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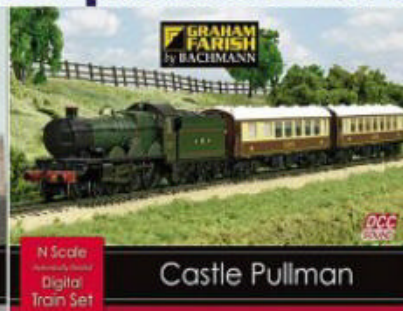
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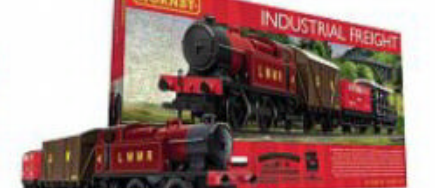
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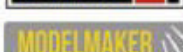
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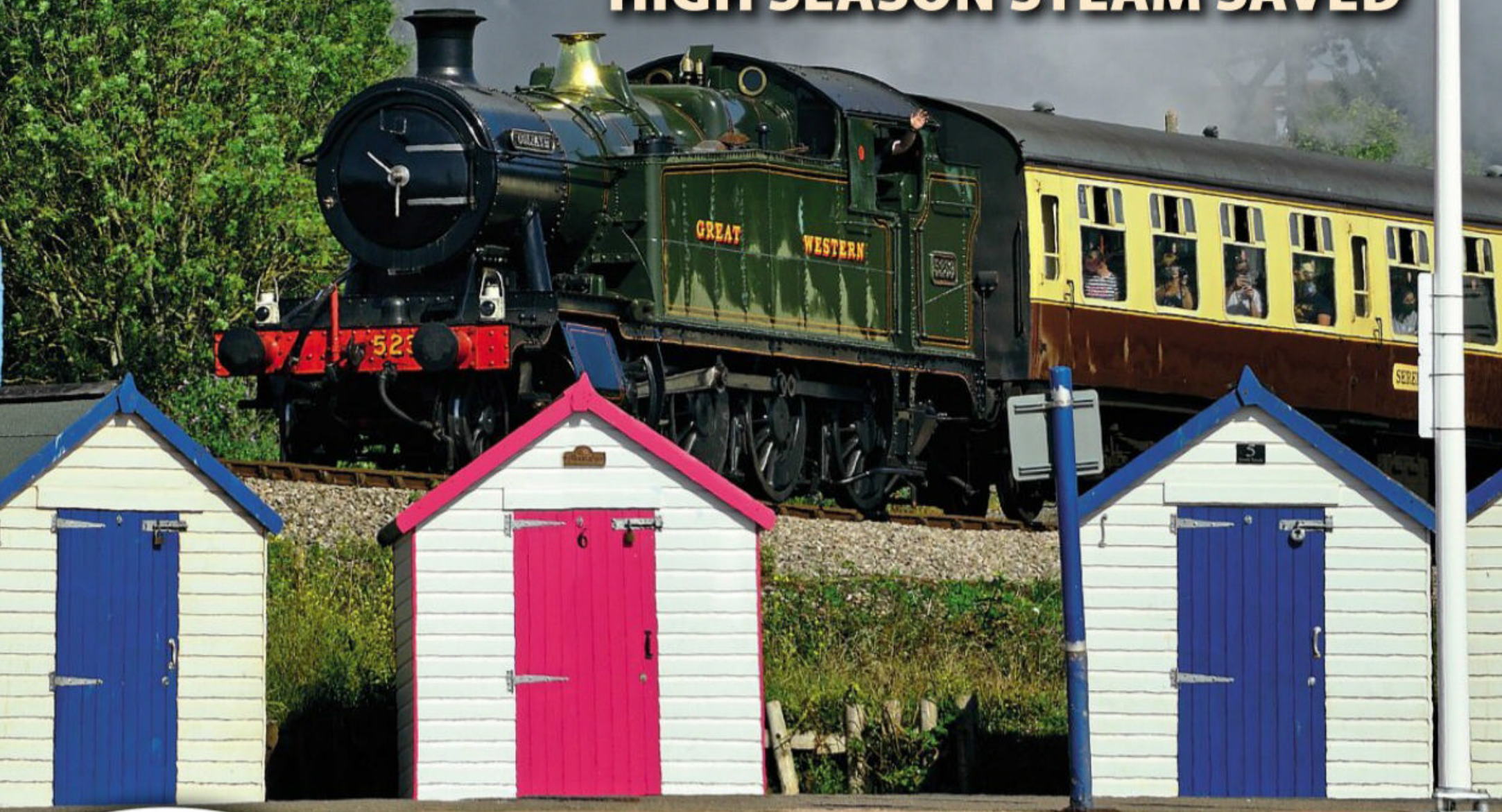
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THE BRIGHTER STEAM NEWS MAGAZINE

ISSUE 270
August 7 –
September 3, 2020

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www.classicmagazines.co.uk

DISTRIBUTION & PRINTING

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Marketforce (UK) Ltd, 3rd Floor,
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SUBSCRIPTION

Full subscription rates (but see page 31 for offer): (12 months 13 issues, inc post and packing) – UK £58.50. Export rates are also available – see page 31 for more details. UK subscriptions are zero-rated for the purposes of Value Added Tax. Enquiries: subscriptions@mortons.co.uk

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ISSN No 1466-3560

Published

Every four weeks on a Friday.
Advertising deadline
August 20, 2020
Next issue on sale
September 4, 2020

Southern Railway V 'Schools' 4-4-0 No. 30926 *Repton* heads the North Yorkshire Moors Railway's 10am empty crew training train out of the bustling tourist magnet of Whitby towards Pickering on July 20. Described as a 'ghost train' by volunteers, it may have been the only steam working out of Whitby this summer, as while the heritage line's services resumed on August 1, they were restricted to return shuttles between Pickering and Levisham, and Grosmont to Goathland, with strict social distancing measures in force. MAURICE BURNS

A very British summer!

DURING the past four months, it seems that we have relived every inch of the pioneering days of the heritage railway movement, if not the whole 70 years, at lightning speed. At the start of the year, who in the sector would have heard of Covid-19, furlough, social distancing and so on? Yet here we are into the height of the summer season, and battling in a near-World War Three scenario, our heritage lines have yet again shown the very best that our country has to proudly offer.

Past defining peaks saw the completion of the Ffestiniog Railway's Llyn Ystradau deviation, the opening of a double-track heritage trunk railway and the main line debut of a new Peppercorn Pacific which would later hit 101mph. Now we have seen heritage lines big and small not only get to grips with the Government requirements for making public venues as safe as possible against the Covid-19 virus, but also excelling in doing so.

In so many ways, in their determination to guarantee high summer steam, our railways and main line tour operators have led the home tourist market.

However, so much of it is down not only to the sector's army of volunteers but also the general public, including many *Heritage Railway* readers, who have generously responded to emergency appeals for cash to help meet the day-to-day running costs of our income-starved lines.

Each day right up to until we closed for press, more and more lines announced that they are now 'good to go', and by the time this issue hits the shelves, many

will have relaunched their August services. Yes, it's a massive cause for celebration, but (to coin a phrase) maybe this is more like the end of the beginning, rather than the beginning of the end.

Those lines running again are likely to record lower income receipts, if only because essential social distancing measures will have limited available seats. Extra sources of income will be desperately needed in the coming months.

If indeed you feel safe to do so, visit a heritage railway or three or four this summer. Gareth Evans travelled on the Bala Lake Railway when it became the first to run again following the Welsh Government's lockdown easing, and as reported in *News*, pages 18-19, could not fail to have been overwhelmed by the atmosphere and (socially distanced) camaraderie there.

Where you can, use your chosen railway's catering facilities and souvenir shop, or buy all your gifts online from it. And don't forget – keep those donations coming!

Despite lockdown, there are still landmarks aplenty to look for, not least of all the Ffestiniog's George England No. 5 *Welsh Pony* hauling its first trains in 80 years.

Here at *Heritage Railway*, which offers the widest coverage of the sector, we will continue to bring you the latest news from venues big and small. Turn to page 31 and take out a subscription. Let us keep you up to speed with the complete picture as events unfold.

Robin Jones Editor

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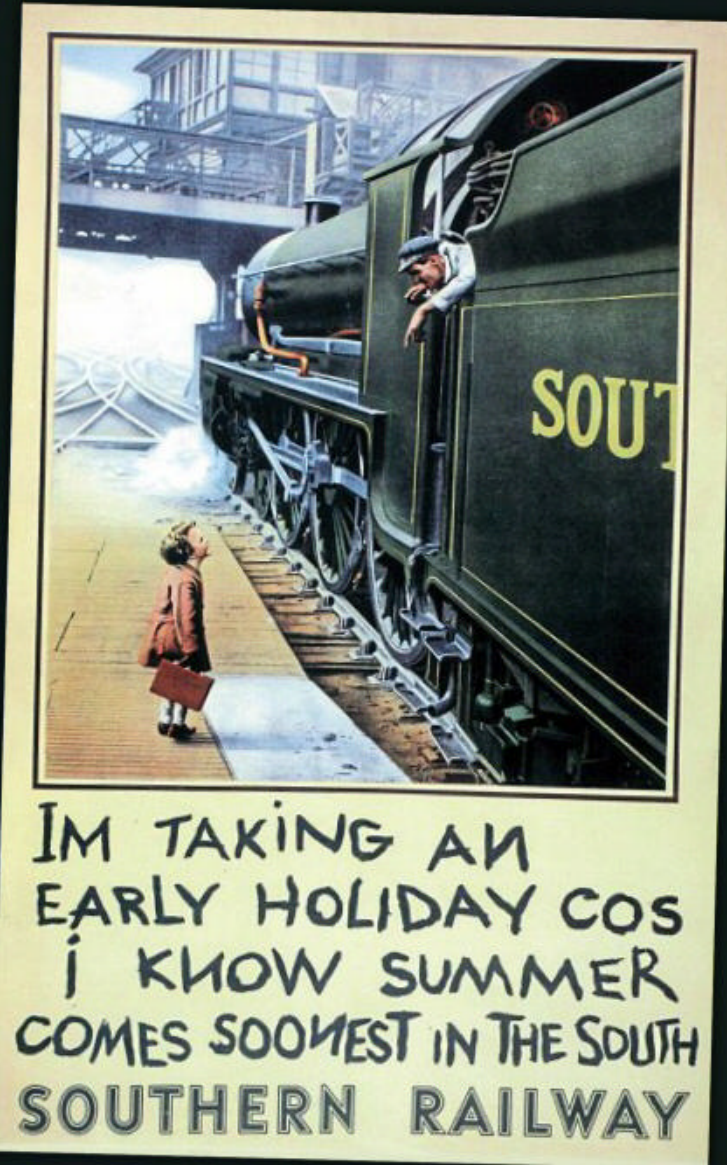
A standard tank for the Watercress Line!

BR 4MT 2-6-4T No. 80150, formerly a member of the Barry Ten collection, is undergoing restoration at the Mid-Hants Railway. Gareth Evans learns about the locomotive's history – which included working trains over what is today the Watercress Line – and how a group of friendly supporters are bit by bit returning the Standard to its former glory.



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CONTENTS: Steam's triumphant return to the Sunny South – evoking the classic Southern Railway poster (inset), a young fan admires U Class 2-6-0 No. 31806 as it prepares to leave Swanage on Saturday, July 18, with the first Swanage Railway public steam train since the lockdown was eased. Donations to the line's emergency survival appeal may be made at www.saveourservice.co.uk or via the Swanage Railway Facebook page. **ANDREW PM WRIGHT**

COVER: Steam over the beach – the archetypal summertime view of the Dartmouth Steam Railway, as GWR 2-8-0T No. 5239 *Goliath* heads in full flight above the rows of traditional beach huts above Goodrington Sands. Not only has this railway installed transparent screens between carriage seats and employed an extensive cleaning regime after each day's services, but has even extended its Paignton Queen's Park platform to boost its social distancing capabilities. **CHRIS SLACK PHOTOGRAPHY**

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The Middleton Milestones

In the third of our special features of three heritage lines which celebrate their 60th anniversary this summer, editor Robin Jones looks back at the dawn of the Middleton Railway, the first standard gauge outfit to run public trains in the preservation era and which had a very unorthodox start to its passenger services in 1960.



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Anniversary lines celebrate as steam returns for summer

By Robin Jones

THE easing of the Covid-19 lockdown has seen heritage railways big and small restart services – and three in particular have special reason to celebrate.

The world's first two standard gauge heritage lines – the Middleton and Bluebell railways – both cancelled their 60th anniversary galas because of the Government restrictions. The Keighley & Worth Valley Railway (KWVR) also postponed its event marking half a century since filming of one of the most popular family films of all time – *The Railway Children* – began on the line.

Heritage lines that have restarted in time for the high season undertook an enormous amount of preparation,

not least of all running 'ghost trains' to ensure that train crews are up to speed, in accordance with Office of Rail & Road directives.

Landmark

As highlighted last issue, on June 20, a handful of Middleton officials privately reran the opening train exactly 60 years to the day using the same locomotive, Hunslet 0-6-0DM *John Alcock*, celebrating its landmark as the first standard gauge heritage line to run public services. The railway proudly boasts that it has operated trains every year since opening in 1758, as outlined in our special Middleton Milestones feature on pages 72-77.

It subsequently restarted its services on Sunday, August 2, running trains hourly between 11am

and 4pm to allow for cleaning in between trips.

The first train was scheduled to be waved off by local councillor Kim Groves, also chairman of the West Yorkshire Combined Authority Transport Committee.

Until further notice, Middleton trains are running only on Sundays and bank holiday Mondays, and because of limited space, all trains should be pre-booked via middletonrailway.org.uk/ Face masks must be worn at all times when travelling.

On August 7, 1960, the Bluebell Railway became the first section of the BR network to reopen as a heritage line – and restarted its public services 60 years to the day.

To publicise the reopening, the railway produced a reopening film featuring television actor and presenter Martin Clunes, focusing on the Covid-19 safety measures now in place. The video can be seen on YouTube.

Bluebell marketing manager Ruth Rowatt said: "We wanted to create something similar to the British Transport Films of the 1950s. We were so thrilled when Martin Clunes said he would help. He is a great actor and he brought just the right tone and style – seriously amusing!

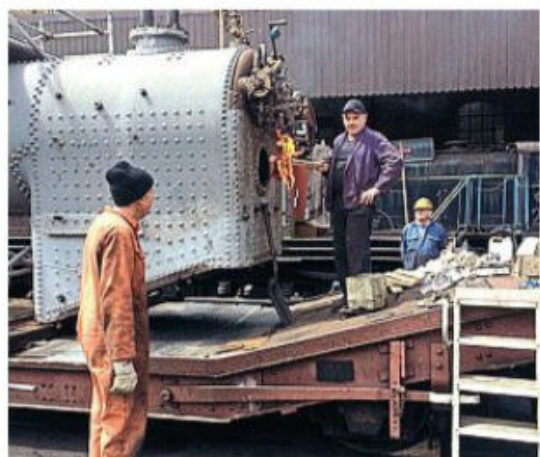
We can't thank him enough."

August 7's first passenger train after the 20-week lockdown closure was to comprise compartment carriages that had been pre-booked for individuals, households or linked households to use. Passengers were asked to wear face coverings in public places such as on the platforms, in the museum and SteamWorks! and when boarding or alighting from the trains, while observing two-metre social distancing. Space to enable social distancing was provided in the dining carriages.

Blessing

The fully-booked comeback train, which was to carry the 'Pioneer' headboard, was timed to depart from Sheffield Park at 9am, following a blessing by railway chaplain the Reverend David Murdoch, vicar of St Giles Church, Horsted Keynes, and a short speech by Chris Hunford, chairman of Bluebell Railway plc. Chris also announcing details of the line's major celebrations to be held in 2021, following the postponement of the planned three-day anniversary event this August.

A special guest, to be announced after we closed for press, was due to blow the whistle and wave the green flag to signal the departure of



Following restoration, a fire was lit in the boiler of Lancashire & Yorkshire Railway 2F 0-6-0 No. 957 on July 24. No. 957 last operated in January 2013 and, having starred in the 1970 film as *Green Dragon*, was due to be completed this year for the now-postponed *The Railway Children* celebrations. It may return to service in 2020 yet. KWVR

Watercress Line takes Somerset & Dorset 7F on loan

SOMERSET & Dorset Joint Railway 7F 2-8-0 No. 53808 is to move to the Mid-Hants Railway on loan for two years.

Owner the Washford-based Somerset & Dorset Railway Trust (SDRT) and the West Somerset Railway plc (WSR) have reached agreement for the move.

The agreement sees the locomotive's current operating agreement with WSR plc being suspended for the remaining period of its boiler certificate, which is due to end in autumn 2022. At present, the West Somerset Railway is not running trains due to a major track upgrade in process, and suspension of the agreement will allow the locomotive, one of two survivors of the class, to be hired externally during this period to earn additional hire fees towards its next major overhaul.

WSR plc has indicated to the SDRT that it wishes to discuss the return of the locomotive to its line and to look at funding options which would enable the overhaul, due in 2023, to be carried out as planned. In return,



Somerset & Dorset Joint Railway 7F 2-8-0 No. 88 in Prussian Blue livery on the West Somerset Railway in 2009. ROBIN JONES

the SDRT has agreed that "a timely discussion would be appropriate."

No. 53808 will have spent more than 40 years on the Minehead branch since relocating from its initial base at Radstock in the late 1970s. It was restored from Barry scrapyard condition by members of the SDRT at Washford and finally at the WSR workshops at Minehead, where it steamed for the first time in 1987. The locomotive has since been in regular service on the WSR and proved to be

one of its most useful and popular performers.

No. 53808 visited the Watercress Line in 2010 when it was still in its Somerset & Dorset Prussian Blue livery.

A joint statement from the WSR and SDRT said: "The plc recognises the need for the trust to generate income from using the locomotive as soon as is practically possible in order to contribute towards the costs of overhaul after 2022. The company

is therefore working collaboratively with the trust to complete the winter maintenance programme which was halted by the impact of Covid-19 restrictions in preparation for departure.

