term "mixed feelings" may have been a gross understatement.

His report *The Reshaping of British Railways*, published on March 27, 1963, recommended that 6000 miles of mainly rural lines should be closed entirely, and that some of the remaining routes should be kept open only for freight.

However, contrary to popular mythology, Beeching himself did not close any lines: while he made recommendations, the final decision was made by the man who

appointed him – Ernest Marples.

The Minister of Transport was a roads man: he founded Marples Ridgway, a firm which thrived on road construction at a time when motor transport was soaring in its ascendancy at the great expense of rail, and in 1959, he gave the go-ahead for the M1 to be built, Britain's first inter-city motorway.

Modernisation

So what was the background to the controversial appointment?

At the start of the 1950s, despite years of wartime neglect and austerity, BR was making a working profit, albeit a small one. However, the country had fallen well behind the rest of Europe – not to mention the USA – in terms of dieselisation and electrification of its railways, and motor transport was soaring in its post-war boom.

The response was December 1954's report, *Modernisation and Re-Equipment of the British Railways*, otherwise referred to as the BR Modernisation Plan.

Because funds were critically short, in 1948 the newly nationalised railway opted to stay with steam and built 999 Standard locomotives. However, the 1954 report called for complete replacement of steam by electric, with diesel providing traction on non-electrified lines.

The Modernisation Plan led to a hurried as opposed to measured response, with manufacturers turning out some diesel classes that were not considered as effective as the steam engines they were designed to replace.

By 1960, despite the regular pruning back of country branch lines and other loss-making parts of the system, BR had a deficit of £68 million, which increased to £87 million in 1961 and to £104 million in 1962.

Clearly, the Modernisation Plan had failed on several fronts, while car ownership rose, and so a fresh approach based on economics was considered essential.

Beeching's basic strategy was to speed up the eradication of unremunerative lines – a process that had been on-going since the First World

War – and to eliminate routes which 'doubled up.'

The great railway building age of the 19th century had seen rival companies build competing routes linking the same town and cities, whereas in the modern age, only one was deemed necessary, and so Beeching aimed for a streamlined inter-city network.

His study of traffic flows showed that the least-used 50% of stations contributed only 2% of passenger revenue, while a third of all route miles carried just 1% of passengers.

Understandably, the trade unions

loudly objected to the sweeping job losses that the closures brought, and the Labour Party vowed to sack Beeching if they were elected in 1964, and reverse all of 'his' cuts.

Labour won the General Election, and not only retained Beeching for a time, but carried on with implementing his programme of recommendations, and then made further closures over and above them – the Midland Railway's Matlock to Buxton line, part of which is now home to Peak Rail, springs immediately to mind.

One of Beeching's often overlooked successes is that of the bulk containerisation of freight, allowing the railways to compete with road transport in areas where they could do the job better. His approach was to swim with the tide, not against it.

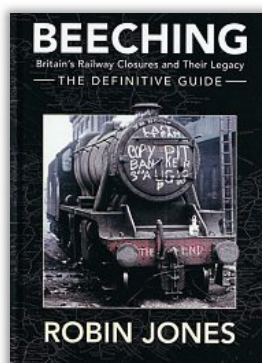
Car ownership

In the ensuing decades, the motor car reinforced its position as the undisputed king, and what might have been considered a luxury by most families back in the 1950s or even the 60s, now sees many homes today own two or more cars.

The net result has been congestion in urban areas, and the need for both local railways and buses to stop them becoming gridlocked on a daily basis.

It has seemed to me that at every election, one of the candidates promises to reverse this or that Beeching cut, yet very few of the axed lines have reopened as a result.

One classic success is the Borders Railway over the northernmost third of the Waverley route which closed in 1969.





Left: The Hayling Island branch was closed on November 3, 1963, even though it made a small profit. BR gave the reason as the cost of replacing the timber swing bridge which crossed Langstone Harbour being far too expensive. LBSCR 'Terrier' 0-6-0T No. 32650 is now being restored at the Spa Valley Railway.
HUGH BALLANTYNE



Left: At just one mile and 64 chains, one of the shortest of Beeching closures was that of Yorkshire's Barnoldswick branch, where BR Standard 2-6-2T No. 84015 headed the last passenger train on September 25, 1965, watched by a group of schoolboy trainspotters.
HUGH BALLANTYNE

The name Beeching yet again made headlines this year, when transport secretary Grant Shapps announced the new Restoring Your Railway Ideas Fund, offering up to £50,000 of the costs of developing a business case for the reopening of lines – for public as opposed to heritage services – that were closed in the Sixties.

As we reported last issue, the first shortlist of 10 projects announced on May 23 included the East Lancashire Railway's Heywood branch, Smallbrook Junction to Newport and Shanklin to Ventnor on the Isle of Wight, the latter including the island's steam railway and the Penrith to Kestwick branch, for two decades the target of campaigner Cedric Martindale.

Two South Devon MPs have asked the Government to look into the possibility of regular services over the Dartmouth Steam Railway from Paignton to Churston, and now the Transport Minister for Wales, Ken Skates, wrote to the Grant Shapps to reiterate the case for reopening the seven-mile line between Bangor and Caernarfon.

While Beeching recommended it for closure in 1963, it remained open for another nine years. Reinstatement here would involve rebuilding the former station at Caernarfon which has been demolished and redeveloped as a supermarket and a new station at Felinheli. A bridge at Felinheli, an embankment at Caernarfon and a

tunnel at Faenol would also need major repair work, while part of the trackbed is currently used as Lon Las Menai, a popular cycle path.

Herein lies the nub of the problem with the Beeching era. Beeching did not invent rail closures: indeed, what happened in Britain was taking place throughout much of the post-war western world.

However, his remit did not consider the state of Britain's transport networks, in say 50 years' time. Back in 1963, there were many who thought the railway age was approaching its end because of competition from the more versatile car: they did not envisage a 21st century of unbearable city road congestion and air pollution.

Disposal

In Beeching's day, once a branch closed, its tracks would likely be lifted within days, never to return, and sections of trackbed sold off for development, permanently blocking future reinstatement.

In some European countries, tracks and/or trackbeds were left in place for many years after closure, just in case, but in Britain, in many cases it is now far too late.

Take the East Lincolnshire main line, which closed in 1970 and has been described as the worst of all the Beeching recommendations: back then, towns and village like Louth, North Thoresby and Waltham had a lower population, but subsequent swathes of

housebuilding might well make a daily commuter service into, say Grimsby, attractive.

Also, did Beeching's initial studies ever fully take into account the passenger and freight traffic that a loss-making branch might nonetheless contribute to the main line it served?

On the other hand, what if there had never been a Beeching, and the cuts had never been made? Would British taxpayers have been happy to subsidise a plethora of remote branches where trains ran with empty carriages for the sake of long-term sentimentality?

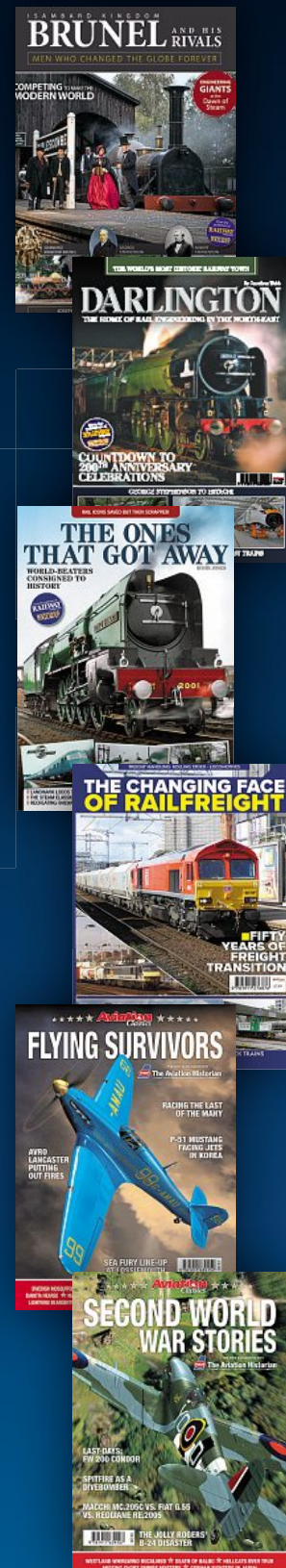
In my new hardback, *Beeching: Britain's Railway Closures and their Legacy – The Definitive Guide*, these and many more issues are discussed in detail, along with the background to the Beeching era, its aftermath, and the case for rail revival today.