"No. 53808 will depart from Minehead by road haulage as soon as its winter maintenance has been completed during August and within the contractual agreement with the WSR.

"The trust is looking forward to seeing the locomotive climbing 'the Alps' on the Mid-Hants line which should be a sight to enjoy for our many members, other enthusiasts and visitors."

The WSR and SDRT are still in talks over the latter's future at Washford, after it was given notice to quit its home of 44 years, as previously reported.

→ The WSR's www.west-somerset-railway.co.uk/donations emergency appeal had raised £216,606.96 towards its £500,000 appeal as we closed for press.

the train. It was hoped that families of some of the founder members and some early members would be present.

There will be three service trains a day, plus up to four dining trains when running, initially weekends only. Tickets are pre-booked only, at www.bluebell-railway.com See also Just the ticket, News, page 26.

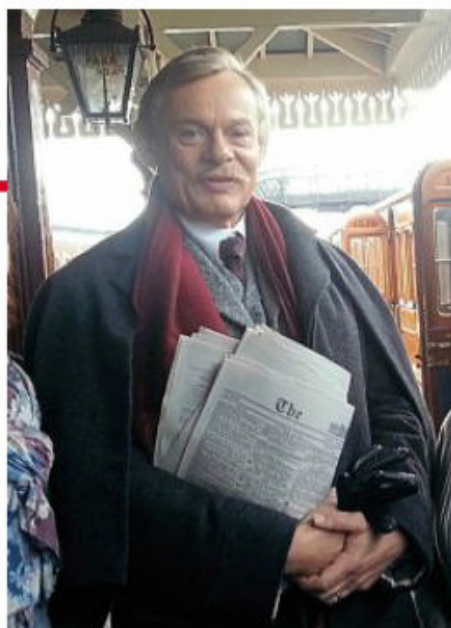
Following its £50,000 National Lottery Heritage Fund grant to complete the repairs on its 115-year-old Bridge 11, as reported last issue, the KWVR is aiming to restart services on August 19.

On July 23, a significant milestone was passed when all concreting work on the bridge was completed, leaving all the main civil engineering work finished.

The return journeys which include a 20-minute break at Keighley (no access to the station from outside the railway) will depart from Oxenhope at 10am, 12pm, 2pm and 4pm every Wednesday, Thursday, Saturday and Sunday until September 6 – plus bank holiday Monday, August 31. Pre-booking is essential, by telephone on 01535 645214 or online at kwvr.co.uk/back-in-steam/

The Oxenhope Exhibition Shed has been transformed into a spacious waiting room where visitors can see more engines up close, visit the pop-up shop, and enjoy refreshments from the cafe. However, the line's usual cafes and shops will not be open.

As part of a strict social distancing regime, passengers will be welcomed into the Exhibition Shed on



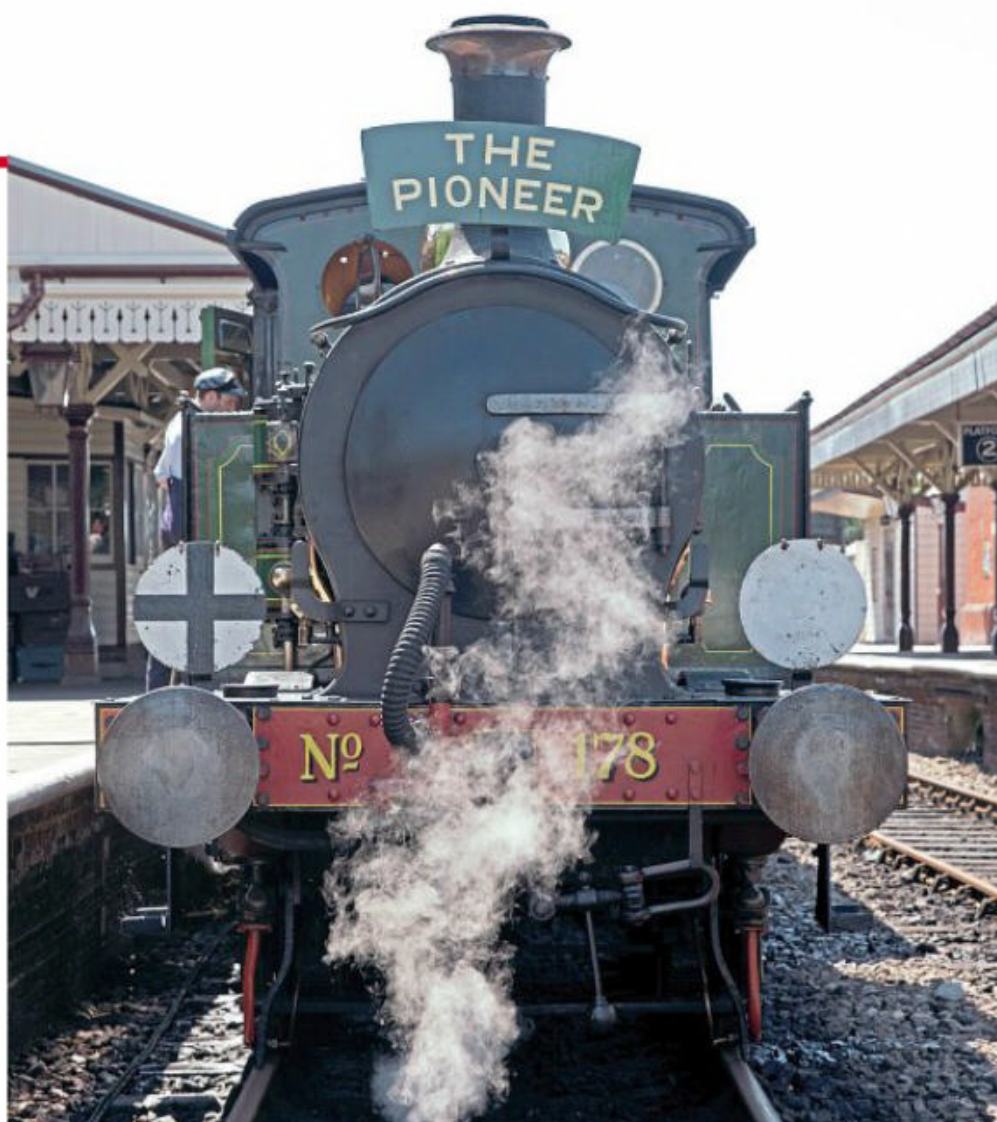
Actor Martin Clunes at the Bluebell Railway. BR

Right: SECR 0-6-0T No. 178 carries the Bluebell's legendary 'The Pioneer' headboard at Sheffield park during the making of the promotional video featuring Doc Martin star Martin Clunes on July 25. All service trains will use this headboard from reopening onwards. BR

arrival at Oxenhope. The booked compartments will be called by number over the tannoy before its occupants can make their way to the platform. Staff will open the compartment doors and will greet passengers at the end of their journey, and a one-way system will be clearly marked out on the platform.

Charters

The Bahamas Locomotive Society's Ingrow West workshop reopened to staff and volunteers on July 26. Its museum will reopen to the public on August 15/16, when visitors will be offered free admission and while they will not be able to walk around freely, can join a guided tour.



In conjunction with the KWVR, the society is to run a series of photographic charters behind LMS Jubilee 4-6-0 No. 45596 *Bahamas* in September along the railway. It will be the first time that *Bahamas* will have been in steam since its trip over the Settle and Carlisle line on February 22. Society chairman Keith Whitmore said: "We do look forward to seeing our friends and visitors again during the summer months, but please recognise that everything is not back to normal: we want to see everyone safe and happy while they are with us."

→ Many heritage lines including the East Lancashire, Epping Ongar, Llangollen, North Yorkshire Moors, Severn Valley and Talylyn railways – to name but a few – were due to restart services on August 1, after we closed for press. For a full listing of heritage lines and museum venues now back in operation, see Gareth Evans' *Up and Running* guide on pages 84-86. However, the national situation regarding the pandemic is changing by the day, so always check with your chosen destination before travelling.



We're seaside bound again: July 26 saw the first main line steam in the south west since the easing of lockdown, with LMS 4-6-0 No. 46100 *Royal Scot* working the Saphos Trains 'English Riviera Express' from Bristol to Kingswear and return, via Bath and Westbury. No. 46100 is seen leaving Bristol Temple Meads with the outbound trip. JOHN TITLOW

Bratton Fleming station: purchase "nearly there" after offer accepted

EXMOOR Associates (EA), the property-buying company set up to acquire original Lynton & Barnstaple Railway trackbed, has had its offer to buy Bratton Fleming station accepted.

A previous offer made by an unknown third party to buy the converted station, marketed for offers in excess of £325,000, fell through, opening the door for EA to big again.

The EA offer was made following an appeal in issue 268, and is

backed by two "generous" loans which must be repaid. However, EA has been asked by the vendors to wait several weeks while they find an alternative property to buy, before signing the contract.

The EA appeal, under the banner of Friends of Bratton, however, remains open. The idea is to seek 700 donors, each willing to donate £500. For further details, contact David Cameron at david@exmoor-associates.co.uk or on 07971 048490.

Arsonists hit Paisley miniature line

POLICE were hunting a group of youths who were believed to be responsible for an arson attack on the Paisley Society of Model Engineers' miniature railway in the town's Barshaw Park on the evening of July 25.

The storage shed was set alight and two model locomotives damaged following a spate of vandalism over several months.

The society was founded in 1955 as the Rolls Royce Model Engineering Club.



Above: 'Small England' 0-4-OSTT No. 4 *Palmerston* receiving remedial attention in the workshops at Boston Lodge on July 21. CHRIS PARRY

Left: 'Large England' 0-4-OSTT No. 5 heads its first public passenger train at Rhiw Goch on July 20. CHRIS PARRY

Welsh Pony may headline three Englands late August spectacular

By Robin Jones

NEWLY-RESTORED Ffestiniog Railway 'large England' 0-4-OSTT No. 5 *Welsh Pony* is set to star on the line in late August, along with its two operational smaller sisters.

It will mark another major first for the railway as it and No. 2 *Prince* and No. 4 *Palmerston* have never run together in the heritage era.

As reported last issue, a worldwide audience viewed the launch of *Welsh Pony* at Boston Lodge Works on Saturday, June 27, through the line's Facebook page, and saw it make its first movements in more than 80 years, part of its time being spent plinthed at the entrance to Porthmadog Harbour station.

The 1867-built locomotive will not be officially named until the October 9-11 Victorian Vintage Weekend, and until then will carry only the number 5.

Following an overhaul which cost more than £250,000 and which continued under the Covid-19 lockdown, it underwent trial runs over the line on July 11, and then, on

July 18, hauled its first heritage-era passenger train, a private special for members and invited guests.

However, its biggest moment of modern times came two days later, when, following the Welsh Government's easing of lockdown, the railway was able to start running passenger trains again, on July 20.

No. 5 headed the second train, the first being hauled by Hunslet 2-4-OSTT *Blanche*. Each did two round trips.

Debut

Welsh Pony's debut also marked that of the 'Large England' Class in preservation. The capabilities of the original four 'Small Englands' supplied in 1863-64 were considered to be outgrown because of the soaring volume of slate traffic, and so engineer Charles Spooner drew up a revised specification for George England & Co to supply two larger versions. *Welsh Pony* saw major rebuilds in 1891 and 1915 and continued in use until early 1940.

When first outshopped, *Welsh Pony* appeared in an all-over unlined plum livery (the same colour as the line's Victorian carriages). It will be

repainted back into green livery as a tribute to the late Allan Garraway, who made the first contribution to the rebuild appeal.

Ffestiniog & Welsh Highland Railway general manager Paul Lewin said that it was hoped to get all three operational Englands out running at the end of August. As we closed for press, *Palmerston* was in Boston Lodge receiving repairs to its axle boxes and crossheads, but it was hoped that the work would be completed in time.

On July 20, the Ffestiniog Railway restarted services, but only over the section from Porthmadog to Tan-y-Bwlch, with six round trips a day. The line's legendary Victorian compartment carriages were used because of the strict social distancing procedures in place. Each compartment seats up to six people, and additional dividers have been installed between seating bays.

Ticket prices start from £50 per compartment, including the fare for two adults. Tickets for each additional adult costs £25, while the fare for each child is £1, with a maximum of six people per compartment. Tickets

are available via online booking at www.festrail.co.uk/ and cannot be purchased at the booking office.

Measures

At we closed for press, services on the sister Welsh Highland Railway had not yet restarted. Paul explained that was because the Welsh Highland used open plan saloon carriages, where social distancing measures had yet to be installed, whereas the Ffestiniog had the advantage of its heritage compartment stock. However, he said that the Welsh Highland might yet run in August.

Visitors' routes into, through and out of Porthmadog Harbour station have been clearly signed to maintain social distancing. The station shop has remained closed, but orders can be made online at www.festrail.co.uk/shop/ and by telephone on 01766 516034.

Meanwhile, while the line's public emergency appeal for funding at www.festrail.co.uk/appeal.htm has passed £400,000. Paul said it might have to be relaunched because of essential costs that will be incurred over the coming months.



No. 5 – to be renamed *Welsh Pony* this autumn – hauls its first passenger train since restoration, a members' special on July 18. CHRIS PARRY



'Small England' 0-4-OSTT No. 1 *Prince* heads a July 21 public train through Penrhyn on July 20. CHRIS PARRY

Robert Stephenson lifting bridge moves to GCR Mountsorrel branch

By Robin Jones

A LIFTING bridge built by Robert Stephenson is to be connected by rail after six decades – following its move to the Great Central Railway's Mountsorrel branch terminus.

Leicester City Council, Leicestershire Industrial History Society and the Mountsorrel and Rothley Community Heritage Centre have announced a new project to restore the Leicester Lift Bridge, which was previously on display at Snibston Discovery Park at Coalville, until it closed in 2016.

In 1830, George Stephenson won the contract to build the Leicester & Swannington Railway, which was built primarily to carry coal from the west Leicestershire fields. Because he was working on the Liverpool & Manchester Railway at the time, George sent his son Robert to handle the project.

One of Robert's early challenges was to design and build a timber lifting bridge, which would carry the railway over the Grand Union Canal, but still be able to rise to allow the passage of barges. Although small by the standards of Robert's later engineering marvels, including the tubular Menai Bridge, the bridge is an important example of his early work.

When the railway closed at the West Bridge site in Leicester in the 1960s, the bridge was moved and rebuilt as a part of the Riverside Walk adjacent to Abbey Pumping Station (now Leicester Museum of Technology). In 1992, it was moved and rebuilt at Snibston.

When Snibston closed, the extensive cast and wrought iron works of the bridge were placed into storage by Leicester City Museum Services. Unfortunately however, the timber structure could not be saved.

Agreement

After lengthy discussions surrounding the bridge's future, Leicester City Council has agreed to donate the bridge to the Mountsorrel and Rothley Community Heritage Centre, a community volunteer project started in 2007 with the restoration of the Mountsorrel Railway alongside.

Opened to the public in 2016, the free-to-visit 8.3 acre site contains a railway museum, quarry heritage building, two nature trails, demonstration 2ft gauge railway area, heritage rooms, crazy golf, den building area, garden railway, the heritage centre itself and Granite's Coffee Shop. It now attracts almost 140,000 visitors a year and in June



Robert Stephenson's lifting bridge on display at the now-closed Snibston Discovery Park. LCC

was awarded the prestigious Queen's Award for Voluntary Service.

Heritage Centre managing director Steve Cramp said: "The Stephenson Lift Bridge is such an important part of Leicester's industrial heritage. It was sad to see the loss of Snibston and an uncertain future for the bridge.

"At both Abbey Pumping Station and Snibston, the bridge was on display as an isolated structure. Here at the Heritage Centre the bridge will be rail connected, allowing for demonstrations of coal wagons passing over it again.

"Restoring the bridge is going to be a massive undertaking for our group of community volunteers, particularly as none of the timbers survive. It is no greater challenge than any of the other projects we've taken on and completed at the heritage centre."

The bridge components are due to move to the heritage centre site

imminently, where work will start to assess all the items and formulate costings and a detailed plan for restoration and reconstruction. Funding for the project and planning permission will then be sought with the aim of having the bridge completed by 2022.

Partnership

The history society will be working alongside the heritage centre team in providing essential and detailed information about the bridge that it has researched and amassed.

Society chairman Chris Hossack said: "It's wonderful and exciting to be working with the heritage centre team to bring the bridge back to life. Our members have spent a great deal of time researching and lobbying to save the bridge. We can't wait to see it rebuilt and restored at its new home."

New-build Churchward County 4-4-0 frames set to be 'ready by October'

A SET of main frames for new Great Western Railway County 4-4-0 No. 3840 *County of Montgomery* could be complete at Tyseley Locomotive Works (TLW) this autumn, 108 years after the last of the original engines was outshopped from Swindon Works.

The Churchward County Trust formally placed the order for the erection of the frames with TLW during early July.

The work will include the assembly of the main frame plates which had been cut in November 2018, the installation of the supporting stretcher plates with associated brackets, and the fitting of the horn blocks and spring hangers. A new set of spring hanger brackets was delivered to Tyseley during June.

Progress

The assembly work will progress during the summer as TLW brings more staff back from furlough, with the frame assembly completed possibly by early October. It is planned that a fabricated rear

dragbox will be constructed at Tyseley in parallel with the erection of the frames.

Meanwhile, the CAD drawings for No. 3840's two 18in x 30in cylinders have been sent to Premier Patterns in Smethwick, with a view to manufacturing the two polystyrene sacrificial patterns. The trust has obtained a competitive price from a foundry in Scunthorpe for the casting of the cylinders, and if all goes to plan the patterns could be ready for transport by late August.

Once cast, the cylinders will be allowed to destress naturally before being transported to Roach Precision in Brierley Hill for final

machining. This process will be carried out at the same time as the machining of No. 3840's extension frames, which once complete will enable the front end of the County to be completed.