So was he the villain of popular legend, or a visionary who helped save Britain's railways at a time when there were those who wanted to see even more drastic pruning? You decide! **HR**

→ **Beeching: Britain's Railway Closures and their Legacy - The Definitive Guide** by Robin Jones, published by Gresley books/Mortons Book, 256pp, ISBN 978 1 911658 14 6, price £14.99 – is available now at www.mortonsbooks.co.uk

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Please mention The Earl in a covering note.



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WEST RIDING MINIATURE DELIGHT

Yorkshire's great little steam trains reside at Clayton West, on the 15in gauge Kirklees Light Railway. Originally constructed for the transport of coal as a standard gauge line, the railway now carries thousands of visitors from around the county and beyond each year. **Oliver Edwards** looks at the railway's history and what it offers, as well as discussing recent developments and the future with general manager Erin Towey.

The Kirklees Light Railway (KLR) is laid on the trackbed of a much earlier railway, constructed by the Lancashire and Yorkshire Railway (L&YR) as part of the second railway boom. West Yorkshire during the latter half of the 19th century was a significant industrial centre, with industries mining raw materials such as coal and manufactured goods like textiles, providing immense wealth for investors and necessitating the construction of a raft of communication channels. First came canals, and then railways.

The L&YR was particularly prominent, competing with companies such as the London & North Western to exploit the rich trade pickings first. A large number of schemes had been explored to put Clayton West, the modern KLR's main station, and local coal mines on the rail map, but had failed to gain traction. When the 3½ mile branch line to the village from the main line at Shepley finally achieved parliamentary approval in the late 1860s, the

L&YR had lost interest in the scheme and construction did not commence until late 1872. Amazingly for such a short railway, completion was not until the end of the decade, making it one of the last branch lines constructed in the region.

The railway settled into the familiar pattern of many secondary railways across the UK, namely reasonable success for the following 70 years until the early 1950s. Images of large classes such as the LMS Jubilees hauling heavy excursion trains on the line demonstrate that the railway was no mere idle byway, and instead was an intensely used artery for trade. Later, Class 40 diesels were also to be seen. At this point, the railway's history diverged from other branch lines in the region such as the Keighley & Worth Valley. It remained open through the rail closures of the period thanks to the intervention of transport minister Barbara Castle, one of the few railways to avoid a seemingly inevitable fate. Coal traffic allowed

the railway to cling to life right until the end of the 1970s, and passenger trains ran until total closure in 1983. With no preservation society to save the railway, and the track torn up, the residents around this Yorkshire byway must have expected never to see a train in Clayton West again.

Reopening beckons

When in the late 1980s Brian Taylor, owner of a miniature line in nearby Halifax, was searching for a place to expand his railway portfolio, the abandoned route to Clayton West was not a settled choice. He looked across the UK, including at a site in a popular tourist hotspot in the South West of England, before settling on the route on his doorstep. Negotiations with the local authority were successful, and its backing helped in gaining a Light Railway Order in 1991.

The whole railway was not reopened at once. Instead, an initial section to Cuckoo's Nest – a

Owl, one of two large locomotives on the railway from the original fleet, is seen arriving into Shelley. OLIVER EDWARDS





0-6-4ST *Badger* awaits departure from Clayton West with a well loaded train on February 18. OLIVER EDWARDS



Perhaps the railway's most used locomotive is *Jay*, the resident works diesel, seen here on a rare passenger turn on February 18, 2020. OLIVER EDWARDS



Fox, the railway's first locomotive, is in the final stages of a long rebuild. The 1987-built 2-6-2T is based on Hunslet type exported to India. OLIVER EDWARDS



Above: Fairbourne influences are strong at the KLR, with two former Fairbourne Railway locomotives and these carriages based here. OLIVER EDWARDS

Left: Popular performers: Fairbourne Railway veterans *Sian* and *Katie*. The 2-4-2s work together exclusively on special *Katie & Sian* weekends. OLIVER EDWARDS

mile from Clayton West – opened in 1991, with further additions to Skelmanthorpe – the halfway point – and Shelley – the current terminus – made by the end of the decade. The railway was sold in the mid-2000s to Stately Albion, a specialist in building holiday homes and lodges, which once used a corner of the Clayton West site to house a showroom.

Attention is now firmly on improving facilities for visitors. Early photographs of Clayton West show a large, open site with very little to entice visitors, aside from Brian's beautiful little engines. Today, a large playground, café, shop, workshops, volunteer accommodation, birthday party carriage (see standard gauge stock panel) and engine shed occupy the site, making this a versatile area in which to cater for a range of audiences. A 7¼in gauge miniature railway has been a staple attraction at Clayton West for some years, and was rebuilt to ground level with new locomotives and rolling stock last year.

In 2019, the railway broke through the 65,000 visitor per annum figure – a long-held ambition and a testament to the adage that a good product creates a loyal customer base.

Along the line

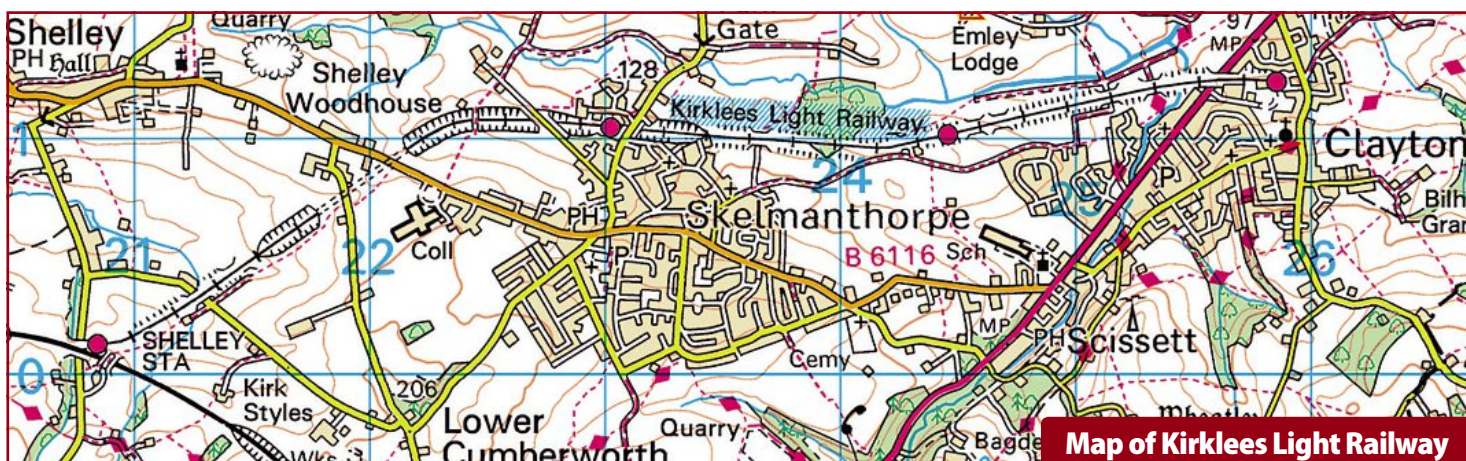
Both the terminus stations on the railway feature turntables, which means locomotives rarely run bunker-first. When larger tender engines visit, the locomotive and its tender are turned separately because of their length. A small tearoom can be found at Shelley, and trains spend just enough time here to grab a drink before returning.

The line itself is a very picturesque one, running through a large wood, along a steep embankment and through perhaps the railway's most eerie feature, the Woodhouse tunnel. This impressive feat of engineering is only amplified by the size of the modern KLR trains which run through it, and is measured at a fantastic 476 metres (1561ft) in length.

The railway in numbers

3½ miles	The length of the Kirklees Light Railway
6	The number of resident steam locomotives
65,000	The number of visitors in 2019
£8	The on the day adult day rover fare
1	The number of resident diesel locomotives

"Tunnels on narrow gauge railways in the UK are rare, with examples on the Ffestiniog & Welsh Highland the best known, though none match the sheer size of Woodhouse."



Map of Kirklees Light Railway

©Crown copyright 2018 Ordnance Survey. Media 050/20.