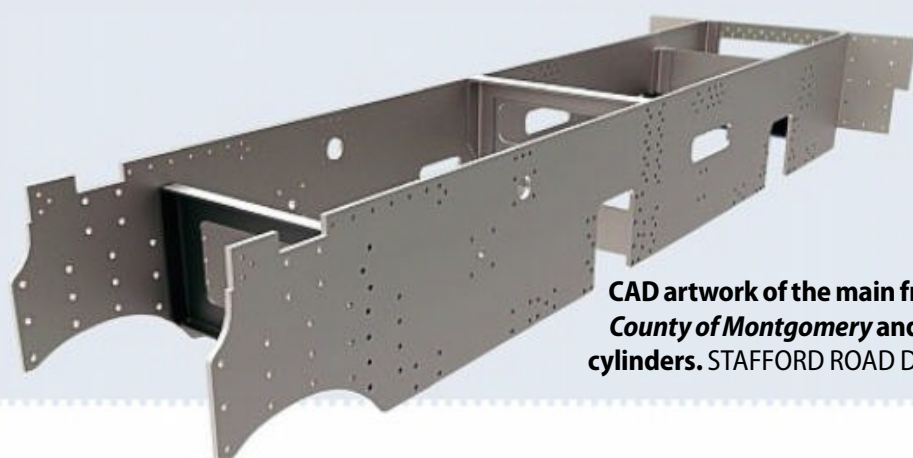
Support

To help finance the cylinders the CCT has launched a Cylinders Club, which aims to raise the required £40,000 by attracting 40 supporters to each donate £1000. This can be made as a one-off donation or through a monthly standing order of £25 per month for 40 months, £50 per month for 20 months or £100 per month for 10 months.

Appeal supporters will receive an invitation to the launch of *County of Montgomery*, a seat on its first train, a special certificate acknowledging membership of the Cylinders Club, a framed and mounted print of No. 3840 by artist Stuart Black, their name on its roll of honour and life trust membership.

The names of all Cylinders Club members will be entered into a ballot, with the winner receiving a cast brass replica of No. 3840's cabside numberplate.

→ Details can be found at www.churchwardcounty.org.uk or by writing to Churchward County Trust, PO Box 10633, Leicester, LE9 0DU.



CAD artwork of the main frames for *County of Montgomery* and the new cylinders. STAFFORD ROAD DESIGN/CCT.





Above: No. 92214 brings the empty coaching stock from Quorn & Woodhouse back to Loughborough Central, while staff are busy inside cleaning the carriages for the next trip. ROBIN JONES

Left: BR 9F Pacific No. 92214 *Leicester City* heads the third nonstop six-coach return service of the reopening day, July 25, from Quorn & Woodhouse to Leicester North towards Kinchley Lane overbridge. ROBIN JONES

Quorn revels as Great Central reopens

By Robin Jones

A MINI-carnival atmosphere greeted passengers who turned up for the first Great Central Railway trains following the Government's easing of the pandemic lockdown.

A late addition to the proceedings was an invitation to the Great Central Railway Vintage Vehicle Club to stage a display at Quorn & Woodhouse station, from where, on July 25, passengers had to board and disembark.

The club staged a display of traction engines big and small, along with a row of classic cars. Also adding to the vibrant atmosphere at the station were, on static display, LMS 'Black Five' 4-6-0 No. 45305 *Alderman AE Draper* in light steam and Class 37 No. 37714 *Cardiff Canton*.

The station car park was full, while the Butler Henderson cafe with its outdoor tables was busy and the nearby Tin Shed Bar was also open.

The first day back saw all four return passenger trains hauled by BR Standard 9F No. 92214 *Leicester*

City. Although the six-coach trains ran the entire length of the line, they operated as empty coaching stock north of Quorn & Woodhouse.

This permitted staff to carry out thorough cleaning of the interior to boost safety for the next passengers, who had to book online for a specific timed train with, at that early stage, no tickets available from the booking office on the day.

Operations

Heading south, the trains ran nonstop through Rothley to Leicester North, where passengers were not allowed



A last-minute addition to the proceedings was a classic car and traction engine display at Quorn & Woodhouse. ROBIN JONES

to board or alight, following the Government's imposition of a local lockdown on the city following a spike in cases in July.

Indeed, visitors living within the lockdown area were not permitted to travel on the trains over the weekend. Residents of the lockdown area who had already purchased tickets were offered the chance to transfer the affected bookings to another equivalent service on a future date to be agreed.

As with all other heritage lines which have restarted their services, the primary consideration was given

to the health of passengers, with social distancing imposed via a queueing system to board the trains. While there was free admission to the display at the station, the platform was closed to all apart from passengers with valid tickets.

Stock

The trains comprised compartment coaches, with each booking for a group of one-six people allocated a single compartment.

All passengers in each compartment had to be from the same family group or support 'bubble' and face coverings had to be worn on the station platforms and when boarding the train. However, the face coverings could be removed when passengers were seated within their private compartment.

During the first weekend, 449 passengers were carried, and 72% of available compartments were used.

The following weekend, the railway planned to sell tickets on the day – there was a cut-off point from online sales before remaining tickets could be offered at the booking office.



LMS 'Black Five' 4-6-0 No. 45305 *Alderman AE Draper* in light steam at Quorn & Woodhouse. ROBIN JONES

New luxury coach for La'al Ratty

THE Ravenglass and Eskdale Railway restarted services on July 30, complete with a new Boston Lodge Works-built first-class observation carriage.

Resplendent in a red livery with padded bench seating and more head room, the carriage offers increased space and comfort for passengers – perfect for a socially distanced get together. The carriage is available for up to 14 passengers to hire privately.

Private compartments for up to two, four or six people are also available in a selection of open,

semi-open and indoor coaches, with passengers choosing their preferred time and type of carriage when they book. Passengers must purchase a dated and timed ticket before 9am on the day of travel and face coverings must be worn. Request stops are not currently available.

There are plans to extend the autumn season and team up with Muncaster Castle & Gardens to create enhanced family days out.

Right: The interior of the new observation car. RER



Lockdown-hit London Transport Museum launches public appeal

By Robin Jones

HAVING lost £1.5 million in its 40th anniversary season due to the Covid-19 lockdown, London Transport Museum has launched a public appeal to finance its future.

It costs £25,000 each day to open the Covent Garden museum, the heritage showcase for the world's greatest tube system, and it raises 80% of its income through ticket sales, its shop, venue hire and fundraising.

However, it has received no visitors since its doors closed in March due to the pandemic, and is now asking people to donate towards its future as it plans to reopen.

Museum director Sam Mullins OBE said: "We know that London Transport Museum brings so much joy to so many people, and we can't wait to welcome our visitors back

to experience all it has to offer – from our historic vehicles and art and design treasures, to our Depot in Acton and our Hidden London tours. During this time of such great uncertainty, reopening our doors comes with big financial challenges.

"Donations big or small will help to ensure we can continue sharing our wonderful museum with people. We are incredibly grateful to everyone who has already donated during the lockdown."

It is planned that the museum, which receives around 400,000 visitors annually, will reopen in the autumn. Research undertaken in 2015 estimated that the museum contributed an annual spending impact of £7.7 million per year and estimated gross annual visitor impact of £13.9 million in London.

→ **Donations may be made at ltmuseum.co.uk/appeal**

LNWR directors' saloon back and better than ever!

ACCLAIMED coach restorer Stephen Middleton's 1913 LNWR directors' saloon has just emerged from a major refurbishment at Embsay.

Despite the LMS 1914 build plate, the coach was constructed at Wolverton in 1912 and completed just in time to join the Royal Train when King George V visited Crewe Works that year.

Among the directors who used it regularly was J Bruce Ismay, who was also chairman of White Star lines and who survived the sinking of the *Titanic*.

The coach can be seen in newsreels of the test of Britain's first main line diesels, LMS Nos. 10000 and 10001.

It was withdrawn from BR service in 1965, along with the Lancashire & Yorkshire Railway directors' saloon. Both were saved and preserved at the North Norfolk Railway, which passed them on to Stephen, unrestored.

Stephen's wife Qiuying sanded window surrounds, beads and doors to help John Furness achieve his legendary finish on the paintwork. The coach will rejoin Stephen's Stately Trains fleet on the Embsay & Bolton Abbey Steam Railway.

Stephen said: "I am looking forward to welcoming guests on for afternoon tea, making them feel as special as those railway directors from over 100 years ago."



Good as new: the refurbished LNWR directors' saloon (right) at Embsay, alongside LSWR Royal Train saloon No. 17. QIUYING MIDDLETON

'Polar Express' to be run by South Devon Railway for the first time

THE South Devon Railway has announced that it will operate the 'Polar Express' for the first time this December.

Held in partnership with Telford-based PNP Events Ltd, the event, based on Chris Van Allsburg's 1985 children's book and subsequent blockbuster film, has been a major winner for heritage railways in recent years.

A railway spokesman said: "Families of all ages will be able to cast off the Covid-19 blues and hop aboard the awe-inspiring steam train and begin the journey of a lifetime with a Christmas experience to top all others.

"We have high hopes for the Polar Express, which is already a huge success on other railways, including the Wensleydale and Mid-Norfolk, as well as our friends at the Seaton Tramway."

Just as in the Warner Brothers movie, the event will feature on board singing and dancing chefs serving hot chocolate

and cookies, the conductor stamping everyone's tickets, and Santa coming on board at the North Pole.

Tickets at southdevonrailway.thepolarexpressride.com/ went on sale on July 31.

The railway has yet to announce a date for the resumption of regular services.

However, it reopened its Buckfastleigh site on August 1, with a marked route around the children's playground, garden railway, locomotive yard, Lee Moor Tramway shed, running shed, workshops, carriage shed and north signalbox. Visitors were asked to make a donation to follow it. However, the station museum will not be open at this stage.

Meanwhile, the line's SOS emergency appeal at www.southdevonrailway.co.uk/fundraising/ had raised more than £224,000 as we closed for press, nearly halfway towards its £500,000 target.

Severn Valley Railway now looks to Christmas train operations too

HAVING restarted services, the Severn Valley Railway, like many other heritage lines, is looking ahead to the preparation of Christmas specials.

In a major enterprise, all carriages have been turned so all of the compartments are on one side, in anticipation for the lucrative Santa specials and Steam in Lights illuminated train which are planned to operate.

The last week in July saw three days of trial running to see how post lockdown trains would work in preparation for a full service beginning on August 1.

It was not just Covid-19 that tried its best to close the line, but vegetation also had a go. Some trees were very close to the trains

and were set to be pruned back, while as on many other lines, railheads were noticeably rusty due to the lack of running.

One way systems are in operation to encourage social distancing and the timings are designed around this.

Inside each compartment is a small hand sanitizer and a plastic bag for rubbish which passengers are asked to take away. Overall, there was a general feeling of safety and a huge effort had clearly been made.

August was seen as a test month (for details of services and how to book, see page 14) and it was hoped that a near-normal service will resume in September.

Brechin's £221K boost to beat virus

THE Caledonian Railway (CR) has been awarded £115,500 from the National Lottery Heritage Fund £50-million emergency fund to help it survive the pandemic.

This award to the Brechin-based line follows a £96,000 grant award from the Third Sector Resilience Fund (provided by the Scottish Council for Voluntary Organisations) and £10,000 from Angus Council as part of the Government Covid-19 Support Grants.

The CR has recently opened the Whistle Stop Coffee Shop daily within

Brechin station to critical local acclaim.

During lockdown, activities had been limited to essential maintenance and security activities. "Unfortunately, during this time we've been subject to thoughtless vandalism that has required the involvement of the police – taking valuable resource away from dealing with the Covid-19 crisis," said a railway spokesman. "We are only now, slowly beginning to return to restricted routine maintenance activities with additional controls in place to protect our volunteers."



Above: Swanage mayor Mike Bonfield waves off the first of the resumed services on July 11. ALL IMAGES: ANDREW PM WRIGHT



Right: U Class No. 31806 is seen west of Herston on July 21. The 2-6-0 used to haul day tripper trains from Hampshire to Swanage during the 1950s.

Welcome back Swanage!

By Robin Jones

THE Swanage Railway (SR) marked the build-up to the peak seaside holiday season with a two-stage reintroduction of passenger services.

SR was awarded Good to Go certification by Visit England for demonstrating it has met the required level of compliance with its Covid-19 preparations and precautions ahead of reopening, with services resuming on Saturday, July 11.

Class 33 D6515 *Lt Jenny Lewis RN* headed the first of a special five-carriage service (which ran until July 31), offering a 45-minute round trip from Swanage to Norden, with passengers unable to board or alight at the intermediate stops of Herston Halt, Harman's Cross and Corfe Castle stations.

There were no toilets on the trains, but lavatories were open at Swanage station.

The first train, the 10.30am from Swanage, was waved off by town mayor Mike Bonfield.

Safety

Explaining some of the measures put in place, Swanage Railway Trust chairman Gavin Johns, a volunteer signaller, said: "We have undertaken a full risk assessment, using Government guidance, that has enabled us to prepare for services that are safe for passengers and staff with trains being cleaned after every journey. Trains will be regularly cleaned and surfaces wiped while also being sanitised with a long-lasting spray proven to kill the virus. Seating on trains will be limited to ensure that social-distancing can be maintained."

"All passengers and staff on trains will be required – unless exempt for health reasons – to wear face coverings.

"All seats will be pre-booked in blocks of four to prevent overcrowding and ensure social distancing can be maintained.

"Any blocks of seats made available for purchase on the day at Swanage station will have to be paid for by contactless card methods while the movement of the public at the station will be managed to ensure that social distancing is maintained."

A week later, on July 18, steam began operating non-stop services between Swanage and Norden, which reopened on July 20 for passengers wishing to start their journey there.

The trains were headed by U 2-6-0 No. 31806, a veteran of BR services to Swanage in the Fifties.

Gavin added: "We are pleased with the progress we are making with re-starting train services after the enforced closure due to the Covid-19 lockdown.

"We are continuing to look at the practicality of reopening Corfe Castle station."

Vandals

Meanwhile, the railway has been left counting the cost after vandals sprayed graffiti on a coach and van parked in siding during July 5-6. Dorset Police are investigating.

The railway's emergency £360,000 appeal (www.saveourservice.co.uk) to make up for the lost revenue during the coronavirus pandemic lockdown to ensure it can cover its costs to get through the winter has raised around £250,000.



U Class Mogul No. 31806 passes Bulleid Battle of Britain Pacific No. 34072 257 Squadron as it departs from Swanage on Saturday, July 18. No. 34072 was in light steam but not used.



Class 33 D6515 Lt Jenny Lewis RN heads the first of the special non-stop round trips to Norden on July 11.

First-ever summer season action at London's Acton depot this August

LONDON Transport Museum's Acton Town depot will reopen for visitors for 10 days in August in what is its first-ever summer season.

The depot will be from Wednesday, August 19 to Sunday the 23rd and from Wednesday, August 26 to Sunday, August 30 from 11am to 6pm.

The London Transport Miniature Railway will be open for service, with passengers able to travel on models of vintage London Underground trains used on the Metropolitan line between the 1920s and 1960s.

Tickets to ride on the miniature railway will be available to buy separately on the day using contactless payments.

A special family-friendly trail will take people on a journey through the depot to discover the stories of historic vehicles, including a yellow Victorian horse-drawn 'garden seat' bus dating from 1881

to a 1938 Stock tube train.

Children will receive a special, sealed pack, which will include a fun craft kit to make during the visit and a take-home activity.

Museum director Sam Mullins said: "Opening our depot for a summer season is unprecedented for us.

"However, when we started thinking about reopening, we wanted to try something new by offering families a safe, local, fun day out during the summer holidays, with social distancing and new safety measures in place."

Timed tickets must be booked in advance online at: www.ltmuseum.co.uk/whats-on/depot-summer

Adult tickets cost £15 and are £7.50 for children aged 4-17.

London Transport Museum in Covent Garden, including its popular Hidden London exhibition, will reopen in the autumn.

West Somerset announces special events for 2021

THE West Somerset Railway has announced its gala dates for 2021.

While services are not running during this summer's season, much work is going on behind the scenes to plan ahead for the time when it is able to return to normal.

For the Western Standards' spring steam gala on April 22-25, it is still hoped to have the BR Standards booked for this year's cancelled event – Nos. 76084, 78018 and 92134 – in attendance.

After that will be the diesel gala and beer festival 'Vintage Diesels' to the Seaside 111 to be held between June 10-13, a week later than normal because of 'calendar shift' and the

schools half term falling on the traditional first weekend of June, when it is more beneficial to operate a steam-hauled service.

The beer festival will be held at Minehead for the first time in several years.

The Autumn Steam Gala, which will be held between September 30 and October 3, will have the Great Western Region theme that had been planned for this year's event.

The annual Winter Steam Festival has been booked for December 29-30.

There will also be other events during the year but these fall outside the remit of the line's gala planning team.

'Newest' Class 37 joins SVR fleet

THE last-built Class 37 has become the latest addition to the Severn Valley Railway's (SVR) diesel fleet.

No. 37308 arrived at the SVR's Kidderminster diesel depot on July 12 from the Dean Forest Railway, where it has been under restoration at Lydney Junction.

The 'Tractor' is no stranger to the SVR, having starred in the line's April 2001 diesel gala, when it was part of the EWS heritage fleet.

The 'Growler' entered traffic in December 1965 as D6608 and spent

the majority of its early working life in south Wales – with allocations including Swansea Landore, Cardiff Canton and Bristol Bath Road.

It was renumbered to 37308 in March 1974 under TOPS and became No. 37274 upon sectorisation in 1989.

It was bought for preservation after withdrawal in 2007, and is owned by a number of Class 50 Alliance members. Its thorough overhaul is intended to give many years of reliable service.



Nearly there: Former Southern Railway USA class 0-6-0T No. 30070, now in the guise of Longmoor Military Railway No. 300 Major General Frank S. Ross, approaches Tenterden after the 1-in-50 climb from Rolvenden with a test train on July 12, six days before the line reopened following a 21-week Covid shutdown. Such was the success of the weekend the railway immediately announced services would be doubled during August. PHIL EDWARDS

Kent & East Sussex steam services doubled after July reopening success

By Geoff Courtney

THE return of weekend steam trains to the Kent & East Sussex Railway (KESR) on July 18 after the Covid-19 lockdown was so successful the railway immediately announced an extended service throughout August.

General manager Shaun Dewey and his team relaunched the service after a 21-week shutdown with a cautious weekend two-trains-a-day timetable. However, such was the public's and volunteers' enthusiasm for the reopening the same timetable was extended to include Wednesdays and Thursdays.

"We were so pleased by the reaction," Shaun told *Heritage Railway*.

"We went to enormous lengths to ensure families were not only kept safe, but also felt safe, and passengers commented on how well they thought we had handled the situation.

"The one-way routes, social distancing and enhanced cleaning regime at the stations worked really well."

'Delighted'

KESR chairman Simon Marsh echoed Shaun's thoughts. "We were delighted to be back, and intend to carry on doing everything we can to ensure as many people as possible get the chance to travel safely on our railway."

The reopening weekend trains were operated by Southern Railway USA 0-6-0T No. 30070 and 0-6-0ST No. 25 *Northiam*. The 1942-built SR locomotive is currently in the eye-catching livery of Longmoor Military Railway No. 300 *Major General Frank S. Ross*, while the

saddle tank, built by Hunslet Engine Co in 1953, also has military railway connections, having operated at Longmoor and Bicester.

Among the rolling stock used on the reopening weekend were three restored Victorian coaches, the oldest of which was an 1887 Great Eastern Railway six-wheeler, whose history includes service with the LNER until 1928 and subsequent use as a holiday home in Wisbech.

Carriages

Almost as old was a South Eastern & Chatham Railway guard's brake dating from 1888, which after its retirement in 1921 was incorporated into a bungalow at Ashford, while the youngest of the three was an 1892 Metropolitan Railway carriage on loan from the London Transport Museum.

This veteran was built by Craven Brothers for Circle and Metropolitan line trains, and which after withdrawal in 1940 became a tailor's shop in Shrivenham, Oxfordshire.

It was restored at the Ffestiniog Railway's Boston Lodge Works.

The four-days-a-week trains throughout August depart from Tenterden at 10.40am and 1.15pm for the 10½-mile journey to Bodiam, where the station is in the shadow of a 14th century moated castle.

Advance booking on the railway's website is recommended for the one hour and 50 minutes round trip.

Exclusive compartments for family groups of up to eight people are available in one of the vintage carriages, with family groups of up to four being able to travel in an open plan carriage, and there are also tables for two.

Severn Valley SOS appeal hits \$1million after lottery chips in

By Robin Jones

A £250,000 National Lottery Heritage Fund grant to help the Severn Valley Railway (SVR) survive the Covid-19 lockdown and run its reopening services on August 1-16 has boosted the line's emergency appeal to more than £1 million.

Since the lockdown began in March, the railway has been mothballed, with the majority of its paid staff on furlough.

As a result, it was unable to generate any passenger revenue throughout this time, and could face a loss of up to £6 million this year.

As reported in issue 266, the SVR said it needed £250,000 to survive for three months.

However, supporters and the general public rallied round, and now services have resumed following a successful series of test trains in July.

General manager Helen Smith said: "Thanks to the National Lottery Heritage Fund (NLHF) and its players we can now get the SVR through the next few months.

"We will use this funding to pay our staff as they come back from furlough to prepare the railway for reopening.

"We will also invest in new IT so more staff can work remotely. These measures will ensure we can start to generate some much-needed passenger revenue to offset the potential losses we are facing.

"We are especially grateful the NLHF has granted us the maximum amount possible under this emergency scheme. This funding is additional to more than £750,000 we've raised through our own fundraising appeal – the Fight Back Fund – thanks to generous donations from the public, along with purchases of SVR shares."

This new funding was awarded through the NLHF's Heritage

Emergency Fund, in which £50million has been made available to the heritage sector.

NLHF chief executive Ros Kerslake said: "Heritage has an essential role to play in making communities better places to live, supporting economic regeneration and benefiting our personal well-being.

"All of these things are going to be even more important as we emerge from this current crisis."

In late July, the railway released details of its August 1-16 comeback services.

Operations

Three return trains will run each day as follows: 'The Flyer', 10.15am-4.10pm – Kidderminster to The Engine House at Highley and Bridgnorth; 'The Explorer', 10.45am-5.10pm – Kidderminster to Bridgnorth, with an optional excursion to The Engine House; and 'The Adventurer', 10.45am-4.48pm – Bridgnorth to Bewdley or Kidderminster and The Engine House.

Each journey has its own set itinerary, so the railway can safely manage numbers at each station and inside The Engine House. Passengers must travel on set services at specific times and start their day only at Kidderminster or Bridgnorth, and the timings are set to accommodate the one-way social distancing system in place.

Currently, only tickets for compartments are being sold, and should be bought in advance.

A fixed number of tickets are available for each train, but it cannot be guaranteed any will be left for sale on the day. The pre-booked compartments can accommodate a maximum of six people, and each will be reserved for the ticket holders' exclusive use all day.

Pre-booked, the compartment is £75 for up to six people (SVR members £67.50), and bought on the day, at £80 per compartment (£72.50 members),



Two-train running again! GWR pannier No. 7714 drifts into Bridgnorth while GWR 2-8-0 No. 2857 minus number plates awaits the off on July 27. All plates were removed during lockdown to prevent theft. JOHN TITLOW



Father and son Richard and Dan Holmes manhandling an overhauled electronic assembly back on to the Class 50 Alliance's No. 50007 Hercules ready for installation and commissioning on July 5. JOE BURR



Cleaning coaches for the three reopening trains in the carriage shed at Kidderminster. KENNY FELSTEAD/SVR

with no extra charge for dogs. Freshly prepared food boxes can be booked and collected from starting stations.

Passengers are asked to bring their own face masks or coverings to wear in enclosed public areas and train corridors, and hand sanitisers

are provided in compartments. Contactless card payment only will apply in all catering, bars and retail outlets.

→ Tickets for travel on the Severn Valley Railway are now on sale at: www.svr.co.uk or telephone 01562 757900.

IN BRIEF

→ IT IS hoped BR 3MT No. 82045 will soon have reached the stage of a braked 2-6-2 rolling chassis. Prior to the Covid-19 lockdown, the team had virtually completed the pony assemblies on the Severn Valley Railway-based new-build project. Work continues at Stephenson Engineering on motion components and at Philip Oldfield Engineering on the regulator valve assembly.

→ A NEW socially distanced garden bar and eatery, the Steam Garden,

overlooking the Great Central Railway, has been launched at the Cedars Hotel in Cedar Road, Loughborough, and is open every day from noon until 9pm.

→ DARLINGTON Building Society has pledged to continue donating 5% of its profits to support local community groups and initiatives until 2025, the bicentenary of the Stockton & Darlington Railway.

→ THE Swindon & Cricklade Railway has again warned against trespass, after dog walkers, young people and even a woman with a pushchair have

been caught on the tracks, despite driver training in progress and works trains being run.

→ THE charitable trust that runs GWR engineer Isambard Kingdom Brunel's the SS Great Britain has warned it is facing £2 million losses and is in "survival mode." Celebrations to mark 50 years since the iron steam ship was returned to Bristol after it was salvaged from the Falkland Islands have been postponed because of coronavirus.



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Due to haul the line's first public trains after lockdown, WR 4-6-0 No. 7803 *Foremarke Hall* crosses Manor Lane bridge south of Gotherington on April 19, not far from the recent embankment slip repair which left the Gloucestershire Warwickshire Railway with a £500,000 bill. MALCOLM RANIERI

Cotswold line details its mid-August reopening plans

By Robin Jones

THE Gloucestershire Warwickshire Railway has announced full details of its August 15 restart.

Hauling the first return train will be WR Modified Hall 4-6-0 No. 7903 *Foremarke Hall*, which worked over the Stratford-upon-Avon to Cheltenham route in BR days.

The journey is limited to a single round trip in a pre-booked seat or compartment, starting and finishing at Toddington station.

Each train will comprise six coaches, including five compartment coaches with a side corridor for parties of a minimum of two and up to six people. One is an open coach available for individuals or couples at designated seats to ensure social distancing.

Passengers must wear suitable face masks at stations, when boarding and leaving trains and on board the open coach.

Hand sanitiser and hand-washing facilities are available at Toddington, Broadway and Cheltenham Racecourse stations, and markings are in place to ensure proper social distancing have been installed. Extra measures will be taken, with deep cleaning and use of disinfectant fog in all carriages at the end of each day.

Timetable

The timetable is modified to either two or four daily departures from Toddington.

Fares are £25 per head for individuals and couples. A party of six in a compartment costs a minimum of £50 for two people, plus £10 per head up to six (a full compartment costing £90).

Vouchers and discounted tickets are not for the time being accepted.

The Flag & Whistle Tea Rooms at Toddington station will be open, but the volunteer-run cafes at Winchcombe and Broadway and on-train buffet cars will not be available.

However, pre-packed snacks and drinks or a picnic lunch can be reserved when booking, and this will be given to travellers at their seats, while hot drinks will be available at Cheltenham Racecourse station.

The line's commercial director Graham Radband said: "Designing a train service that enables us to comply with strict social-distancing and cleaning measures for the safety of both visitors and the volunteers who operate the railway hasn't been easy.

"Most passengers will be accommodated in old-fashioned compartment coaches within their own 'social bubble'.

"This means that when in their compartment, passengers may take off their masks – this is the 'new normal'.

"Individuals can also travel and they will be accommodated at a designated seat in an open coach.

"However, in order to meet Government guidelines, they will need

to wear a mask, except when eating or drinking. There is a break of about 20 minutes at each end of the line, at Broadway and at Cheltenham.

First step

"This is a very exciting first step towards resuming our train services. It has been a very difficult year with no income, yet the bills still continue to come in.

"We have also had to deal with an embankment landslip near Gotherington, which was the subject of an appeal that raised £250,000 in just 10 weeks to help the railway meet the £500,000 cost of repairing. Without the generosity of so many people the future of the railway was at stake."

→ Tickets are now on sale at www.gwsr.com and are only bookable online up to midday before the day of travel (subject to availability). The railway's tickets offices are closed. Tickets can be downloaded to a smart device which can be shown on arrival, or printed at home.

Donations to SOS appeal leads to South Devon Railway river bridge repairs

TUESDAY, July 7, saw the first South Devon Railway engineers' train run since the line closed in March.

It was operated in conjunction with works to repair the damage to Nursery Pool Bridge sustained in last winter's storm.

Workers from contractor Ultim8 Construction, along with their tools and equipment, were taken to site by the works train formed of Class 09 D3721, two flat wagons and a Toad brake van, under strictly controlled arrangements.

The day started with the contractors loading up their tools at Buckfastleigh.

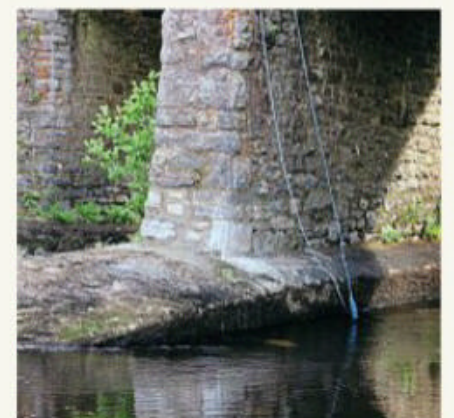
They were then taken to Hood Bridge, where a portable toilet was

loaded on to the train (it's been there in place since the scaffolding was erected on Hood Bridge), and then the train was returned to Nursery Pool to unload.

Repairing the damage to the outer protective layer of bricks on one of the piers looked set to be completed ahead of schedule.

→ The work, footage of which was broadcast live on the line's Facebook page on July 12, was made possible thanks to a multitude of donations to the line's SOS appeal at: www.southdevonrailway.co.uk/fundraising/

As we closed for press, the railway had set no date for the resumption of services.



Above: Repairs being carried out on the piers of Nursery Pool bridge. PETER TREGLOWN/SDR

Left: Class 09 D3721 heads the July 7 works train to Nursery Pool bridge. SDR

Morris Lubricants helps 50 heritage lines in crisis

SHREWSBURY-BASED Morris Lubricants has agreed to support 50 heritage railways which were closed due to the pandemic.

The Shrewsbury-based company has worked closely with steam heritage workshops during its 150-year history and has great experience in formulating lubricants specifically for the sector.

The Morris Lubricants Heritage Railway Support Scheme, launched in April, features support packages that include discounted or free lubricants and promotional material.

One of those to receive support is the North Yorkshire Moors Railway, whose general manager Chris Price, said: "We have managed to reduce the cost of running the railway, but there is still a cost to maintain a heritage attraction such as ours. The next few months are undeniably going to be a challenge for us."

"An engine requires £20 of oil each day to operate and the Morris Lubricants Railway Support Scheme will be a great help in reducing our running costs and help us to keep steaming into the future."

Lines closed for the summer

THREE more heritage lines have decided to remain closed for the summer – and another will not open for the rest of the year.

The Mid-Norfolk Railway has cancelled all of its special summer events, including the 1940s weekend, the August beer festival and the Railcar Association event.

The Lincolnshire Coast Light Railway has postponed its 60th anniversary celebrations until next year.

The Aln Valley Railway said it will not reopen until the end of September at the earliest.

The Telford Steam Railway said it will not open for the rest of 2020.



Using its famed Victorian compartment stock to maximise social distancing, the Isle of Wight Steam Railway, which received a £39,300 National Lottery Heritage Fund emergency grant to aid its restart, resumed services on July 12. Hunslet 0-6-0ST No. 198 *Royal Engineer* is seen approaching Wootton with the first train, after a ribbon was cut at Havenstreet to mark the locomotive's arrival. ROGER J MILLWARD/IOSWR

New events facility opens at Havenstreet

By Robin Jones

THE Isle of Wight Steam Railway has opened its new Events Barn in the Havenstreet station show field.

Giving extra capacity and flexibility, the 360 square metre facility will accommodate the multitude of special events held throughout the year, ranging from the annual Island Steam Show and 1940s experience, the cider and cheese festival, Santa specials and Fright Night.

The building will also provide additional undercover seating on wet days, plus much needed extra toilets.

The project was supported by a £116,000 grant from the European Agricultural Fund for Rural Development, supplemented by legacies and donations.



The Isle of Wight Steam Railway's new Events Barn. IAN PRATT/IOWSR

Construction began in January 2020 and continued throughout lockdown. The work was undertaken by Stoneham Construction based in Havenstreet, supported by a team from Evans Buildings from Carmarthen, which built the steel frame. The project was managed by Phillip Pike of Island-based

Contracting Solutions. Work was completed just before the railway reopened to the public on July 12.

General manager Steve Backhouse said: "The construction team has done a great job in unusual circumstances, and produced a top-quality building."

Meanwhile, the line has cancelled this year's Island Steam Show, which for nearly half a century has been held over the August bank holiday weekend, attracting around 10,000 visitors.

A spokesman said: "We felt that we couldn't operate the event in a socially-distant way, that would keep our visitors and volunteers safe."

The event will return in 2021, when the line celebrates its 50th anniversary.

Another two Pacers enter the heritage sector

TWO more heritage railways have added Pacer DMUs to their fleet.

On July 1/2, the Telford Steam Railway took delivery of Class 144 No. 144013 from Porterbrook Leasing after coming off lease with Northern Rail.

A railway statement said that the Pacer was bought not just to preserve part of railway history but looking further ahead to the long-held ambition of extending services into the Ironbridge Gorge.

"No. 144013 is an ideal train to operate services that are not suited to steam haulage," said the statement. "It also provides excellent views to fare-paying visitors."

The Foxfield Railway and the Pacer Rail Group

have acquired Class 142 No. 142055, which will be arriving in the coming weeks. A statement said:

"The Class 142 brings a new modern element to the preservation story at Foxfield, along with new skills and technical expertise to continue the forward vision of the railway – something which we are particularly keen on."

"They have often been found working into Stoke-on-Trent: therefore the unit will be a welcome addition to the fleet and an appropriate home to preserve one."

"The railway system in the North West would not have survived but for these wonderful little trains. In their humble way, they are as important



Class 144 Pacer No. 144013 is now at Telford. TSR

in railway history as *Flying Scotsman* and the Royal Scots. We have no doubt they will soon become heritage icons."

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Bala becomes first Welsh line to return after lockdown!

Words and pictures by Gareth Evans

THE Bala Lake Railway (BLR) became the first Welsh heritage line to reopen following the Covid-19 lockdown on Thursday, July 9 – and your deputy editor travelled on the line two days later with his family.

The low-key reopening milestone was reached after alterations to rolling stock and the termini were carried out in order for staff, volunteers and visitors to be able to social distance.

BLR general manager David Jones said: "We wanted to have a 'soft' opening ahead of the school summer holidays.

"We are in such uncharted territory that it is important not only to exercise safe practice, but also to ensure everyone feels confident with the new safety measures. This was a

good time to test out new procedures."

News of the BLR's reopening was confirmed a few days earlier following the Welsh Government's relaxation of Covid-19 restrictions for outdoor tourist attractions. Furthermore, Wales had lifted travel restrictions on July 6, allowing non-Welsh residents to cross the border on non-essential business – and Welsh residents to travel more than five miles from their homes.

Itinerary

During a routine catch-up with my parents via video call on July 9, they asked where I thought they should visit at the weekend as they needed to 'get out'. Much to their delight and surprise, I suggested we (note the key word) travel on the BLR. Having not seen my parents, who live in Montgomeryshire, for four months almost to the day, it

was a wonderful feeling to return to my homeland to see them and to obtain a sorely needed 'railway fix'.

In fact, it was the nearest thing to normality we'd had for four months – a steam train trip, followed by lunch from a railway tea room, and a scenic drive, taking us out across the Berwyn mountains via Llangynog and home from Llanuwchllyn via Lake Vyrnwy.

I booked our tickets online on the Friday evening with ease. The process was intuitive. It generated a four-digit booking reference number to be presented to the guard on the day of travel. Adult return fares cost £12 each – with a minimum spend online being £20.

All journeys start and finish at Llanuwchllyn – with passengers required to occupy the same seat throughout.

Upon arrival at Llanuwchllyn to begin our journey, we were greeted by one of the ever-friendly team, who explained the systems in place. Hand sanitising points and social distancing markers were in place around the site – remembering that at the time of writing Wales, still has a two metre rule in place.