Standard gauge stock

Clayton West station is home to an item of standard gauge rolling stock – Class 108 DMU car DTCL No. 56495. This vehicle has been stripped inside, excluding a small number of original seats in the compartment behind the cab, and now plays host to children's parties. Finished in a striking blue paint scheme with painted balloons on its side, the car is certainly a popular venue. More details about hiring it can be found at: www.kirkleeslightrailway.com

Left: On shed at Clayton West: *Badger* is seen on the turntable, while *Hawk and Owl* stand by. OLIVER EDWARDS

Meet the general manager

Erin Towey has been general manager of the KLR since July 2019, having joined the line two years previously as marketing manager.

Prior to that, she worked as an administration and purchasing coordinator at an international medical clinic in Singapore. Other previous roles have included faculty operations officer and executive assistant to the pro-vice-chancellor at Sheffield Hallam University – and PA and office manager to the managing director of planning at Transport for London.

Heritage Railway (HR): The Kirklees Light Railway (KLR) had a fantastic 2019, breaking previous passenger records. How did you get there?

Erin Towey (ET): Between 2017 and 2018, there was a skills gap in the team here at KLR in marketing, and that showed in our visitor figures.

I originally joined the railway to fill that gap, before becoming general manager, and I put marketing plans in place that are beginning to take off. It takes time to see improvement in visitor numbers, and 2019 bore out the positive changes made in 2018.

Kirklees is a family railway, and defining that as our core audience has helped us to tailor our offer to meet their needs.

HR: How important do you think it is to keep adapting the railway's offer to visitors?

ET: Improving the experience of visitors is a key aim for us. Our railway does not receive financial support through a supporting charity or from large donors, so we have to fund developments ourselves.

This can mean projects take more time than at some other railways or attractions, but we have made huge strides in the last few years. Two new playgrounds have been built, our miniature railway has been relaid, rolling stock is maintained to a high standard and we are continuing to introduce new events.

HR: The railway has recently welcomed both ex-Fairbourne Railway sisters *Katie* and *Sian* as residents. Have they caught people's attention?

ET: *Sian* arrived at the railway in 2018, and our first *Sian* and *Katie* weekends were in 2019. While they do not bring in thousands of visitors, these two locomotives have created some interest with enthusiasts. I must say that it is lovely to see them together.

HR: Kirklees is one of the largest Day Out with Thomas locations in the UK. How important are these events to raising the railway's profile, and recruiting the next generation?

ET: Absolutely essential, on both fronts. They build huge awareness of the railway, which generates new audiences, who are then very likely to return in future. They generate good revenue, too. Thomas helps us to spark the interest of young, budding railway enthusiasts who we hope to convert into volunteers in later life.

HR: Can you tell us about any exciting developments planned for the future?

ET: It will be a period of consolidation for us, after some large investments in visitor facilities over the last few years. We began running evening trains for adults with food and drinks last year, which we are keen to repeat.

Katie comes out of service at the end of this year for overhaul, and *Fox* is anticipated to return to service.

We say that when we do something, we want to do it well.

HR: Can readers get involved in the railway through volunteering? How do they get in touch?

ET: Yes, just knock on the door! We do run a volunteer recruitment weekend, which people can attend to learn more, but potential volunteers can get in touch at any time by emailing info@kirkleeslightrailway.com or calling 01484 865727. Volunteers must be over 16. There is a lot to do and get involved in – no pressure if it doesn't feel right for you.

HR: What is your favourite locomotive personally?

ET: *Owl* is my favourite, because it is so unusual! That said, I like *Katie* too. In fact, they are all lovely!



Erin Towey,
KLR general manager

Tunnels on narrow gauge railways in the UK are rare, with examples on the Pfestiniog & Welsh Highland the best known, though none match the sheer size of Woodhouse. Once in the middle, sheer darkness would prevail were it not for a small number of carriage lights. Loops at the halts of Skelmanthorpe and Cuckoo's Nest allow for intense running on gala days, with trains departing Clayton West at a frequency which means you can easily catch every locomotive without waiting for hours in remote locations.

Rover tickets are available at just £8 for an adult on the day, and are as low as £6 for over 60s booking in advance. This represents superb value, and is great for enticing return visitors. If a visit to a larger railway involves high costs for you, why not pop down to Kirklees for your steam fix?

Motive power

The locomotives of the KLR adopt the common 15in gauge practice of being based on larger machines, although they differ from most in that they are inspired by narrow gauge prototypes. There are now six resident steam locomotives on the railway, four constructed by Brian Taylor and the other two are well known Guest Engineering products.

Fox and *Badger* are the two medium-sized residents, and formed the backbone of services in the first decade of the railway's life. *Badger*, an 0-6-4ST and finished in a fitting apple green, is still in service today, and is one of the line's most used locomotives. *Fox*, meanwhile, is based on a Hunslet 2-6-2T and has been out of service since Christmas Eve 2014 and is being returned to traffic very soon.

Hawk and *Owl*, befitting their animal namesakes, are the larger locomotives of Brian Taylor's original fleet. *Hawk* entered service in 1998, and can be found on the heaviest trains on the railway. Often to be found doubling up as Thomas during the railway's event days, the locomotive is designed on the Kitson Meyer principle, which gives the locomotive powered bogies at both ends. These have allowed the locomotive to visit lines which would not normally be associated with such a long engine, such as the Perrygrove Railway in Gloucestershire.

Owl is even more unusual. Formerly turned



out in Stroudley improved engine green (in reality a light shade of golden ochre), *Owl* now carries the utilitarian black of the railway's builder, the Lancashire & Yorkshire. With gears and cylinders angled in a V shape on the locomotive's sides, it is certainly unconventional. Again, it most often found on the heaviest trains.

Jay, the railway's diesel, is perhaps the hardest working member of the fleet, mixing duties on works trains to giving passenger rides as *Mavis* on Thomas days and working occasional full-line turns. Tram No. 7 predictably finds use on family event days, too.

Far flung friends

This corner of Yorkshire has become the unlikely home of former seaside dwellers in recent times, after the arrival of former Fairbourne Railway resident *Katie* and later sister *Sian*. These tender engines have broken the long rule of tank engines at Clayton West, though the railway has previously been home to Sandy River No. 24, now based at the Cleethorpes Coast Light Railway and a product of Fairbourne's own workshops. *Katie* and *Sian* are 2-4-2 locomotives, and have been well travelled since their days in North Wales. *Katie* was formerly based at Windmill Farm in Lancashire and *Sian*, in a rather ill-fitting US guise, at the Bure Valley. *Katie* is owned by the railway, while *Sian* has been restored by the Sian Project Group.

The railway runs special weekends with both locomotives in traffic together. It has also had an extended visit from the Bassett Lowke *Count Louis* (another Fairbourne machine) recently.

In fact, the railway has played host to numbers of visiting locomotives in recent years. Highlights have included the gathering of 'Katies' at last year's gala event. This line saw

Above: Blacker Wood is a beautiful spot on the railway. *Hawk*, the line's largest and most powerful locomotive, is seen making good time towards Shelley. Completed at Clayton West in 1998 by Brian Taylor, the 0-4-4-0T is based on a Kitson Meyer type exported to Chile in 1903. The locomotive is regularly used on the KLR's full-day driver experience courses. OLIVER EDWARDS



Right: *Owl* makes a spirited run shortly after leaving Skelmanthorpe station, the line's midway point. OLIVER EDWARDS

large locomotives in its working life, and KLR continues the tradition by hosting locomotives such as Romney's *Winston Churchill* and *Dr Syn*, both constructed nearby by the Yorkshire Engine Company.

Events for all

The railway has a vast events programme, catering for the wishes of several groups. For families, Kirklees's main target market, a large number of Santa trains, Days Out with Thomas and story weekends provide variety, while enthusiasts should make the gala event in mid-September a part of their annual calendar.

The railway offers a variety of experiences for those passionate about steam. Footplate rides start at £60 for a 70-minute journey, while driver taster and full driver experience days are offered too, the latter including 18 miles at the controls.

For this article, I attended one of the railway's photographic courses. Being relatively new to

railway photography, this was great for me as it included expert advice on how to use my new camera and got me into locations along the line normal visitors cannot access. Again, details can be found online.

Volunteers are a big part of the railway's existence, though it is owned by and operated as a commercial business. Kirklees accommodates volunteers in its operations as guards and drivers, as well as in other roles. The atmosphere is friendly and welcoming, and encourages personal development, so may be the place for you if you are currently seeking a volunteering opportunity.