Llanuwchllyn cafe and shop was open for take away refreshments with a one-way system in operation. After our train trip, we enjoyed delicious sandwiches, Welsh cakes and hot drinks on the platform.

In common with several other lines, the BLR is using Zoono, a long-lasting disinfectant surface sanitiser applied

to the trains, cafe and toilets. It works differently to ordinary disinfectant and gives up to 30 days' protection from one application.

Zoono bonds to the surface to create a protective layer. This layer of tiny pins attracts pathogens like bacteria and viruses. The pathogen bursts like a balloon on contact, killing it. It doesn't wipe off easily with rubbing or cleaning and continues to work.

Approved by the Australian Health Board, organisations it is used by in the UK include London Underground, Thameslink and the NHS.

Systems

In the saloon carriages (those with doors at either end), some seats were marked out of use to facilitate safe social distancing. On one of the semi-open carriages, each compartment was available for use, screens having been installed between them.

Hauled by Quarry Hunslet 0-4-0ST *George B*, we enjoyed our leisurely non-stop journey to Bala. While the locomotive ran round, we were free to walk along the platform and take photographs.

In my mother's words: "We felt safe, but it was also enjoyable – we didn't feel like we'd entered a crime scene."

Services for the remainder of the season will be handled by both *George B* and *Maid Marian*. The heritage centre at Llanuwchllyn is expected to reopen during August.

Giving his reaction on the third day



Social distancing measures in place on the platform at Llanuwchllyn. Screens have been fitted between the compartments on the semi-open coach.

Hybrid diesels delivered to Snowdon as season starts

By Robin Jones

THE two latest locomotives to enter the heritage sector have been delivered to the Snowdon Mountain Railway, which relaunched its services on Friday, July 10, following an easing of the Welsh Government's restrictions.

The pair, 2ft 7½in gauge diesel-battery hybrid Abt rack locomotives were ordered last year from Staffordshire-based Clayton Equipment, which specialises in the production of bespoke designs for specialist railway, metro, mining and tunnelling applications.



One of the newly-delivered Clayton diesel-battery hybrids, which has been given No. 14 in the Snowdon fleet. SMR

The eight-tonne locomotives represent a £1.1 million investment by operator Heritage Great Britain and will run alongside the traditional steam and diesel equivalents, which will continue to carry passengers to the summit.

However, all services in the 2020 season will be diesel operated as a result of the coronavirus restrictions.

The hybrid drive renders the pair capable of producing up to 98% lower emissions than the railway's existing diesel locomotives. The diesel generator will be switched off on the downhill runs, with regenerated braking energy used to recharge the battery to provide power for next ascent.

The hybrid package also means the EU Stage V compliant engines can be less powerful than the engines on the existing locomotives,

providing significant maintenance and fuel savings, as well as quieter operation.

The new locomotives were given numbers 14 and 15 following on in order of the existing fleet – with the cautious absence of a No. 13 locomotive.

Both new hybrid locomotives have already been named and the railway is holding a competition to see who can guess either names before they are revealed later this month.

At the time of going to press, the locomotives were still being commissioned. While they had been driven all the way to the summit, they had yet work a public train.

Heritage Great Britain group finance director Peter Johnson-Treherne said: "We're delighted to bring innovative hybrid technology onto the famous slopes of Snowdon."



Above: Inside a saloon carriage, seats are clearly marked to maintain social distancing..



Right: The friendly train crew who were on duty on Saturday, July 11: Ailith Rutt, guard, Peter Heywood, driver and David Rutt, fireman are seen with Quarry Hunslet 0-4-0ST George B prior to departure from Bala.

of operation post-lockdown, David Jones told *Heritage Railway*: "Like all heritage lines, it's been very tough over the last few months. I'm glad we're finally doing what we do best – running trains to entertain the public.

"Since the announcement that outdoor tourist attractions could reopen, a lot of hard work has gone into making the railway Covid-safe – including following ORR guidance, consulting and liaising with volunteers, and implementing all the changes necessary to operate safely in this new climate.

"I've been immensely grateful for the public's support of our appeals and to our volunteers for all their input into things such as the virtual gala, our new ticketing system and

with preparations for reopening after lockdown. It's been nice to see people back on our trains."

Reaction

Ailith Rutt, a guard, who travels to volunteer at the BLR from her home in Birmingham said: "It's great to be back out and about again. I've been working at home since lockdown was enforced. Crossing the border into Wales again was a welcome feeling.

"We've used online video tool Zoom to catch up with fellow volunteers during lockdown, but it's not the same as seeing them in person.

"I've found passengers have been very good about respecting the safe Covid-19 systems, but they're also

enjoying themselves. We've had positive feedback about our online booking system too."

Driver Peter Heywood said: "It's great to get back into the swing of things. It's so lovely to be here again. It's definitely lifted my spirits!"

Fireman David Rutt agreed: "I'm delighted to be back here. It's wonderful!"

BLR Trust chairman Julian Birley, enthused: "It's wonderful to be up and running again – and we're delighted to be the first railway in Wales to do so. I'm pleased to report that passenger numbers are increasing day-by-day.

"We're immensely grateful to the National Lottery Heritage Fund for a £40,000 grant (as reported last

issue) because there was a strong possibility we would have to face three winters on the trot."

Extension

Asked about the latest on the BLR's extension project, Julian replied: "Planning continues on the extension – the cost of the application alone so far has reached £140,000 – a sign of our commitment. By putting the railway back into Bala, it will lead to the regeneration of the economy and bring the railway, town and lake together.

"If anything, it's now more important than ever for the extension to be constructed.

"I'm a great believer that in any crisis, there are always opportunities."

➔ See also Next Stop, page 91.

2020 has obviously been a difficult period for everybody, especially those within the tourism sector, but we're confident that this investment will keep us on the right tracks for the future."

The order was financed by HSBC Equipment Finance UK, whose corporate relationship director Jon Higginson said: "It's not every day you get to be involved in a special project like this, so we're delighted to play our part in ensuring the future of such an iconic national tourist attraction."

For the new season, the railway has made internal adjustments to its carriages to provide segregation between compartments, which will accommodate a reduced number of passengers.

Services will terminate at Clogwyn, three-quarters of the way to the top of the mountain, because of the difficulty of implementing social distancing measures within the

Hafod Eryri summit station/cafe, which will remain closed this season.

The journey time to Clogwyn is around 45 minutes and passengers have a 30-minute stop-over at this unsheltered station, giving a two-hour experience overall. There are no facilities at Clogwyn, or on board the trains.

Because all Snowdon paths are currently closed by the Snowdonia National Park Authority, the railway is unable to offer single tickets, until such time as they reopen.

Other social distancing measures in place include one-way systems, queue controls and additional signage, while all visitors will be encouraged to use hand wash facilities.

Staff have been given additional training and all are working with appropriate personal protective equipment, while extra 'hygiene teams' are working throughout the day.



Snowdon Mountain Railway services resumed on July 10 with three trains running to Clogwyn on good weather. Pictured is 1986-built Hunslet 0-4-0DH No. 9 Ninian with one of them. SMR

Poppy Line compartment-based comeback services a winner

By Robin Jones

LNOR B12 4-6-0 No. 8572 led the North Norfolk Railway's return from lockdown with summer services from Sheringham to Holt having resumed on Wednesday, July 8.

The timetable was restricted to just four trains a day and seats had to be pre-booked, with compartment coaches, including the line's sole-surviving LNOR teak articulated Quad-Art set, the order of the day to maximise social distancing.

Bookings had to be for an individual compartment of up to four persons with all journeys starting and finishing at Sheringham. Weybourne station remained closed, while Holt station was only accessible by rail.

The restart came after the railway received a National Lottery Heritage Fund Emergency Fund grant of £46,500 towards the reinstatement of services. Managing director Hugh Harkett said that the grant paid for bringing in the right people to get the line, its infrastructure and rolling stock ready. "This entails up front expenditure – a large part of which is personnel at a time when we do not have the spare cash available owing to the lockdown," he said.

Reawakening

"We are very pleased to be coming out of our hibernation and running trains again. This is very much a limited service to see how things turn out and how many people want to travel on our lovely Poppy Line. We are also being very cautious and ensuring that everyone stays safe and healthy, which

is why we are putting each group (single travellers too) into their very own compartment. We are maintaining two-metre social distancing and we are treating the whole train inside and out with a special spray that combats the coronavirus."

He said that 80% of the compartments had been booked, although some had only two people in them. "It has gone very, very well," he said.

Resources

After the first week of services, train were hauled by WD 2-8-0 No. 90775 *The Royal Norfolk Regiment*, and the week after that, by BR Standard 4MT 2-6-0 No. 76084.

The season began with a new stationmaster in charge at Sheringham.

Anne Hadley said: "I love every minute of being part of the Poppy Line. After spending 40 years as a dental hygienist, I decided to give it up to do something completely different. I have been told there are not many women who become stationmasters."

Despite the restart, the railway has cancelled its hugely-popular 1940s weekend on September 19/20. Attracting around 40,000 visitors, it had been held for the past 25 years and brings welcome late season income not only to the railway, but also to the town of Sheringham.

However, the October 3/4 Everything Runs gala is still being advertised.

→ Tickets for the NNR can be booked at www.nnrailway.co.uk



On a sunny July 12 with the North Sea in the distance, B12 4-6-0 No. 8572 heads westwards towards Weybourne. STEVE ALLEN



Anne Hadley, the new stationmaster at Sheringham station. MAURICE GRAY



First train back: B12 4-6-0 No. 8572 leaves Sheringham for Holt on July 8. STEVE ALLEN

Jacks Green unveiled in original livery at Wansford

By Gareth Evans

THE Nene Valley Railway's (NVR) Small Loco Group (SLG) has completed the cosmetic restoration of Hunslet 0-6-0ST *Jacks Green*.

Unveiled at Wansford on July 18, the 1939-built locomotive will now take pride of place on display at the station sporting its original livery.

Nassington Ironstone quarries, where it spent its working life, were situated just three miles to the west of Wansford. *Jacks Green* and its sister engine *Ring Haw*, now based on the North Norfolk Railway, were the last two remaining steam locomotives in ironstone quarry use in England when the quarries were closed in 1970. *Jacks Green* last steamed in 1987.

As part of the cosmetic restoration, new sections of firebox cladding have been welded in, the bottom of the bunker inside the cab has been replaced and a new lower section has been made for the smokebox.

Discovery

For SLG volunteer Joe Fitzjohn, the restoration has also uncovered a small piece of family history. "When this locomotive was overhauled by the apprentices of Peter Brotherhood Ltd during 1976-1977, my father was an apprentice there," said Joe. "He worked on both *Jacks Green* and *City of Peterborough* – he did a lot of welding on the locomotives.

"When we in the SLG opened the smokebox door on *Jacks Green*, after we'd shovelled the remaining ash from when it last ran, I was delighted

to find two names scrawled into the concrete in the smokebox base – one of which was my dad's.

"In some ways, the discovery has cemented my family's relationship with the engine – and yes, I did tell dad I'd got concrete evidence!"

SLG volunteers are now eager to start their next project – Hudswell Clarke 0-6-0ST *Derek Crouch*. Stripping is expected to begin soon. "A key part of this project is advancing the railway's skillset," explained Nathan Wilson, who heads up the SLG.

"We intend to repair the boiler in-house. We've got the skills here – it's a small boiler and we also know it's in pretty good condition, so it shouldn't need heavy work. It will prove invaluable in gaining confidence with boiler work among volunteers."

Derek Crouch is significant in the NVR's history as it worked the first train along the line under the auspices of Peterborough Railway Society on April 7, 1974. It is hoped the locomotive will be able to star in the 50th anniversary of NVR's embryonic days run in 2024 – which will also celebrate the engine's centenary.

Turning to two other NVR steam locomotive restoration projects, the valve gear on Danish F Class 0-6-0T No. 656 affectionately known as 'Tinkerbell' has been assembled to check tolerances and to ensure the valves are correctly set up. All valve gear has also been polished and some of it has been protected with varnish.

The boiler is coming along well at Locomotive Maintenance Services in Loughborough and it is hoped it will



In a socially-distanced team photograph on Saturday, July 18, members of the Nene Valley Railway's Small Loco Group are seen with newly unveiled cosmetically restored *Jacks Green*. Pictured (from left) are: Oli Goodman, Joe Fitzjohn, Nathan Wilson, Mike Newell, Jake Beeken, Lewis Morrissey and James Porter. GARETH EVANS

return to Wansford by November. It's currently having new mudhole door pockets fitted. The tanks have been welded up where patches were cut in the back to allow internal cleaning and painting.

Flagship

The installation of the vacuum system is almost complete. Modifying the loco to be dual-braked as part of the current overhaul will enhance its versatility, allowing it to haul both the line's rake of BR Mk.1s and Continental carriages.

Also progressing well is the overhaul of the NVR flagship, BR 5MT No. 73050 *City of Peterborough*.

Repairs to the rear drag box continue – the last main task outstanding on the frames. Wastage at the back has been removed and

new sections inserted. The pins on the transverse stays at the bottom of the frames had rusted, so they've been removed, and new pins and bushes have been made for them. Good progress continues to be made with painting the frames.

The cylinders have been rebored, while the driving wheels and front bogie are stored ready for refitting. Stripping of the 4-6-0's boiler, which is currently stored outside Wansford shed, is expected to commence shortly.

→ Donations to the *Derek Crouch* project can be made at www.justgiving.com/crowdfunding/derekcrouchoverhaulappeal or by post to: Small Loco Group, Nene Valley Railway Ltd, Wansford Station, Stibbington, Peterborough, PE8 6LR.

Major changes as Victorian station canopy goes up at Wallingford

By Dr Tony Stead

AFTER more than five years of efforts which seemingly showed little progress, the erection of the Victorian canopy from Maidenhead is finally underway at the Cholsey & Wallingford Railway.

The heritage line is making major improvements at Wallingford station to recreate a true GWR-style terminus. The structure, which dates from the days of Brunel's broad gauge, originally spanned the branch line to Marlow (Platform 5), a wide platform and protected the main line (Platform 4).

Repositioning the ornate supporting columns relative to the platform at Wallingford has allowed two tracks be covered by the canopy. Unfortunately, one of the original columns was damaged and another missing as the original canopy was supported on a brick building at one end. To overcome this, two columns from neighbouring Burnham station will support the canopy at each end at Wallingford and the original three Maidenhead columns will be the three central columns.

Each of these columns has ornate spandrels

to support the cast iron lattice beam, the roof trusses and a horizontal extension. This extension will protect an imaginary track at the rear of the running platform and will house the line's Cambrian museum coach and perhaps some other preserved wagons. In all, there were 27 spandrels of three different designs and at least one of each design had to be recast, as were many other smaller components, so moulds were made from the existing spandrels and other pieces.

The canopy should be fully erected by mid-



The Maidenhead station canopy being re-erected at Wallingford. DR TONY STEAD

August, although the roof covering and final decoration may take a few further weeks. This completion date is sooner than originally scheduled as a decision was taken to delay reopening after the Covid-19 lockdown, thereby allowing more scaffolding to be erected so that the contractors, the Green Oak Carpentry Company of Liss, Hampshire, can access all parts of the canopy at the same time.

Throughout the restoration, traditional methods and materials have been used, even down to handmade bolts with identical pitch of threads. The one disappointment is that hot riveting, as would have been used on the cast iron lattice beams, was not considered to be a safe option!

The canopy is the first, and largest, stage of a Wallingford station revival plan that will hopefully transform it. Reclaimed lamp-posts, GWR benches and other GWR artefacts have also been acquired – some of these coming from the now-closed Southall Railway Centre. The line's officials have expressed thanks to the Railway Heritage Trust which has funded restoration and erection of the canopy, its largest-ever project.

Dining trains and a special visitor as Spa Valley Railway bounces back

By Geoff Courtney

THE Spa Valley Railway, one of the small clutch of standard gauge heritage lines within less than an hour's train ride from London, is determined to hit the ground running after its enforced 5½-month closure due to the coronavirus pandemic.

The Tunbridge Wells-based line reopens on August 29, and over that three-day bank holiday weekend will run a programme of steam-hauled trains, while on September 5 there will be a steam and gin special.

In addition, it is hoped visitors will be able to enjoy the sight of Southern Railway Battle of Britain No. 34053 *Sir Keith Park* on display in light steam following its arrival from Tyseley Locomotive Works, where it has been undergoing work on its bottom end.

Motive power over the holiday weekend and on September 5 will be provided by No. 62 *Ugly*, an ex-Corby steelworks 0-6-OST built by Robert Stephenson and Hawthorns in 1950 (works No. 7673). Its name comes from the nickname of the class, due to what some enthusiasts regarded at the time as their ungainly appearance.

Services

Trains will depart from Tunbridge Wells West over the bank holiday at 10.30am, 12.30pm and 2.30pm for a seven-mile round trip to Groombridge, the first being a normal service, the second a fish and chips special, and the third a cream teas train. The September 5 gin special,



War hero: Southern Railway Pacific No. 34053 *Sir Keith Park* approaches Seaton Junction with a Down express on July 7, 1959. The 1947-built Pacific, named after a Second World War RAF commander who was central to success in the Battle of Britain, is to spend the winter on the Spa Valley Railway, and is expected to be on public display when the line reopens on August 29. TRANSPORT TREASURY/R C RILEY

on which passengers will be able to sample three different gins accompanied by tonic water and light snacks, departs at 2.30pm.

Social distancing and other Covid-19 regulations will be in operation, and tickets must be booked in advance, and passengers will be able to alight at Groombridge station prior to their return to Tunbridge Wells.

Jonnie Pay, the railway's commercial manager, said: "It has been a very difficult time, but everyone has pulled together to make all the necessary changes to allow us to not only open safely, but to bring back some of our popular dining trains such as lunches and teas. We are determined to hit the ground running as much as we can, and hope passengers will come and

support us so that we can continue to run trains for the remainder of the year, including our popular Santa Specials."