Acknowledgements

The author would like to thank the friendly staff and volunteers of the KLR, particularly Erin Towe for her time and photographer and volunteer Dave Edmonson LRPS for his superb photographic lesson. The railway's website history was particularly helpful for the historical elements of this article. **KLR**

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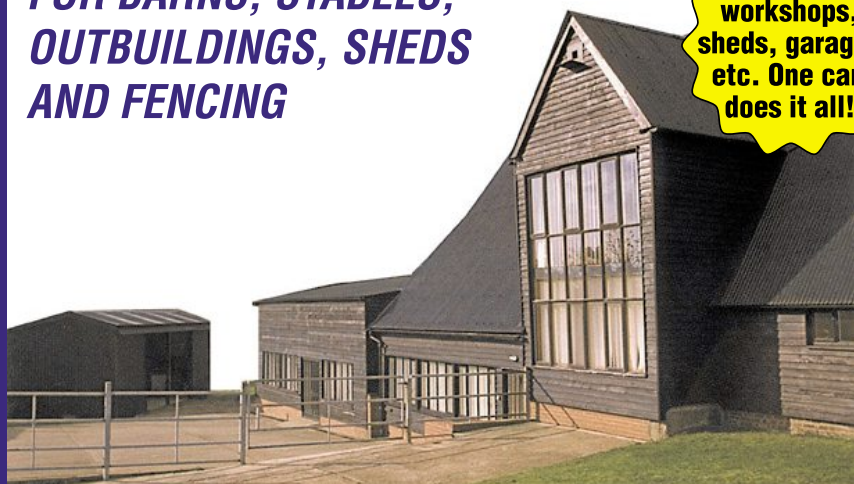
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AT THE BEATING HEART OF VALLEY STEAM

By Robin Jones

The late Philip Williams spent more than four years recording and writing the memoirs of 23 surviving Pontypool Road locomotive depot staff spanning the years 1914 to 1967, researching hundreds of photographs along the way.

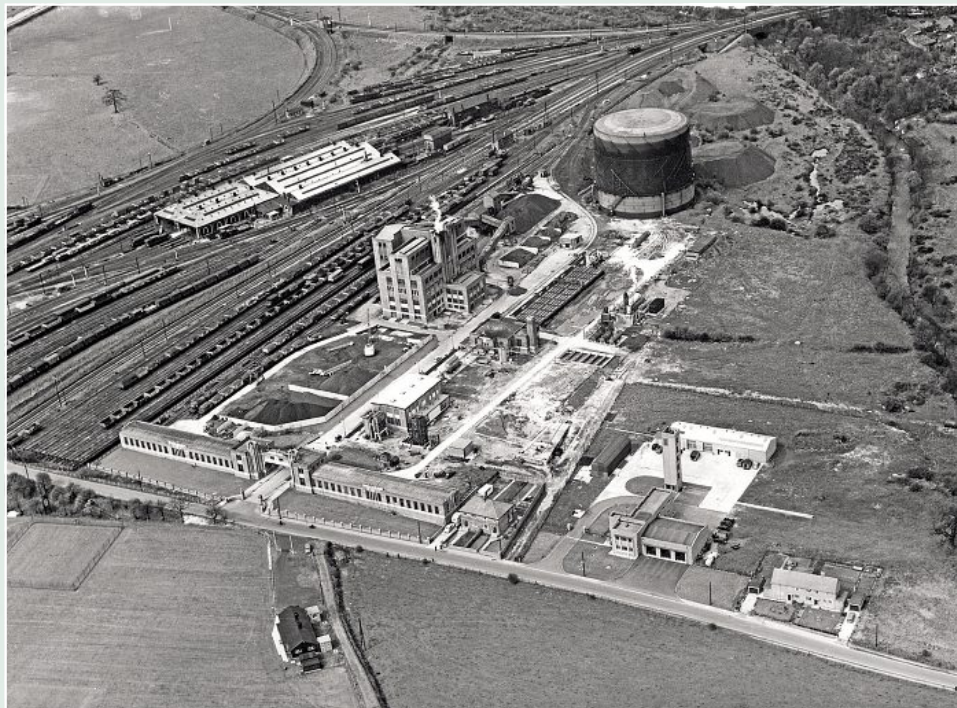
Phil's interest in railways was derived from his father John Williams and a near neighbour, also by coincidence named Phil Williams, a Pontypool Road driver who started his railway career in 1923 and retired in 1968.

It was the stories of life on the rails that driver Phil imparted to the young Phil growing up in the 1970s which sparked his interest and would eventually lead him to write up the life and times of the steam age railwaymen of the Welsh valley shed, 82G Pontypool Road.

The result is a two-volume work, the first of which has been published by the Silver Link imprint of Mortons Books.

Railwaymen Of The Welsh Valleys 1914-1967: Memories of steam working from (86G) Pontypool Road shed, is a remarkable work which records in detail a period of Britain's railways that, although long since passed into history, is still fondly remembered by many who lived through part or all of it. For those born since the steam age years, this volume provides an insight into the detailed workings of a steam age locomotive shed and the services for which it provided the motive power.

Told by the men who lived it, the story is one of hard, often physical work, of grit and determination, and of unsociable



An aerial view of Pontypool Road locomotive depot and yards, looking east to west, on April 14, 1959.
TERENCE SOAMES (CARDIFF LTD)/PHIL WILLIAMS COLLECTION

shift working, in an often tough and dirty environment. However, the author has also captured the lighter moments, recalling many humorous tales and events that were also part of a railwayman's life.

Reproduced here is a small selection of the more than 300 illustrations contained in this first volume, available from www.mortonsbooks.co.uk or telephone 01507 529529 to order your copy. 

Pontypool Road loco shed basks in the autumn sunlight as viewed from Coedygric Road viaduct on October 14, 1962. In the foreground on the left are Coedygric Sidings, with New Sidings on the right. W POTTER/RC RILEY COLLECTION





Above: Passengers wait at the old Pontypool Road station, date unknown. PHIL WILLIAMS COLLECTION

Left: On August 15, 1962 GWR 0-6-0PT No. 4668 has reversed from the Cabin Road to leave the shed while its fireman rings the East box for permission to leave. Wagons of ash are to the left, and GWR Nos 6335, 9611, 3682 and 3815 are seen in the background, awaiting fire-dropping on the ash pit. PHIL WILLIAMS COLLECTION

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In accordance with your request, I have been pleased to arrange for your visit(s) to Motive Power Depot(s) as shewn below, and I hope you have an instructive and enjoyable visit.

On arrival at the Depot, this letter should be presented immediately at the Depot office and a responsible member of the staff will conduct you round.

In the interests of safety, no person under 16 years of age will be allowed to visit a Motive Power Depot unless accompanied by an adult, and the visit must finish before dark. The only luggage allowed in the Motive Power Depot will be cameras, and photographs may be taken for private collection only.

Yours faithfully, *For R. C. HILTON*
L Chadwick

Motive Power Depot to be visited	Date	Time	No. of Persons
Pontypool Road	30.12.64.	9.30 hours	10
Newport (Ebbw Junction)	30.12.64.	12.00 noon	10
Severn Tunnel Junction	30.12.64.	15.30 hours	10

To:— G. Vincent, Esq.

A shed permit for an enthusiasts' visit to Pontypool Road, Newport (Ebbw Junction) and Severn Tunnel Junction on December 30, 1964. G VINCENT



GWR 0-6-2T No. 5628 hauls a Neath-Pontypool Road passenger train at Hengoed High Level station in 1962. DK JONES COLLECTION



The last eastbound passenger train from Pontypool to Neath enters Pontypool (Clarence Street) on December 30, 1964, again hauled by No. 4639. RH MARROWS



A westbound freight crosses Crumlin Viaduct sometime before 1929 when the railway across it was reduced from two lines to one. PHIL WILLIAMS COLLECTION

STEAM:

20 YEARS OF A MODERN SWINDON SUCCESS

Swindon's Steam – Museum of the Great Western Railway had its 20th birthday in June, but celebrations were postponed as the venue in part of Brunel's great workshops remained closed due to the Covid-19 pandemic, writes **Robin Jones**.

In late 1998, a few months before the first issue of *Heritage Railway* appeared, I attended a Swindon Borough Council press conference to announce what seemed a very ambitious plan – to turn part of Isambard Kingdom Brunel's Swindon Works into a museum to celebrate the magnificence of the Great Western Railway which he engineered.

The magnitude of such a development would give the great railway town that sprang up around the works a venue to rival the Brunel-themed attraction at Bristol, including the *SS Great Britain*, it was hoped.

Legend has it that in 1841, when Brunel and his superintendent Daniel Gooch were seeking to build a locomotive repair workshop around the midway point of the Paddington to Bristol line, the former threw half a ham sandwich out of a carriage window, and built the facility where it landed. Be that truth or fiction, the works opened two years later and turned a small agricultural settlement with a population of around 2500 into a town housing more than 40,000 railway workers.

The locomotive products of Swindon are

legendary across the world and need no introduction here. However, British Rail Engineering Limited closed the works on March 26, 1986 in favour of Crewe and Derby, and it seemed that proud tradition would be consigned to history.

The name of the new museum would tell it exactly as it was – STEAM – Museum of the Great Western Railway.

Opening

It was to be housed in a restored Grade II listed building, and replaced the former GWR Museum in Faringdon Road, Swindon, which had opened on June 22, 1962. Several volunteers and staff members that work at STEAM today were involved with the preparations for the new museum, including the transfer of the collection from the old one.

The new museum admitted the public for the first time on June 14, 2000, and it was officially opened by Prince Charles of June 27 that year.

Liz Day, membership secretary of the Friends of Swindon Railway Museum, said: "The things I remember are being surrounded by



The front of STEAM – Museum of the Great Western Railway. SBC



The Harry Collection on display for the first time at STEAM in 2012. SBC

cardboard boxes for months as we were trying to pack everything up ready for the move. When I first went into the new building, long before we opened, I thought I would never be able to find my way around.

"The night before we opened, we were in the building for many hours on our knees cleaning. I did my bit in Caerphilly Hall, our events space. I can't remember what time we went home, but it was not far off midnight."

STEAM visitor experience assistant Kevin Shurmer said: "I started working for the museum at the beginning of 1999. I worked in the Longshop opposite, renovating all sorts of things to go in the new museum. My main project was the shunters truck, which was in a terrible state when it came in, and was almost deemed impossible to renovate. Over a period of six months we successfully restored parts and returned it to its former glory."

It would get bigger – and better. In 2008, STEAM secured a £450,000 investment to convert 19 Shop into a multi-purpose conference and event space. Today, Great Western Hall hosts high-profile events such

STEAM's own engine: No. 2818 stands proudly on the traverser outside the museum in 2018, ready to be moved into the building. JACK BOSKETT/SBC





The non-working replica of pioneer GWR broad gauge 2-2-2 *North Star* was constructed for the 1925 Stockton & Darlington Railway centenary celebrations, using some of the parts of the original which had been scrapped in 1906. It is seen partially covered by a dustsheet during preparations to set up STEAM. SBC



"I believe STEAM has a bright future ahead for another 20 years."

Steam engineer Colin Hatch with the two replica hooters prior to their installation. SBC

as the National Trust annual general meeting and Swindon's general election count, plus well-known annual events such as the Great Western Brick Show.

In 2011, STEAM received a once-in-a-lifetime bequest in the form of a huge collection of railway relics that had belonged to collector Brian Harry who died in August 2005.

The collection comprised 72 GWR cabside number plates, 15 locomotive tender plates, more than 150 cast iron signs and a variety of GWR objects, including silverware, signalling equipment, fixtures and fittings – plus around 40,000 photographs, including some rare archive material.

With the death of his widow Janet, the items were transferred to STEAM and are now displayed as the Harry Collection

Collection

STEAM collections and exhibitions officer Elaine Arthurs said: "Mr Harry was a serious Great Western collector over many years and clearly had an eye for the best quality material.

"He started off his early career at Swindon Works before moving to the banking world and his passion was evident as the items arrived in pristine condition."

In November 2015, two flagship locomotives made a timely return to Swindon: GWR 4-6-0 No. 6000 *King George V*, which ended the BR steam ban in 1971, and unofficial 100mph record breaker 4-4-0 No. 3717 *City of Truro*. Their arrival marked the start of Swindon175, a year-long programme of events to commemorate the works' anniversary.

The pair remain on display at STEAM on temporary loan from the National Railway Museum (NRM) at York. Swindon175 also included the installation of STEAM's replica Swindon Works hooter.

The steam-powered hooter to call employees to work was first sounded in 1867. Three decades after the works closed, local steam engineer Colin Hatch of Wanborough built and installed a replica on the roof of the STEAM building as part of Swindon175.



Class doyen GWR 4-6-0 No. 4073 *Caerphilly Castle* became part of the National Collection when withdrawn in May 1960 and was formally handed over to the Science Museum at Paddington station on June 2, 1961, by none other than BR chairman Dr Richard Beeching. ROBIN JONES



STEAM begins to take shape as Hawksworth 0-6-0PT No. 9400 and GWR Shunters' Truck No. 94988 are positioned inside in 199. SBC

Today, Colin blasts the iconic sound of Swindon at special events throughout the year.

In August 2018, STEAM acquired the first complete locomotive of its own in the form of Churchward heavy freight 2-8-0 No. 2818.

In August 2018, Churchward heavy freight 2-8-0 No. 2818 returned to the site where it was built in 1905. A controversial decision by the NRM saw two National Collection locomotives gifted to venues which, it was deemed, would better serve their heritage.

No. 2818 had been on static display at the Locomotion museum in Shildon, County Durham – well away from GWR territory – for several years.

As reported in *Heritage Railway* issue 145, Andrew McLean, assistant director and head curator at the NRM, said: "The transfer of Churchward's No. 2818 to STEAM ensures the locomotive's positive long-term future in its Swindon birthplace. The locomotive will be seen and appreciated by thousands of visitors who may not have had the chance to travel to the north-east of England where it was based before." No. 2818 was used during the First World War to transport coal for the Royal Navy.

At the same time, the museum came under fire for gifting LSWR T3 4-4-0 No. 563 to the Swanage Railway. It has been dismantled at



Great Western Hall dressed for a James Bond 007-themed Christmas party in 2019. SBC

Bill Parker's Flour Mill workshop at Bream in the Forest of Dean to assess its potential to be returned to working order.

An 'arms length' clause in the gifting arrangement ensures if either venue wants to offload their locomotive gift at a later date, it has to offer it to the National Collection first.

Achievements

As with all other heritage railway venues, the museum has been closed because of the Covid-19 pandemic. However, STEAM has been sharing more of its achievements and highlights of the past two decades on social media. Visitors are also encouraged to share their photographs and memories of STEAM on Facebook and Instagram (@SteamMuseum), or Twitter (@Steam_Museum).

Coun Dale Heenan, Swindon Borough Council's cabinet member for the town centre, culture and heritage, said: "Last year more than 130,000 people visited the museum to learn about Swindon's rich heritage, and the staff do a tremendous job in bringing to life science, technology, engineering, art and maths topics for visitors. The success of the Science Festival and the Brick Show, which will both return, means STEAM has a bright future ahead for another 20 years. And there is still so much potential." **HR**

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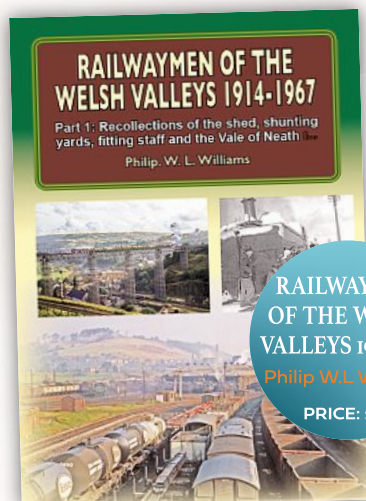
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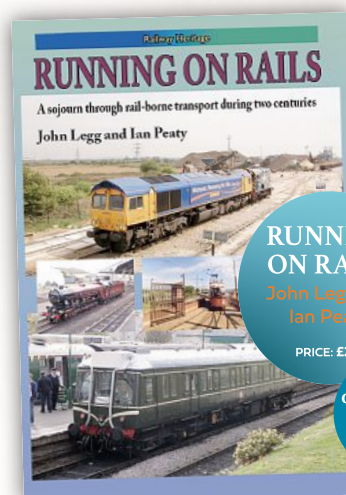


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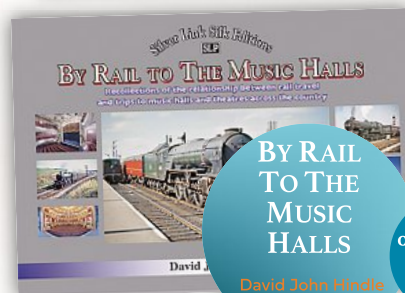


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Ffestiniog & Welsh Highland Railways 2021 calendar

(£8.50, plus £3.60 p&p. Order from www.festrail.co.uk/shop/ or by telephoning 01766 516034).