Attraction

While passengers will enjoy the delights of their train journey, No. 34053 will also be a centre of attention if it is prepared in time to be put on show in light steam at Tunbridge Wells West. The 1947-built Pacific is owned by Southern Locomotives Ltd, and is to spend the winter in undercover storage in the Spa Valley's motive power depot at the station, and also be available to head trains.

"We were thrilled to receive a request from Southern Locomotives Ltd to bring it to us for winter storage, during which time it will

also see active service and be a huge motivational boost for our volunteers," said Jonnie. "It didn't take us long to make our minds up!"

As a 'thank you', No. 34053 is set to open the railway's 2021 season.

The Pacific, which will be the largest locomotive to visit the railway in the preservation era, is named after the New Zealand-born Second World War commander of 11 Group RAF, the unit responsible for the fighter defence of London and south-east England during the Battle of Britain.

He was regarded as one of the greatest commanders in the history of aerial warfare, and Battle of Britain ace Douglas Bader said of him: "The awesome responsibility for this country's survival rested squarely on his shoulders."

Steaming ahead with GWR power in the Rother Valley!

By Kelvin Williams

THE group which is restoring two GWR locomotives for use on the Kent & East Sussex Railway (KESR) continues to make sterling progress. The locomotives, which have yet to run in preservation – 2-8-0 No. 4253 and 0-6-2T No. 5668 – will hopefully be used to support the future growth of the KESR, when larger motive power will be required.

Both locomotives spent their working lives in south Wales, ending up at Woodham Bros' Barry scrapyard. Withdrawn from Newport Pill shed in 1963, No. 4253 was rescued and taken to the Pontypool & Blaenavon Railway (PBR) in 1987. It remained unrestored until the present owners, the 4253 Locomotive Company, brought it to the KESR in June 2011.

Withdrawn from Barry shed in 1964, No. 5668 moved the short

distance to the famous scrapyard, where it remained until August 1987. It moved to the KESR from the PBR in late 2013.

Fortunately, No. 4253's boiler was sent to Heritage Boiler Steam Services (HBSS) in Huyton, Liverpool just before the Covid-19 lockdown in March. It has been progressing well, although with a reduced workforce because of recent restrictions.

The work is being done in increments based on the funds as they become available from generous current shareholders, donations from individuals and the sale of various products the group manufactures from the old boiler tubes. The more funds raised, the more can be achieved using the experts at HBSS.

While no work was carried out in Rolvenden for 13 weeks between March 22 and the site's reopening with social distancing measures in

place on June 21, overall progress on transforming the former Barry wreck has been impressive. Although not complete, the following will give you an idea of how much has been achieved.

The brake gear is finished. The ashpan has been constructed and stored. Most pipework has been made and is now stored. A new gauge frame has been manufactured and is also in storage. The valves and pistons are now ready to be fitted. Crossheads have also been refurbished and gudgeon pins made. The 235 boiler tubes, plus a further 15 spare tubes have been taken out of storage, inspected, oiled and returned to store ready to be fitted when required.

Backhead steam fittings are all machined and finished and stored, along with the lubricator and brake injector.



The construction of new tanks for GWR 0-6-2T No. 5668 is underway at Rolvenden works. KELVIN WILLIAMS

A new steam heat system, including a new Mason steam reducing valve made by one of the group's volunteers, has been fabricated and fitted to provide heating to the coaches. Being a freight locomotive, this system was not originally fitted on No. 4253, but will be invaluable for hauling public trains along the Rother Valley.

The team is currently in the process of obtaining two missing connecting



GWR 4-6-0s No. 2999 *Lady of Legend* and No. 7808 *Cookham Manor* outside the engine shed on July 5, during the Didcot Railway Centre open weekend.



On July 4, during the open weekend, Didcot mayor Eleanor Hards presented a certificate of appreciation from the national Museums & Heritage Awards to long-serving volunteer and accomplished railway photographer Frank Dumbleton, in front of new Saint *Lady of Legend*. GWS

Saint may help celebrate Didcot's Blue King swansong

DIDCOT Railway Centre is aiming to provide an August Bank holiday weekend spectacular to mark one of the last appearances of blue-liveried GWR 4-6-0 No. 6023 *King Edward II*.

It is hoped to have it running alongside award-winning new-build GWR Saint 4-6-0 No. 2999 *Lady of Legend*. If that happens, it could be one of the last occasions the pair run together before No. 6023's 10-year boiler ticket expires.

Resuming operations at the 21-acre living museum under the banner of Summer Steam Days on Wednesdays and at weekends from July 18, the pair were rostered for July and August.

No. 2999 hauled trains during July, and the following month was booked to run at weekends with the blue King hauling the Wednesday trains.

The trips feature 1901-built Dean Third No. 1941 and Churchward Brake

Third No. 3755 of 1921. Both vehicles are non-corridor compartment stock, allowing each group of visitors to be accommodated in their own individual compartment.

Success

The return of working steam trains followed a series of successful static open days starting on July 4/5, which attracted more than 300 visitors.

Chief executive Emma Jhita said: "Visitor feedback about the measures we have implemented to welcome our audiences back safely has been very positive. We have limited numbers, staggered arrival times and set up extra outdoor displays and photo opportunities.

"Our preserved steam locomotives have been like slumbering giants, so we are delighted that we can now reawaken them and start running trains. There will be a separate

entrance and exit to the platform and we will invite visitors to board one group at a time."

Regarding the bank holiday running, Didcot's head of visitor experience and marketing Graham Hukins said: "We're taking things step by step, but if all goes well and we can safely increase the number of visitors, then we want to run the two together before No. 6023's ticket expires."

Meanwhile, it was announced on July 1 that the centre has been shortlisted in the Restoration/Conservation Project category of the annual Museums & Heritage Awards for the 24-year £825,000 restoration of No. 2999.

Emma said: "This is wonderful news – a real tribute to the hard work and enthusiasm of the team here at Didcot. It is a great boost for morale as we get ready to reopen after being stopped in our tracks by coronavirus.

"It is particularly rewarding to be recognised nationally, especially as we're not a conventional museum or gallery. The competition is going to be extremely tough, but making the shortlist alongside the Palace of Westminster, Chatham Historic Dockyard, The Box at Plymouth and Aberdeen Art Gallery is a huge achievement for us."

Shortlist

Also shortlisted in the awards is the Ffestiniog & Welsh Highland Railways under the Learning Programme of the Year category for its heritage skills training programme, and London Transport Museum in the Temporary or Touring Exhibition of the Year category for its Hidden London Exhibition.

Postponed because of the Covid-19 pandemic, the Museums + Heritage Show will now take place on May 12/13, 2021 at Olympia London.

rods. Does anyone know someone who might have some to hand?

Finally, the slipper blocks are being machined, as are the bushes for the side rods – and the superheater elements are also being manufactured.

The group's second locomotive, No. 5668 is stored awaiting restoration. It was decided at the group's AGM in January that because No. 4253's boiler will be away for approximately 12 months, a start should be made on both tanks of the next project – No. 5668.

Stripping down the old tank parts which arrived with the locomotive to recover as much angle and other fittings as possible has recently begun. Prior to the lockdown, a trip was also made to Blaenavon to collect various 'chopped' tank parts which had been rediscovered.

With the additional items having been collected and following Rolvenden works' reopening, work

Pictured prior to the implementation of Covid-19 social distancing, members of the team pose with GWR 2-8-0T No. 4253 which looks well on its way to completion, with the smokebox, water tanks, coal bunker and cab fitted, as well as the internal motion and eccentrics. The empty space is just awaiting the boiler!
ALAN CROTTY

has commenced on building the new tanks, beginning with the driver's side tank, which combines recovered original angle, new angle, and plate. For quite a few of the volunteer shareholders, this is the second time they are building tanks, having already constructed them for No. 4253.

While No. 4253 remains the main focus of the group's efforts, members of the team are working on No. 5668 at the moment to keep the dedicated workforce employed while waiting for No. 4253's boiler to return from



HBSS. When it does return, all efforts will be directed to getting No. 4253 finished and in steam as soon as possible.

Two other Western Region locomotives are also resident at the KESR – 0-6-0PT No. 1638 is

operational, while 0-6-2T No. 6619 is stored awaiting overhaul. GWR diesel railcar No. W20W is also under overhaul at Tenterden.

→ Further information about the group's locomotives can be found online at: www.4253.co.uk

A rake of clay hoods for Cornwall?

By Robin Jones

A PROPOSAL to set up a 'windcutter'-type rake of china clay wagons is being considered by the Bodmin & Wenford Railway (BWR).

Member Evan Gray and his dad Bryan have drawn up the scheme to restore the eight clay hoods that are currently based on the heritage line.

The aim of Project Clay is to create a rake of clay hoods similar to the Great Central Railway's famed 'windcutter' rake of 16-ton mineral wagons, not only for enthusiasts but for general public visitors.

The clay hoods which transported china clay to Fowey harbour were the last generation of a wagon design that had changed little since the late 19th century.

The four-wheeled wooden-bodied wagons with open tops allow the loading from above and side and/or end doors for discharge.

Fleet

The vehicles preserved at the line are eight of 875 which were built by BR to this design between 1954-60. Originally, the wagons were covered with sheets when loaded to keep the clay dry, but the sheets were easily torn, sometimes stuck to the load, and tended to gather water in the corners. In the early 1970s, BR modified the wagons with a raised ridge bar, over which tough plastic sheeting was draped to keep it well clear of the load. This modification gave the wagons the tent-like appearance which earned them the nickname of clay hoods. Nearly 500 wagons remained in service in the mid-1980s, working to Fowey from around a dozen clay dries in

Cornwall and Devon, including Wenford, the destination of the Wenfordbridge freight line that linked to what is now the BWR. The last BR passenger services from Bodmin Road (now Parkway) to Padstow ended on January 30, 1967, public goods facilities at Wenfordbridge were withdrawn on May 1 that year, and the line became a dedicated branch for the china clay private sidings, gaining access to the national network via Bodmin General (reverse) and Bodmin Road until it closed in 1983.

The plan for the restoration of the clay wagons will be in three phases, starting with the first five wagons to get the minimal work sorted so they can enter service, the second dealing with three wagons that arrived in 2019 which need more work and thirdly, the hoods themselves.

Evan said: "We want to restore eight clay wagons – maybe more – to be used on the BWR so we can have authentic historic freight trains. No other heritage railway around the country can say that they have a rake of clay hoods. This would be unique and could be a great advantage for the railway."

"Freight trains add more interest to a heritage railway, and with the clay hoods a huge part of the industries that made Cornwall, it would be a brilliant way for this to be shown off."

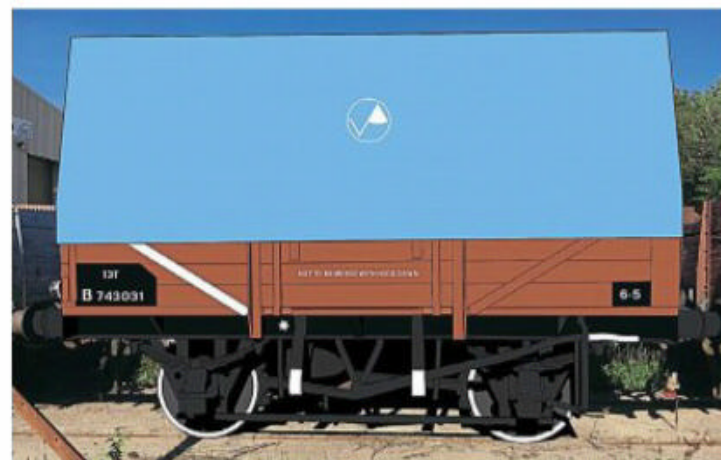
He said that a 'typical' clay train could run at galas or special weekends, maybe using the line's Class 08 or 10 shunters to recreate a latter-day Wenford branch cameo. Also, such a train would be in demand for photo charters, and might even be used for driver experience sessions.



Clay hoods are marshalled at Boscarne in 1983, the last year that the Wenford dries was served by rail. BWR

Right: The proposed uniform livery for the clay hoods, with all the body painted in BR Bauxite, including the metal frame, and the underframe being painted black.

EVAN GRAY



"The 'windcutter' project that was started by a group of individuals to save and run a heritage freight train which once thundered through the GCR, saw huge success and was highly supported with the group now owning over 30 wagons, with 26 of them being restored," said Evan. "Project Clay is very similar to this."

He said that if the project is successful, the organisers could acquire other clay hoods from heritage lines elsewhere for restoration and be added to the rake.

In the first instance, if the project gets the go-ahead, a crowdfunding page would be set up to begin generating the necessary finance.

Second Southwold revival group gets first operational locomotive

By Robin Jones

THE group which aims to rebuild the 3ft gauge Southwold Railway from the western end rather than the east has taken delivery of its first operational locomotive.

The Halesworth to Southwold Narrow Gauge Railway Society obtained the Greenwood & Batley 4W battery mining locomotive – the exact date of build and works number are unknown – from the private Lavendon Railway at Olney in Buckinghamshire. Lavendon also provided a complete spare control unit, and other spares.

The locomotive was supplied to the Ebbw Vale Steel, Iron & Coal Co Ltd in April 1936 and in January 1945 moved to the Irthlingborough ironstone mines lines, which closed in September

1965. The locomotives there were used to lift the track and then sent to TH Sheppard & Sons in Wellingborough in March 1967 for scrapping.

They sat there until 1999 when owner Bill Sheppard decided to retire and clear the land. The Greenbat was bought privately and restored to working order in 2000.

The society has been helped by Greenbat experts at the Steeple Grange Light Railway in getting the locomotive ready for operation, and is now looking at fitting a compressor for air brakes.

Co-chairman James Hewitt said: "We have been looking for one for a couple of years, partly for PR reasons, to persuade those locals who complain about 'nasty dirty steam and diesel locos'."

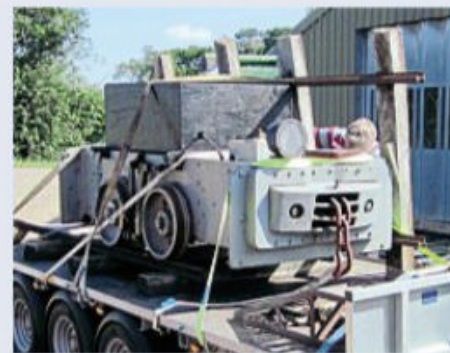
At present, the locomotive is

running on second-hand car batteries as a stop-gap measure until a better power source can be installed. Originally, it would have had battery pods which workers would change using a forklift truck.

The Greenbat is likely to run at the society's Wenhaston workshop first. There, members had just started building a test track when everything shut down due to Covid-19. However, weighing just two tons without the batteries, it could be taken to any 3ft gauge track, of which there are also two in Halesworth.

Its wheelbase is only 27in, so theoretically it could cope with curves of six-yards radius, which makes it very flexible.

The society also owns a 3ft gauge Hudson wagon, which may well have run with the Greenbat at some



The Greenwood & Batley battery mining locomotive delivered to Halesworth. HSNGRS

stage in its life.

A name for the Greenbat is as yet undecided, but it might be Blythburgh.

The society said it is complementary to the Southwold Railway Trust, which wants to restore the legendary line from the resort end, and is not opposed to it.



GWR 0-6-0PT No. 6412 has been running on the Chinnor & Princes Risborough Railway. It arrived on loan from the South Devon Railway on March 17, the day the Network Rail operations experience days were ended because of lockdown. No. 6412 ran about a dozen assorted round trips between Chinnor and Princes Risborough on crew assessments and refresher trips on July 12-13. PHIL MARSH

Help bring the Birmingham Railway Carriage & Wagon Company home

AN EMERGENCY appeal has been set up to save a project to create a museum dedicated to the Birmingham Railway Carriage & Wagon Company (BRCW).

The modern-day Birmingham Railway Carriage & Wagon Company Ltd, a not-for-profit company formed in 2014, has launched a crowdfunding page to raise money to help secure the test house, which is still standing on the original company's works site in Smethwick for use as a museum and workshops.

The organisation was set to receive a grant for the test house project in early April. However, due to the Covid-19 pandemic, it has been delayed until early 2021 – if not cancelled altogether. Other potential avenues for funding have been explored but without success.

The test house was the last building in which all the locomotives and DMUs were tested before being handed over to BR. The original BRCW ran between 1854 and 1963. From its works on the border between Smethwick and Handsworth, to the west of Birmingham city centre, it produced high quality coaches, wagons, multiple units and locomotives for use around the world, including luxury coaches for several heads of state.

The new company has three main aims: firstly, to establish a museum covering the 110-year history of the original firm; secondly, to establish an

Right: The interior of the BRCW test house on the border of Smethwick and Handsworth in Birmingham. BRCWL



extensive reference library covering diesel and electric rolling stock production in the UK and the diesel and electric era of British Rail; and finally to build replicas of lost classes and prototype locomotives missing from the UK heritage fleet.

Managing director Simon Altham said: "The building is very important to us as it means returning BRCW to its original home.

"Once we secure the building, we will establish a museum dedicated to the original company using a large amount of company archive material which was saved when the works closed in 1963. We will also establish a workshop for us to work on our volunteer projects.

Delivery

"The company is now in a position to take projects from the drawing board and start the task of turning them into

reality. Once fully established, we hope to be able to work with the owners of preserved BRCW vehicles to provide support for restoration and operation.

"We have been in discussions with a local charity to work with their disabled and disadvantaged school leavers to give them experience in the museum and working on our restoration and new-build projects, giving valuable experience to help them into employment.

"We also hope to create a memorial to those workers that left to join the armed forces during both world wars and paid the ultimate price. Finding details of these workers is proving difficult to unearth and we would welcome any assistance to help us contact relatives so that we can honour all of them."

→ To help secure the BRCW test house, visit www.justgiving.com/crowdfunding/testhousemuseum



The Vale of Berkeley Railway (VoBR) recently took delivery of GWR 10-ton open wagon No. 12544, believed to have been one of around 50 bought for internal use on Sharpness Docks and restored to its distinctive grey and black livery by the Dean Forest Railway to be part of the Historic Gloucester Docks scene in the 1980s. It is hoped that an early start can be made on restoring this wagon as part of the plans to reopen the Berkeley Road to Sharpness branch as a heritage line. The VoBR wants to hear from anyone who can provide any information about this wagon or about the rail vehicles owned by the docks. VOBR



Are you a user of online professional networking website LinkedIn?