IF LARGE photographs and plenty of space to write are important, the Ffestiniog & Welsh Highland Railways' 2021 calendar is for you.

Measuring 23 x 34cm, the large format calendar features 12 stunning new images.

Photographs include: *Linda* at Penrhyn station with a train of slate wagons; *Prince* at Tryfan Junction with heritage carriages; *Lyd* climbing towards Rhyd Ddu with a snow-capped Snowdon in the background; a side-on view of *Taliesin* passing Ynys Ferlas; *Palmerston* crossing Nantmor road bridge with heritage carriages; *Merddin Emrys* exiting Moelwyn tunnel's north portal; Garratts Nos. 143 and 87 at Ffridd Isaf; *Blanche* and *Lyd* seen through the windows of Rhiw Goch signalbox; and *Vale of Ffestiniog* waiting at Porthmadog for an early-morning run to Caernarfon as the sun rises over the Cob.

The landscape format provides a photograph on the upper half, with the block of dates below. Measuring 4½ x 3½cm, the individual date boxes offer plenty of space.

The text is bi-lingual (Welsh/English) throughout. Weekends are in a bolder font, helping to easily distinguish them.

Produced by Snowdonia Design & Print in Porthmadog on high quality paper, it weighs 362g.

Helpfully, it comes with a hole already punched, enabling it to hang on the wall with ease.

A MUST FOR FF & WHR FANS

Bideford: The story of a steam locomotive

By Clive Fairchild (softback, Bideford Railway Heritage Centre, 24pp, £5 plus £1 p&p from www.bidefordrailway.co.uk/sales)

HERE is a 24 page biography of Bulleid West Country light Pacific No. 34019 *Bideford*, which took its name from the town where the heritage centre and its short operational line are based at the LSWR station.

It contains a wealth of archive pictures and anecdotes about the locomotive which emerged from Brighton works on Christmas Eve 1945, withdrawn on March 19, 1967, and cannibalised to keep two sister engines in traffic until

the end of southern steam.

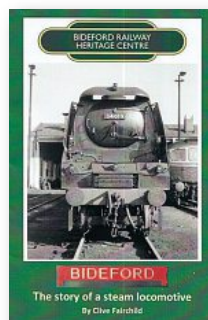
However, while *Bideford* the locomotive is no more, its tender, No. 3319, survived – sold by Barry scrapyards to the purchaser of sister No. 34023 *Blackmore Vale* which is now based on the Bluebell Railway.

The frames are still part of the tender behind No. 34023, but the supposedly life-expired tank was sold to Southern Locomotives Limited which rebuilt it and it is now part of the tender for Swanage Railway-based Battle of Britain Pacific No. 34070 *Manston* – which ran with No. 3319 when it was built in 1947!

Coronavirus has effectively shut the centre's donation income down completely. In an attempt to develop an income stream for 2020, two booklets have been published: this one, and also a Brief History of the Railways of North Devon.

If you would like to help the centre further, donations will be gratefully received at Barclays sort code 200459 account No. 20370096 using 'Donation' as the reference.

FASCINATING FUNDRAISER



The Corris Railway – The story of a mid-Wales slate railway

By Peter Johnson, (hardback, Pen & Sword, 208pp, £30, ISBN 9781526717535)

OPENED in 1859 as a horse tramway, the 2ft 3in gauge Corris Railway is one of Wales' oldest narrow gauge lines. Fortunately, part of it survives today and is gradually being reopened, as reported in *HR* issue 267.

The complex history of what is today a friendly heritage railway is easily overlooked, but this book charts it all in a digestible manner.

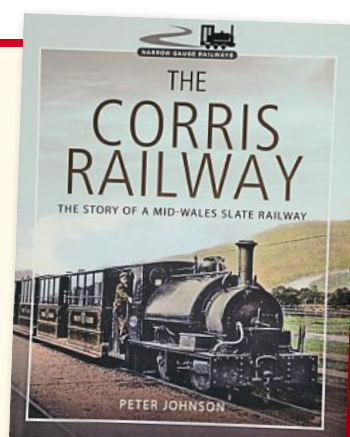
In the author's familiar style, the text is highly informative yet easy and enjoyable to read. Drawing on a host of original sources, including our sister title *The Railway Magazine*, Parliamentary archives and newspaper archives, the author reveals a wealth of previously unknown detailed information.

The book's four chapters are titled The horse era; Tramway company ownership; Railway company ownership; and Revival. Interesting detail in the appendices include Acts

of Parliament; Locomotives; Board of Trade returns from 1872-1930; Payments to Imperial Tramways; Mileage 1900-1913 extracted from the Corris Railway Company's annual reports; and Planning applications 2001-2011. An index is helpfully provided at the rear.

Starting with a comprehensive account of the line's early horse-drawn days in 1858, it charts the developments and hurdles which were overcome to permit the introduction of steam locomotives and the carriage of passengers using tramway-style coaches.

In addition to the evolution of the line's rolling stock and infrastructure, the book covers some human interest – principally Joseph Richards Dix. Taking up the railway's general manager role on January 1, 1879, he brought innovation and commercial flair to the railway.



EDITOR'S CHOICE

He oversaw the operation of horse-drawn road coach journeys to Tallyllyn Lake. He was also unusual amongst English managers of Welsh enterprises in that he settled in the community and learned Welsh.

In the publisher's best tradition, the book is well-designed and clear to read throughout. Informative captions accompany the 200 colour and black and white illustrations and maps – the images are reproduced large and sharp.

If you want 'chapter and verse' on the Corris Railway in a readable, gripping style, this is the book for you.

COMPLETE HISTORY



Vintage sporting posters souvenirs

(London Transport Museum, Covent Garden, www.ltmuseumshop.co.uk tel: 0343 222 5000, mug set of four

£35, set of four coasters £14, set of two tea towels £15, T-shirt £20, set of four magnets £12, tote bag £12.)

THE new range of products from London Transport Museum takes inspiration from its vast collection of vintage sporting posters and covers rugby, tennis, football and rowing. These beautiful images highlight some of those sports' notable events from the early 20th century and come from famed artists including Dorothy Paton and Charles Paine.

Items making up the full range include mug sets, tea towels, T-shirts, magnets, coasters and tote bags, a perfect gifting

opportunity for any sports or transport lovers out there. Every purchase supports the museum and its preparations to reopen its doors after the Covid-19 lockdown.

→ *Heritage Railway readers are being offered a 20% discount on this range using the code RAILWAY20 at the checkout (valid until August 10).*

CLASSIC SPORTING TRIUMPHS

Do heritage lines get to grips with their economics?

MARTIN MCGINTY is absolutely right in issue 267 to suggest that the preservation fraternity needs to maximise opportunities arising from the Covid-19 pandemic. However, I don't think that his suggestion of not running trains will be regarded by many as realistic or helpful – and certainly it does not provide a basis for long-term recovery.

If I was on the board of a heritage railway I would want to be examining like never before five key elements of our operations.

1. Do we really understand just how much profit or loss each component of our business and every train that we run makes? If such an exercise concluded that 90% of the profit came from 20% of the services – Santa specials, dining and footplate experiences – how willing would we be to cut back the rest?

2. How can we maximise the number of volunteers – using the Gloucestershire Warwickshire Railway with over 950 volunteers and just six employees as the exemplar? Have we fallen into the trap of replacing volunteers with salaried staff to operate a level of service that is 'playing trains' rather than making money?

3. Do we fully understand the state of our infrastructure and the cost of maintaining and repairing it and do we have a reserves fund to meet those costs in a planned way?

4. Have we become donation junkies, relying on the often extraordinary generosity of railway enthusiasts to get us out of trouble every time instead of confronting the real costs of running our railway?

5. Do we have any major fixed costs that we have to pay year in, year out such as lease or rental payments to Network Rail or private landowners and which therefore have the first call on our income? If so, are we absolutely satisfied that these payments are value for money?

It is easy in the good times to fail to prioritise these matters, and focus instead on the day to day operational challenges, which are of course considerable and growing. However, Covid-19 will test as never before our heritage railways' ability to manage their activities so that income exceeds costs. In that I wish them all every success.

Michael Hill, email

STAR LETTER

Stop vandalism, theft and trespass – become a special constable!