If so, follow the recently launched *Heritage Railway* magazine page on LinkedIn at www.linkedin.com/company/heritage-railway-magazine/



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NRM and Locomotion open their doors to visitors again

By Robin Jones

THE National Railway Museum in York and its Locomotion outreach station have reopened following the Covid-19 lockdown.

Leading the way for railway museums big and small to welcome the public back (see separate stories on these pages), NRM reopened on Tuesday, August 4, with Locomotion opening its doors the week before. Both sites will begin a phased reopening, initially on a limited number of days each week, before a gradual return to daily opening.

Visitors at both sites will be required to book a timed slot in advance. Tickets will be free and available from the museum websites, but overall visitor numbers will be limited each day to avoid overcrowding.

Both sites have undergone a rigorous cleaning regime prior to reopening and additional site-wide cleaning will continue to take place each day. Visitors will be encouraged to observe social distancing measures and the wearing of face masks will be recommended.

At York, the Great Hall will be first to open, along with the main gift shop and the Great Hall cafe. However, steam rides, the miniature railway and the under-fives' play area will remain closed for the present.

In the coming weeks, the remaining museum areas such as Station Hall,



Above: Bulleid Battle of Britain Pacific No. 34051 *Winston Churchill* gets a spruce-up at Locomotion.

Left: Staff preparing to reopen the National Railway Museum's Great Hall, which houses classics of the ilk of re-streamlined LMS Pacific No. 6229 *Duchess of Hamilton*. BOTH: CHARLOTTE GRAHAM

the Warehouse and outdoor spaces are also due to reopen.

At Locomotion, the cafe reopened but with a limited capacity and serving a reduced menu. The model railway, steam rides and cab access will return at a later date.

A one-way system will be in operation to ensure Locomotion visitors can observe safe social distancing. Demonstrations of Rowland Emmett's popular mechanical sculpture *A Quiet Afternoon* in the Cloud Cuckoo Valley will increase, and be held hourly.

Both venues are part of the Science Museum Group, which temporarily closed all of its five sites – also

including the Science Museum in London, the Science and Industry Museum in Manchester and the National Science and Media Museum in Bradford – on March 17 following government advice. Before the pandemic, the NRM, held by many to be the finest museum of its kind in the world, had more than 750,000 visitors each year with Locomotion receiving around 200,000.

NRM director Judith McNicol said: "We know that our sites – with their large, open buildings, outdoor spaces and car parking – can be great places for people to begin to re-engage with culture with confidence. We are cautiously reopening in stages at

both museums, to ensure the safety of our guests and colleagues.

"At Locomotion and the NRM, we have dramatically enhanced our cleaning processes and introduced practical measures to allow visitors to maintain social distancing while enjoying the best of our collection.

"Although visitors may notice a few changes when they return, they can be assured of a warm welcome and the chance to enjoy our unrivalled collection of railway and engineering achievements."

→ To book a free ticket for the National Railway Museum, visit: www.railwaymuseum.org.uk

Amberley reopens after closure fears are averted

By Geoff Courtney

THE head of Amberley Museum, which is home to one of the country's most comprehensive collections of different gauge steam, diesel, electric and petrol locomotives, has revealed that during its 18-week Covid-19 lockdown she feared the West Sussex visitor attraction would have to close permanently.

"At one point during the crisis we were very concerned that after 40 years we may have to shut permanently," said director Valerie Mills. "However, an emergency grant from Arts Council England and the overwhelming generosity of our members and local people who donated to an emergency appeal truly saved the day."

The grant and donations meant the museum was able to reopen

its doors to the public on July 29, although Valerie cautioned: "The support of our visitors over the coming months will be critical in making sure we are still here in another 40 years."

Visitors will need to book on the museum's website for a specific day and time slot, said marketing officer Caymen O'Reilly. "There will be three time slots for arrivals, and once on site visitors can stay as long as they wish until closing time at 4.30pm."

The museum, in a 36-acre former chalk quarry near Arundel that was worked between 1846 and 1969, is dedicated to the area's industrial heritage, and includes a wide range of exhibits from road and rail transport collections to industry, and is also home to resident craftspeople.

For railway enthusiasts there is a

standard-gauge demonstration line and the opportunity to ride on a 2ft gauge 'main line' that runs for half a mile and has three stations, while the locomotive collection on display comprises more than 30 engines in no fewer than 13 gauges, from 1ft 6in to 5ft 3in.

The museum, which has been awarded the Visit England 'Good to go' certificate signifying it has followed government and industry Covid-19 guidelines, is open from Wednesdays to Sundays, and the post-lockdown arrival time slots are 10am-11.30am, 11.30am-1pm and 1pm-2.30pm.

"We are very excited that we are able to welcome visitors back, and with such a large site and so much outdoors, there really is something for everyone to enjoy in a safe and fun environment," said Valerie.



Return awaited: Long-time Amberley resident *Peter*, seen at the museum's Brockham station on July 9, 2017, is a stalwart of the West Sussex attraction's 2ft gauge railway, which reopened on July 29 after an 18-week closure due to the Covid-19 lockdown. The popular former Ministry of Munitions and quarry 0-4-0ST, built by WG Bagnall in 1918, is currently being restored and is expected to return to traffic early next year. GERRY CORK

It's 'softly softly' as Mangapps Museum reopens its doors to summer visitors

By Geoff Courtney

JOHN Jolly, normally one of the preservation movement's more ebullient characters, adopted a 'softly softly' approach as he planned the reopening of his Mangapps Railway Museum on August 1 following its coronavirus closure.

The working museum, near the Essex town of Burnham-on-Crouch, has recently undergone a £1 million expansion that has included an improved layout for its three-quarter-mile standard-gauge line, the construction of a carriage shed and a five-road extension to the museum itself, and increased covered accommodation for rolling stock.

The completion of such a major project would normally be the cause of much celebration for John and his wife June, but caution, interwoven with an "it could have been worse" approach, is their overriding emotion.

"We were resigned to having to remain closed for the foreseeable future, and certainly until next year, but the Government's change of tack has encouraged us to have a go at opening," said 76-year-old John.

"We are well-equipped to run trains in a socially distant environment thanks to our suburban compartment stock and single-manned diesels, but the museum is another matter.

"It is now twice the size as previously and the layout is almost

a cross between the old Liverpool Street and the NRM, though not quite as big as either! Arranging one-way systems and sanitising, yet still allowing visitors maximum access to the exhibits, is challenging.

"We normally open every day in August, but this year we will have to be cautious and see how it goes. As to autumn, we are normally open throughout September and October, but whether we can operate into October will be dependent on a number of factors. Also, Santa Specials, normally one of our main events, look doubtful.

"Mangapps has developed a great deal over the past 12 months, and we are determined to show people what we are proud to have achieved, but there may be only a relatively short window of opportunity to see for themselves this year."

On a brighter note, John said he was currently arranging a number of special private group events, which he said were easier to organise.

One of these is the annual former Stratford 30A railwaymen reunion, which has been provisionally arranged for September. "It is something we look forward to, as there is always a great atmosphere and some fascinating stories from the participants," said John.

This event is organised by retired Stratford driver Dave Brennand, who said he hoped that if it went ahead, visitor numbers would exceed the



The end is near: No. 62580 at Stratford on May 28, 1958, in surroundings that typify this east London motive power depot and works as steam began to make way for diesels. The D16 4-4-0 was withdrawn from King's Lynn (31C) a month later, and has doubtless made its last journey before being cut up on site. Memories of working at the giant Stratford complex will be recalled by former railwaymen at a reunion at Mangapps Museum, Essex, that has been provisionally arranged for September. TRANSPORT TREASURY/RC RILEY.



Station master: An impressive display of totem station enamel signs is a feature of the £1 million expansion at Mangapps Railway Museum. They were introduced by BR following Nationalisation in 1948, and were believed to have been installed at nearly 3000 stations, with the six regions having their own colour, and an example of each is in the Mangapps' display. They began to be phased out by BR in the late-1960s, and rarer examples can command five-figure prices at railwayana auctions. DAVE BRENNAND

near 30 that attended last year. "There is a very rare bond between old Stratford drivers and secondmen that has to be seen to be believed," he told *Heritage Railway*.

The museum is known within preservation circles for its collection

of ex-BR diesels that includes two Class 31s, a Class 47, five Class 03 shunters and a Class 04, and there are also four industrial steam locomotives, three industrial diesels and more than 80 carriages and wagons.

Invergarry to be back in action

By Hugh Dougherty

THE Invergarry and Fort Augustus Railway Museum will hold an operating day on Sunday, September 6, when the line's resident Ruston 88DS diesel will make demonstration runs over the track layout at the Great Glen station.

The event follows the museum's first operating day after lockdown, held on August 2.

Museum trustee Christopher Ellice said: "Because of social distancing constraints, we're not able to give trips on the railway, but the Ruston will demonstrate our ever-growing trackwork to visitors and our station visitor centre, which houses displays and artefacts from the railway and Invergarry station in particular, will

be open. It's great to be back and as our work of improvement at the station site, and on our quarter-mile of track, continued during the closure in a safe and controlled fashion, there's plenty to see."

One project advanced during lockdown is the erection of the kit of parts for the station's platform-mounted replica signal cabin. A volunteer constructed the framework off-site and the cabin frame kit was erected in late June, with cladding fitted in mid-July. New fencing has also been erected along the site's running line, with trackbed improvements put in place including preparations for laying four new track panels to the east of the current running line.

"When complete, the signal cabin will house the restored Saxby &



The new fence is seen along the running line at Invergarry, which was erected during lockdown. INVERGARRY & FORT AUGUSTUS RAILWAY MUSEUM

Farmer frame from Tyndrun Upper Station on the West Highland line, kindly donated to us by Network Rail, with whom we have an excellent relationship, and the cabin will control all points and signalling at the station in due course," said Christopher.

"We'll be delighted to welcome



Built off-site as a kit of parts during lockdown, the panels of Invergarry station's replica signal cabin are taking shape. INVERGARRY & FORT AUGUSTUS RAILWAY MUSEUM

visitors on September 6, and hope that tourists and enthusiasts alike, passing through this scenic, Great Glen stopping point between Inverness and Fort William, will take the time to call in at our station and visitor centre to learn about the rich railway heritage of this area."

Llangollen's five-year plan to 'future proof' railway

By Gareth Evans

THE Llangollen Railway (LR) has unveiled a plan by independent consultants which suggests ways to secure the future of the line over a five-year period. Commissioned by the LR with grant assistance from Cadwyn Clwyd, the local rural development agency, the plan looks at all activities carried out by the LR Trust and its trading arm, Llangollen Railway plc.

In order for the railway to be 'fit to fight', in a competitive environment, for external funding and support, requires modern governance and organisational arrangements.

The report states that "the scale of change required is substantial," and that a "significant restructure of the boards is needed."

Board members should be chosen for both their ability to act as leaders in agreed specialist areas; have a focus on driving change; and who have strong conciliation and brokering skills, having well developed motivational and management capability. This will be driven by a new, externally recruited chairman, who will lead both boards.

July 14 saw GWR 2-8-0 No. 3802 undergo its first steaming on the Llangollen Railway after it was stopped for repairs in 2019, since when a main axle has received attention and the eight wheels on the tender reprofiled. It is seen at Berwyn.

The trip down the line also allowed for the vegetation growth to be assessed against the profile of the locomotive to see where cutting back of branches might be required, a necessary check, as specified by the Office of Road & Rail in the procedures to be followed by all heritage railways following lockdown. The four-month period has seen tremendous growth of the lineside vegetation while trains have not been running, all of which needs attention for safe operation on the resumption of train services.

Operations resumed on August 1, with strict social distancing in place including the requirement for visitors to wear face coverings and to book in advance. Enhanced cleaning regimes were also implemented.

Services were operating between Llangollen and Carrog nonstop return, with a 20-minute stop at Carrog, where the cafe is open. Passengers were being asked to book online in advance at www.llangollen-railway.co.uk or by telephoning 01978 860979. GEORGE JONES

Once appointed, the incoming chairman and the general manager will together spearhead the implementation of the report's recommendations.

While it has been decided to cease further outside contract locomotive engineering work, the report recommends the preparation of an investment plan to reorganise and upgrade the current facilities at Llangollen to improve operational efficiency.

It states: "The layout and facilities are not optimised for railway engineering use."

"Expansion or substantive redevelopment on this site is not realistic due to established adjacent uses and likely planning restrictions."

"A plan to improve the operational efficiency of the complex and to reorganise the yard is considered to be the pragmatic way forward."

"In order to achieve these improvements, however, the scale of operation may need to be reduced, which could result in a reduction in

contract engineering provision. The trade-off may be slightly less of such work, but an ability to undertake more complex refurbishment activity."

It also advises that options should be considered for expanding the carriage and wagon works on its current site at Pentrefelin. "The current facility has no dedicated paint shop, which makes the achievement of high painting standards difficult."

"There is sufficient land for a larger replacement facility to be built on this site – recent examples elsewhere being that at the

Bluebell Railway."

Calling for Llangollen station to be refurbished, the report states: "As the place where the majority of visitors arrive, the complex has a poor sense of arrival, clutter and inadequate facilities that are not fit for purpose."

Other recommendations include:

■ The LR to change its name to 'The Llangollen to Corwen Railway' to emphasise the new terminus location.

■ Reviewing and recasting "complex arrangements with owners of locomotives and rolling stock" and "legacy arrangements related to private investment in operational buildings." A failure to do so could result in "friction, soured relationships, operational discontinuity."

■ The establishment of a volunteer hostel, ideally in a nearby converted property.

■ A contingency plan is required to mitigate the risk of the private owner of Carrog station selling the building on.

Threats identified include an over-dependence on hired locomotives.

General manager Liz McGuinness said: "As we aim to build a robust and sustainable railway, we need a new outlook. Once the new chairman is in place, we will be recruiting some additional board members and trustees."

"I will therefore be standing down as chairman and coming off both boards once a new chairman is appointed. I will remain in my general manager role and of course support the board in implementing the strategic plan."

As for the engineering side, Liz said: "A further recommendation of the strategic plan was to review our engineering department. As you may be aware, we have been unable to sustain a financially viable position for this department over a number of years. Consequently, and in line with our organisational review, the board has decided to cease any further contract work."

"However, we will of course complete certain work we have in the shed, mainly boiler work. After this point, we will then only concentrate on the maintenance of our fleet."

The changes in the engineering department resulted in some staff being made redundant.

Reflecting the aforementioned changes, Jeremy Hosking's BR 9F No. 92212, which as previously reported, arrived for overhaul from the Mid-Hants Railway in March, has departed the LR for an unknown destination. A Locomotive Services Ltd spokesman confirmed that the plan remains to overhaul the 2-10-0.

Meanwhile, new-build LNER B17 No. 61673 *Spirit of Sandringham*, which has been under construction at Llangollen, is now searching for a new home. See advertisement on page 41.

Key facts and figures in the report include:

■ Turnover (for the year to end 2018) Trust c. £150,000, plc c. £1,970,000.
 ■ Number of volunteers: 220.
 ■ Visitor numbers: (2019) 89,000.



Bo'ness needs £100K to return LNER D49 *Morayshire* to steam

A £100,000 appeal to reassemble the sole surviving LNER D49 4-4-0 No. 246 *Morayshire* and return it to traffic has been launched by owner the Scottish Railway Preservation Society (SRPS).

Morayshire, which entered service in 1928, is currently in storage in a dismantled state in the Midlands following its eviction in February with two weeks' notice from the Llangollen Railway workshops as part of emergency measures to prevent that line's place from going into administration, as reported in issue 265.

Withdrawn for its 10-year overhaul in 2015, the following year the SRPS agreed a fixed price contract for the job with Llangollen Railway plc, with completion expected in March 2018.

Additional boiler work was agreed and this extended the completion date into 2019, but issues emerged with the price and meeting target dates. "The SRPS have engaged with the Llangollen Railway to understand their proposals around this dispute and how it can be resolved but have also taken legal advice," said SRPS director and business development committee chairman Andrew Fowler.

The SRPS has in the meantime launched the 'Back on the Rails' appeal to help fund the completion of *Morayshire's* overhaul with work being completed both by contractors and by staff and volunteers at the Bo'ness & Kinneil Railway.

The first step towards a return to steam is to engage a contractor to complete the locomotive to a rolling chassis to make it easier to transport *Morayshire* back to Bo'ness. This work is likely to focus on the significant repairs required to the engine's axleboxes and horn guides to allow the locomotive to be wheeled, followed by the hydraulic test of the boiler.

Once complete again, *Morayshire* will run at Bo'ness and also be made available for hire by other heritage railways.

→ Single donations may be made by bank transfer by emailing donations@srps.org.uk or at www.virginmoneygiving.com/fund/246Morayshire – or by sending a cheque with a form downloaded from www.srpssteam.com and made payable to the 'Scottish Railway Preservation Society' to SRPS *Morayshire* Appeal c/o Alastair George, 4 Baberton Mains Avenue, Edinburgh, EH14 3EQ.



The old inner firebox for No. 65033 removed; copper sheeting for the new one is on order. LCLT

J21 gets new tender frame plates: but needs £50K before it can steam

AS THE COVID-19 restrictions ease, the restoration of now-unique NER J21 0-6-0 No. 65033 has quickly picked up the pace, with two major milestones achieved; the arrival of new tender frame plates arrived at Locomotive Maintenance Services Ltd (LMS) in Loughborough and the ordering of all the copper sheeting needed for the new inner firebox.

The chairman of the owning Locomotive Conservation & Learning Trust (LCLT), Toby Watkins, said: "Thanks to the generous support of the National Lottery Heritage Fund, Arts Council and Ken Hoole Trust, we have started the restoration with gusto, but without the final £50,000 in place there is the risk of work grinding to a halt if we don't keep up the momentum."

The 1889-built J21, originally NER No. 876, arrived at the LMS works in July 2019. Since then it has been completely stripped down, revealing the true state of the locomotive and the extra funding needed.