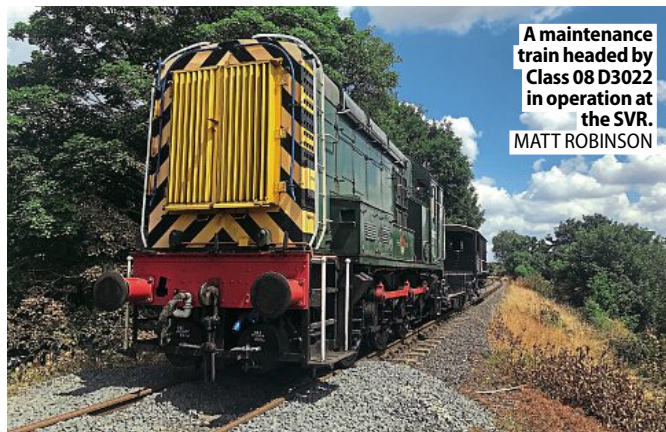
IN ADDITION to being a rail enthusiast for most of my 80 years, I own up to being a follower of heritage lines, having visited many throughout the UK. Age and financial restraints now limit my involvement to reading magazines and watching DVDs and TV.

Your input regarding trespass, vandalism and theft in issue 267 was distressing and frustrating and thought I would share an idea with you that might go some way in addressing the problem.

Being a retired NHS ambulance clinical instructor, I had much involvement with training police forces, all ranks, many of which were special constables, which of course is a voluntary initiative, unpaid but expenses provided.

I am aware that British Transport Police engage and train volunteers in that role. It occurs to me that some of the spin-offs in having such a uniformed presence on heritage railways could be multifarious:

1. The transport police might swell its ranks with rail enthusiasts.
2. The heritage railways might get interest from existing special constables.
3. Special constables can be from both genders.
4. Special constables can get travel expense consideration on the national network.
5. A special constable addition on a CV can be a great asset in development within the domains of employment



A maintenance train headed by Class 08 D3022 in operation at the SVR.
MATT ROBINSON

(especially in joining the police service).

Your article mirrors my concern on the matter of rail trespass and my approach to you is done so in the belief that, in your position, an overture from you to the head of Transport Police might just spark an initiative that would be of mutual benefit to law enforcement, safety and all who treasure our heritage railway assets.

John Griffin, email

→ The Severn Valley Railway has renewed its earlier warning to would-be trespassers over the coming weeks as it prepares for reopening. The new warning follows recent sightings of people on the track in multiple locations. While the SVR stopped its public services in mid-March because of the Covid-19

pandemic, the track remains in use.

SVR general manager Helen Smith said: "We are running engineering and maintenance vehicles on a daily basis, and our activities are set to increase dramatically now that we are getting the line ready for our planned reopening in August. We want to send a strong message to anyone tempted to trespass on our line. Not only are they breaking the law and putting themselves at risk, but they are also potentially endangering others."

"We ask anyone who sees people walking on the SVR line to inform the police by calling the non-emergency 101 number. Our railway line, like any other, can be a dangerous place and we urge the public to keep safe and keep off the track."

Why the new Corris locomotive will not be named

I AM writing in response to the suggestion by Chris Magner (Platform, issue 268) that the Corris Railway might consider naming the new Falcon steam locomotive being constructed (as fundraising permits) after Campbell Thomas, in memory of the former Machynlleth stationmaster.

Historically, the Corris Railway was unusual for a narrow gauge railway in the British Isles in that it did not name its quartet of steam locomotives.

The two surviving engines from the original line acquired the names they have carried for nearly seven decades following their purchase by the Talylyn Railway Preservation Society from British Railways. The steam locomotive already built for the Corris revival, No. 7, is accordingly unnamed. It entered service in 2005 and is a 21st-century re-creation of the original No. 4.

No. 4 is a Tattoo class locomotive built

by Kerr Stuart Ltd in Stoke-on-Trent in 1921 and plans are afoot to mark its centenary with special events on the Corris and Talylyn railways next year (as reported last issue). The Falcon will be No. 10 in the Corris locomotive listings.

Hopefully, during the centenary Mr Thomas will be remembered. He is believed to have turned a blind eye to



By March, the new Falcon was an 0-4-2 for the first time in the history of the project. The latest components to be manufactured were the crossheads and slide valves. CR

instructions to send the two remaining locos away from storage at Machynlleth to be scrapped, hoping that they might have a future on the TR, which did express an interest in acquiring at least one of them before the 'preservation era'.

Their eventual purchase and subsequent history is well known from Tom Rolt's book *Railway Adventure* and told in detail in Martin Fuller's three-part history of Corris and Talylyn steam locomotives.

The revived Corris Railway does use diesel and battery-electric locomotives, but in the case of its steam locomotives and rolling stock, it looks to re-create as far as possible the appearance and atmosphere of the original line.

Much more information about the Corris Railway revival can be found at www.corris.co.uk

John Simms,
press officer, Corris Railway Society



Further to the article on the restoration of the Class 15 diesel in issue 267, reader Brian Higgins from Kidlington in Oxfordshire has sent us this picture he took in 1958 of D8202 and D8200 double heading a freight south through Bletchley.

Remembering Cuckmere's narrow gauge railway

CONGRATULATIONS on being able to produce another quality edition of *Heritage Railway*, despite the current lockdown.

The current situation gives us time to revisit past copies and I should like to add to the short article on page 21 in issue 264 regarding the track left after

gravel extraction operations from the Cuckmere estuary ceased.

Having grown-up in Seaford (just over the hill from the River Cuckmere) and travelled on the Southdown buses (route 12) to Eastbourne, I recall the extraction taking place and seeing the narrow gauge trackway from the beach

to the discharge point at the current Exeat carpark. At the end of the run from the beach, a ramped section of track rose to allow the discharge of the wagonloads onto ground level (similar to coal staithes). A photograph of the narrow gauge railway is included in the excellent Middleton Press volume

Industrial Railways Of The South-East.

Although the track was lifted on closure of the extraction rights, clearly some was left behind. The track route was set onto the edge of the hill, above the river flood plain level, and can still be seen and walked today.

John Watts, email

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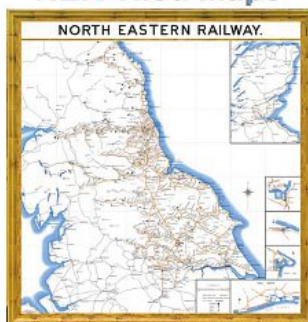
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They took to their new home like a duck to water... RAILWORLD

A 'quacking' new home for ducks

PETERBOROUGH'S Railworld Wildlife Haven lived up to its name on June 1, when it provided a place of safety for a duck and her dozen ducklings.

Brian Pearce, trustee told *Heritage Railway*: "They were located alongside a busy main road. We spoke to staff at the Waterfowl Sanctuary in Godmanchester, who advised us what we could do. We then provided the ducks with a safe home.

"We put them all in our small top pond. However, within 30 minutes 'mummy duck' took all the ducklings down the waterfall to the lower pond. It was incredible to watch – isn't nature absolutely wonderful?"

With the River Nene flowing next to the venue and its attractive gardens, Railworld is a magnet for a host of wildlife.

"We've got grass snakes, weasels, hedgehogs and stoats – you wouldn't believe it," added Brian. "Six moorhen chicks currently call our site home too."

→ See News, page 26, for Railworld's latest developments.

STATION OF THE YEAR 2020!

NUMEROUS settlements big and small mushroomed around railway works and stations in the 19th century. However, there exists one settlement where the railway not only created it, but gave it a name and a number too into the bargain.

The origin of the name of Twenty, a lonely hamlet in the Lincolnshire fens, has been a perennial matter of debate. It came to international attention in September 1982 when someone overpainted the words "Twenty. Twinned with the Moon. No atmosphere!" in fluorescent paint on a road sign, and TV pictures of it were networked around the world.

In 1993, the hamlet again made headlines when The Sun newspaper published a story using Twenty to promote a cut in its cover price to 20p.

Origin

The station was opened on August 1, 1866, by the Bourne-Spalding Railway Company, which in 1893 was absorbed into the Midland & Great Northern Joint Railway (M&GNR). It had been decided to have three intermediate stations, mainly for the transhipment of farm produce. As no settlements existed near there at the time, names of local features were chosen, the other two being Counter Drain and North Drove.

One theory for the name runs that the station was sited near to a milestone on the main road from



GNR Ivatt 521 class (LNER J6) 0-6-0 No. 64172 is seen heading east through Twenty in the 1950s. Built at Doncaster in 1911, No. 64172 was withdrawn from Boston in March 1960 and scrapped the same month. All of the class had been withdrawn by 1962. HERITAGESOUTHOLLAND.CO.UK

Bourne to Spalding, now the A151, indicating that it was 20 miles to Colsterworth.

A second theory suggested that the engineer in charge of building the line saw that the station would be sited in a field in Section 20 of his Ordnance Survey map, and decided that Twenty would be a more distinctive name than North Fen, which was originally proposed.

However, the most widely-accepted explanation is that the station took its name from the Twenty Foot Drain, a major but controversial part of the drainage scheme of Robert Bertie, Earl of Lindsey, which was completed in 1638. Local fenmen were angered by the Lindsey Level scheme, and that

was one of the many local grievances which led to the English Civil War, in which the earl died at the Battle of Edge Hill on October 23, 1642. The drain was incorporated into the later Black Sluice scheme, and now the section at Twenty village has long been infilled.

Eventually, buildings sprang up along the road leading to the station, including a row of council houses, a school, a village hall, a children's playground, private dwellings and even at one stage a police station.

Closure

Shock waves resonated through the British Railways network when, on March 2, 1959, virtually the entire M&GNR system was closed – and Dr Beeching was still two years into the future. It was the first complete closure of an entire system within the nationalised railway, and with motor transport well into the ascendancy by then, boded ill for BR.

In October 1959, the M&GNR Society was founded in a bid to save the system, around the same time the early Bluebell Railway pioneers were trying to save the entire Lewes to East Grinstead line. Both groups soon found out that they had to edit their dreams, and the would-be saviours ended up with a much shorter section, today's magnificently-scenic North Norfolk Railway.

The Bourne to Spalding line remained opened for goods until 1964. The station buildings still exist and are in commercial use by a double-glazing company.



Twenty station has not seen trains for 56 years, but the building has survived into 2020, complete with platform edging stones. The site is now home to a double glazing company. ROBIN JONES

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NEXT ISSUE

Issue 270 is out on August 7, 2020



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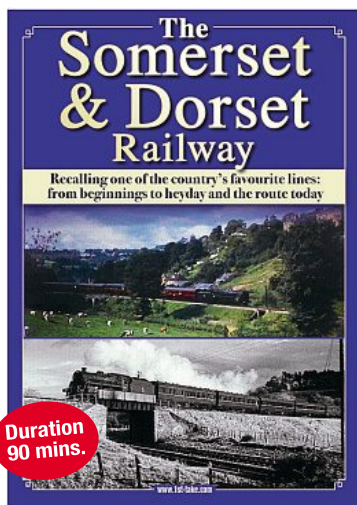
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THE SOMERSET & DORSET RAILWAY



Duration
90 mins.

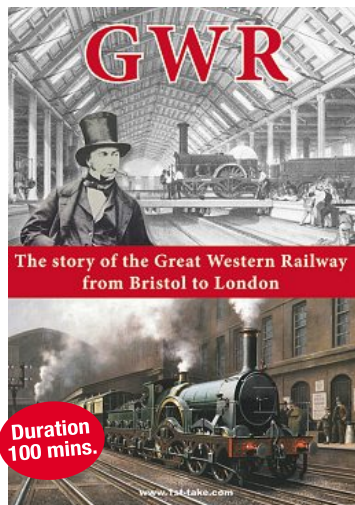
The Somerset & Dorset remains one of Britain's best-loved railways. As well as boosting trade in the region and helping people get to and from work, it passed through some stunning scenery and is fondly remembered by holidaymakers and day-trippers.

This DVD is the fascinating story of how the railway grew from humble beginnings in the 1850s, when it linked the Somerset towns of Glastonbury and Highbridge into a main-line route. Eventually it connected the Bristol Channel to the English Channel, and the Midlands and North to the South Coast. Memories of journeys on the famous Pines Express to Bournemouth are particularly cherished.

The story is enhanced by rare archive film and illustrated by evocative photographs, slides and maps. Most of the old station sites and prominent surviving landmarks are shown as they are today. You will also enjoy the

recollections of engine drivers, firemen and other staff who worked on the S & D, as well as those of railway historians, authors and volunteers who keep the spirit of the line alive at Washford, Midsomer Norton and Shillingstone.

GWR: From Bristol to London



Duration
100 mins.

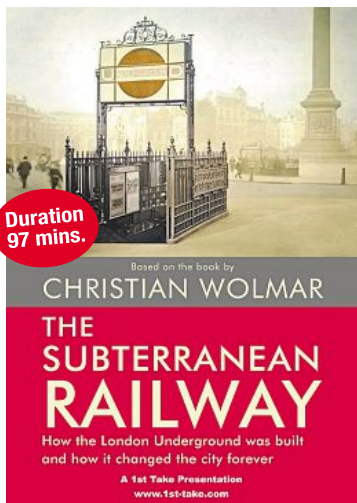
This is the dramatic story of how and why the Bristol to London section of the Great Western Railway was built. Brunel's intention for the GWR to be 'the best of all possible railways' is given credence in that trains now travel on much the same route at 125 mph.

The GWR was adorned with masterpieces such as Hanwell Viaduct, Maidenhead Bridge, Box Tunnel and the stations at Paddington and Temple Meads. Our visit to the Didcot Railway Centre provided the opportunity to film Firefly, a painstakingly created replica of the first locomotive designed by Daniel Gooch for the GWR in 1840.

The film is enhanced by fascinating archive footage and illustrations, and modern location film of many of the route's landmarks today. Among the highlights is a series of interviews with drivers, firemen and signalmen who worked on the line, some as far back as the 1930s, and a contribution

from Britain's leading railway commentator, Christian Wolmar. Consequently, this is arguably the most comprehensive DVD ever produced on this section of 'God's Wonderful Railway'.

THE SUBTERRANEAN RAILWAY



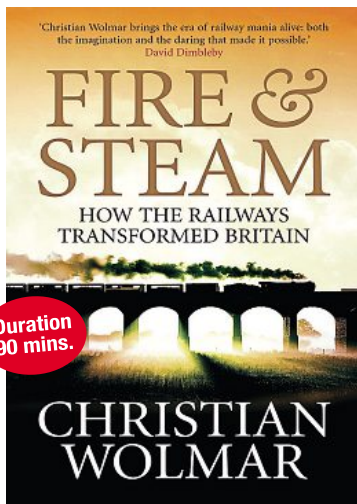
Duration
97 mins.

The dramatic story of the men who made the world's first, and still the largest, underground railway. Since Victorian times, London's underground railway has played a vital role in the daily life of generations of Londoners. This intriguing documentary celebrates the vision and determination of those pioneers who conceived this revolutionary transport system and the men who tunnelled to make the tube.

Based on the popular book by Christian Wolmar, and enhanced by stunning archive material and evocative film, this DVD reveals London's hidden wonder and shows how the railway beneath the streets helped create the city we know today. The story continues through two world wars, when the Tube proved the best shelters of all, and up to the present day, with the onset of privatisation and the arrival of driverless trains.

The production benefits from access to rolling stock and rare archive material stored at London Transport Museum's sites in Covent Garden and Acton, including the only surviving locomotive from the world's first underground railway.

FIRE & STEAM



Duration
90 mins.

A fascinating and lively account of how the railways changed Britain forever. Presented by Christian Wolmar and based on his book of the same title, this superb DVD includes dramatic location film from all over Britain: from the picturesque Settle-Carlisle line and the elegant Forth Bridge to the site of the world's first railway station and London's teeming commuter network.

The railways changed people's lives in every conceivable way. They could now take holidays by the seaside for the first time and travel across Britain for events like the Great Exhibition. Thanks to the railways, fish and chips became the national dish and league football the national game. Such dramatic changes are key to the story, which begins at the world's first passenger railway, the Liverpool and Manchester, and concludes with the high-speed train on the Eurostar line in Kent. Enhanced by rare archive film and evocative historic images, and boosted throughout by Christian Wolmar's

enthusiastic presentation, this DVD is essential viewing for anyone interested in the railways, or indeed the history of modern Britain.

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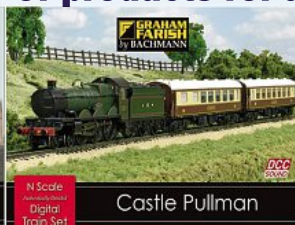
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