Progress

"After months of stripping the loco down, the arrival of the frame plates and ordering the copper sheeting for the inner firebox marks the point in the project where the locomotive is starting to be built back up. We hope to have a completed tender by the end of the year; maybe even show it off at this autumn's Supporters Day."

The frames will then be fitted with parts salvaged from the original tender such as stretchers, axleboxes and wheelsets in time for the new tender tank to arrive later in the year.

Unlike the need for new tender and locomotive frames, the requirement for a new firebox did not come as a surprise; the preliminary inspections all having indicated that the original was beyond salvage. The LCLT did consider a new steel firebox, there being at least two J21s thus fitted in approximately 1943, but the long-term durability as well as the better

authenticity of a copper one swayed the decision.

With the funding largely in place for the locomotive's first steaming in decades, a final £50,000 needs to be found if the restoration is to happen.

Support

Toby said: "We have a great range of supporter schemes that are tailored for a range of people and purses. People like to back a winner and there is no doubt that with all the money we've raised thus far that we are definitely that! However, the need for a new tender tank and frames is over and above the original estimate and so we need to find that last little bit to deliver a working J21."

"We were going to launch our big funding push in April and get out and about at all the shows, but that clearly hasn't happened thanks to the pandemic. Once the virus struck, we stood back to allow the various railways to put in appeals for their very survival, but now it's time for us to roll up our sleeves and get that last 5%."

→ To support the J21's restoration the Trust have launched the 876 Club and the 1889 Club. Details can be found on their website www.lclt.org.uk



The new tender frame plates for the J21. LCLT



Pre-booking of tickets is a requirement for Welshpool & Llanfair Light Railway services which resumed on August 1, where a host of coronavirus protective measures have been set up and trialled during test trains in July. A one-way system is in operation at Llanfair Caereinion and all services are return trips, with passengers unable to board or alight at Castle Caereinion. Krauss U class 0-6-2T No. 2 *Zillertal*, on loan from Austria's Zillertalban for two years, has been heading test trains. ELIZABETH HALL/WLLR

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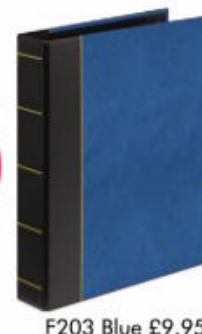
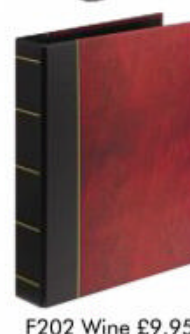
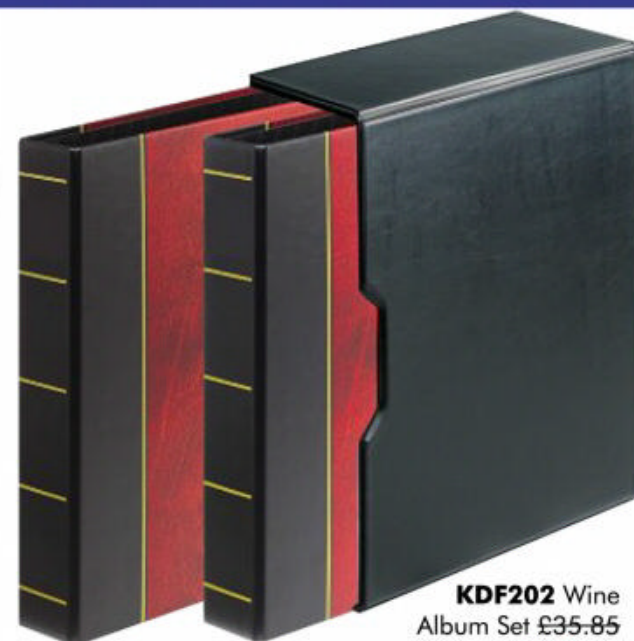
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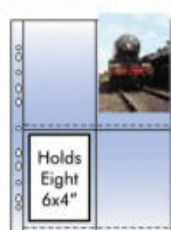


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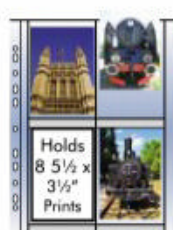
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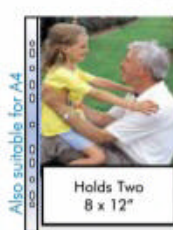
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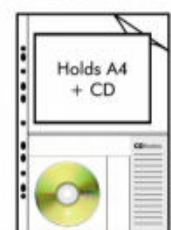
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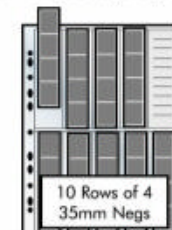
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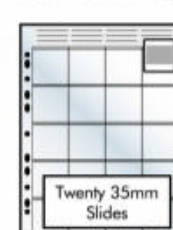
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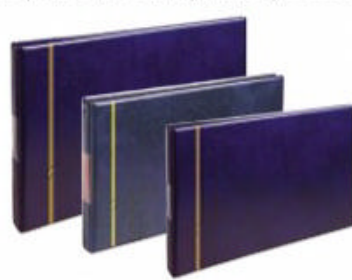
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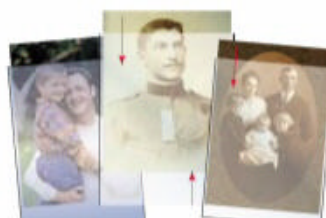
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'Longest' viaduct in SOS maintenance funds appeal

By Robin Jones

A £25,000 emergency appeal to keep trains running over what is believed to be the longest viaduct in the heritage sector has been launched.

The Sittingbourne & Kemsley Light Railway (SKLR) has launched the appeal to fund the next round of maintenance for the 2895ft-long Milton Regis viaduct, which comprises a quarter of the 2ft 6in gauge industrial line's two-mile length, and which consists of 118

trestle spans and six bridges.

More than £200,000 has been spent maintaining the viaduct over the years, but because the railway has been closed during the Covid-19 lockdown, there has been no revenue from ticket sales and funds for repairs have run dry.

The viaduct was built by Trollope and Colls, a company formed in 1903 by two firms of London builders, the former previously responsible for Claridge's Hotel. Trollope and Colls became a well-known civil

engineering company, part of the Trafalgar House Group from 1968 and eventually part of modern-day construction company Skanska.

The specification was set out by engineers Rendel, Palmer & Tritton, a company whose previous projects included the Royal Docks complex in London, and which went on to design bridges, docks and other structures around the world, the company now being known simply as Rendel.

Although originally specified to

be built in steel, the viaduct on the SKLR is of reinforced concrete construction throughout, still a relatively new material when it was built during the First World War for £10,615. Its purpose was to connect the Sittingbourne paper mill of Edward Lloyd, the newspaper owner and publisher, to the newly built Ridham Dock on the River Swale.

It served all the subsequent owners of the paper mills until Bowaters handed over the railway to the Locomotive Club of Great Britain



Above: The underside of a section of viaduct awaiting repair with exposed steel reinforcing bars evident. SKLR

Left: The concrete trestle construction is evident in this picture of the bridge crossing Prentis Quay near to the Sittingbourne terminus of the railway. Repairs to the uprights are evident due to the different colour, but the underside of the bridge deck awaits future attention. The now redundant pipe bridge adjacent to the railway previously carried steam and condensate to and from Sittingbourne mill. SKLR

Helston Railway appeals for help to get its latest DMU ready for traffic

THE Helston Railway has issued an urgent appeal for funds to ensure that its newly acquired Class 127 DMU set will be ready for service in 2021.

Before the pandemic lockdown, the railway bought the two-car set comprising power cars Nos. 51616 and 51622, two of only six that survive in preservation.

No. 51616 – named *Alf Benney* after a former driver – has arrived at the railway, while No. 51622 is still at the Great Central Railway, the set's long-time home.

While the Helston Railway is running an appeal to help pay expenses like rent, insurance and telephones following the loss of income during the enforced closure, the funds to get the pair ready for service have run dry, despite a commitment to refurbish them and prepare them for traffic.

The Class 127 is seen as an important addition to the fleet and will provide improved passenger

visibility of the scenery that the line runs through, as well as providing additional seating capacity to supplement the brake van and suburban coach currently used for services.

The Class 127s were built in 1959 at Derby Works and have two Rolls-Royce eight-cylinder horizontal type 238bhp power units.

Fleet

The Class 127 will not be the only DMU at the railway as it owns the sole surviving complete Class 103 unit with power car No. 50413 and driver trailer No. 56169, which began their lives in preservation on the West Somerset Railway. Currently used as the buffet and waiting room, this unit is under restoration.

A spokesman said: "The Helston Railway isn't a big heritage line, but like so many others it has a heart of gold. The heart of gold is the dedicated band of volunteers who are determined to see as much as



Class 127 Driving Motor Brake Seconds Nos. 51616 and 51622 at Loughborough at their previous home on the Great Central Railway. HELSTON RAILWAY

possible of the Gwinear Road to Helston line reopened."

→ If you would like to donate to the Class 127 appeal, send a cheque made out to Helston Railway Preservation Company Ltd, payment reference: EMAPP, and send it to:

Helston Railway, Trevarno Farm, Prospidnick, Helston, Cornwall TR13 0RY. Alternatively, you can make a direct bank transfer to: Helston Railway Preservation Co Ltd, sort code: 30-13-88 account number: 00817269, payment reference: EMAPP.



Memories of summers past: Kerr Stuart 0-4-2ST Melior emerges into Sittingbourne Viaduct station on Father's Day, June 18, 2017. SKLR

in 1969. Now more than a century old, the viaduct is an iconic part of the heritage line and indeed the sector as a whole, weaving a path from Sittingbourne Viaduct station through the local industrial sector, before the railway descends to ground level and heads out across the countryside and marshland to Kemsley Down. However, the viaduct is showing its age and requires safety inspection and maintenance by specialist contractors every two years, the next being due at the end of this year.

Liz Fuller, chairman of the railway's trustees, said: "The funds for this rolling programme of work normally come from the annual revenue from ticket, refreshment and merchandise sales on the railway.

"However this year, with no passenger services so far due to Covid-19, the railway needs to find alternative funds for all essential work. Consequently, the SKLR is appealing for donations towards the expected minimum cost of £25,000 this winter to ensure services can still operate over the viaduct in 2021.

"Any sum, no matter how large or small, will help towards the target."

→ Donations can be made via the railway's Just Giving page at www.justgiving.com/sklr. Mention 'Viaduct 2020' in the comments box so the money goes to the right fund.

Like other heritage lines, the SKLR is now reclaiming the line from nature following the lockdown period.



Hudson-Hunslet 4w DM No. 4182 of 1953 Victor ready to leave Kemsley Down on Sunday, July 5 with a works track clearing train. The leading coach, No. 199, is originally from the nearby Chattenden & Upnor Railway. SKLR

New Clan makes progress despite lockdown

WORK on the construction of new BR Clan Pacific No. 72010 *Hengist* has continued at CTL Seal's factory in Sheffield during lockdown.

Following the resumption of the Clan Project's Monday Gang working in early June, efforts have concentrated on the frames, with CTL Seal colleagues completing work on fitting the stretcher bolts. Alongside this, a set of shields has been manufactured for the sand traps.



John Hind of ASTT works on *Hengist*'s frame stretchers. CLAN PROJECT

The bogie side control beams have also been completed, and the bogie centre slide is now on its second machining stage.

CTL Seal and the project team continue to comply with government guidance around social distancing during the Covid-19 pandemic, with the safety of those working at the factory remaining the highest priority.

Project engineering director Geoff Turner said: "Thank you once again to our Monday Gang and our partners at CTL Seal for their hard work at this difficult time. Despite the challenges of the current situation, we are making good progress as we prepare the frame assembly for the machine shop, where the hornguides and frame keeps will be fitted."

To find out more about recent progress on *Hengist*, become a member of the project or explore the group's shop, visit www.theclanproject.org

Bluebell anniversary is just the ticket!

THE Bluebell Railway has produced a limited edition souvenir ticket to mark its 60th anniversary.

The heritage line has printed 2000 individually numbered cardboard tickets on its special printing press at its Sheffield Park headquarters to mark 60 years of operation from when the line was reopened by volunteers in August 1960.

The souvenir tickets, which come in a special plastic folder with a letter of authenticity from the railway museum's curator, are now on sale for £5, with all the proceeds going to its emergency appeal to fund the costs of reopening.

The cardboard tickets are known as Edmondson tickets after Thomas Edmondson, who invented the printing system which was in use on Britain's railways from 1842 to 1990.

The Bluebell Railway uses a 1941 printing press to produce the Edmondson tickets for use



Bluebell Railway 60th anniversary tickets and clippers. BR

on its services and many other heritage railways.

→ The tickets can be bought from the railway's shop at www.bluebell-railway.com/product/60th-anniversary-platform-ticket/

The railway is scheduled to reopen on Friday, August 7 – 60 years to the day after its first public services ran – after being closed since March due to the Covid-19 pandemic.

Hetton *Lyon*'s Stephenson 'origins' exposed as 'fake news'

By Robin Jones

NOT only did George Stephenson play no part in building Hetton Colliery's celebrity 0-4-0 *Lyon*, but the locomotive is far from being one of the oldest in the world, as long claimed, experts have announced.

A seven-month investigation by Dr Michael Bailey and Peter Davidson into the engine, based at the Locomotion museum at Shildon, has established that it was not constructed in 1822, as wrongly believed for 120 years, but at the colliery in County Durham in 1849.

The project began in April 2019 and saw world renowned specialists Michael and Peter conduct a forensic-like examination of the locomotive and tender alongside detailed archival research.

On July 7, the findings of the study were announced by Michael in an exclusive online presentation for media and those closely involved in the project.

He reported that the study has proved that *Lyon* was not built by George Stephenson as previously claimed and is therefore not one of the world's oldest surviving steam locomotives, held up to now to predate Stephenson's *Rocket* (1829) and *Locomotion No. 1* (1825). By contrast, the locomotive was built

circa 1849 and named *Lyon* after John Lyon under whose land, Hetton Colliery mined its coal. Furthermore, there is no evidence that the locomotive has any parts dating back to the colliery's original Stephenson locomotives, Michael announced.

The study has concluded that *Lyon* was one of three sister engines constructed at the colliery between 1849-54, named *Fox* and *Lady Barrington*, also after adjacent local landowners. The trio were driven by three brothers: Jimmy, Jack and Dick Ford.

Although the fate of *Fox* is unknown, *Lady Barrington's* boiler exploded in December 1858 killing Jimmy and his son.

Origin

Peter and Michael confirmed that *Lyon* spent its operational life of more than 60 years hauling coal wagons at the colliery.

The 'mystery' about the origins of *Lyon* began following an early example of 'fake news' when exaggerated claims of the engine's historical pedigree, issued by the colliery in 1902, led to extraordinary national interest, said a statement from the National Railway Museum.

News reports at the time described *Lyon* as the "world's oldest working locomotive". As a result of its new-



Dr Michael Bailey (left) and Peter Davidson with Hetton Colliery's *Lyon* inside Locomotion. NRM

found fame, the locomotive was preserved after being withdrawn from service in 1912 rather than scrapped.

Lyon found yet more fame when, watched by more than 100,000 people, it led the 1925 centenary procession for the Stockton & Darlington Railway after LNER restored it at Darlington North Road works for the purpose, so that it could head the 1925 cavalcade, which was as the engines travelled from Stockton to Darlington.

"Whether through accident or more likely, as a deliberate plan

to impress the colliery owners, *Lyon's* fabricated history lasted for many years and it is only now, with more modern records and research techniques, that the myth can be conclusively laid to rest," said the statement.

Industrial archaeologist Michael expanded: "The press release of 1902 was, to use Donald Trump's expression, 'fake news'.

"This claim went viral: so many people wanted to see the loco that it was decided to keep it in operation, and for years, visitors came from all over to see it.

"Such was its fame as the oldest working loco that they didn't have the heart to scrap it," he said. "I don't think anyone ever challenged that it wasn't built in 1822. The whole parade was based around this 'early Stephenson' locomotive.

Result

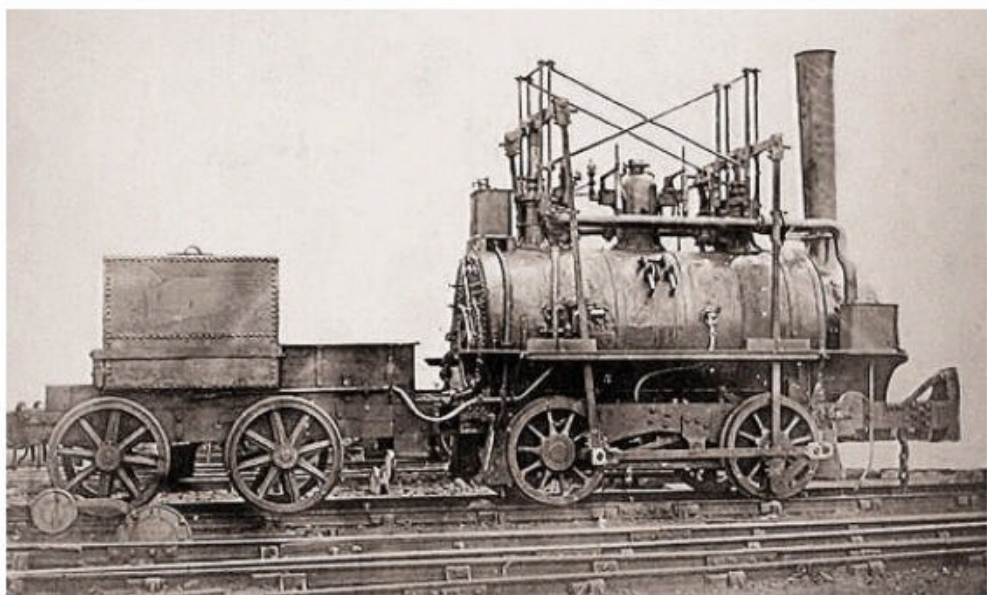
"I am pleased that as a result of this project we have been able to solve the Hetton mystery and confirm the locomotive's true identity. Although it would have been exciting to uncover links to early Stephenson engines, the benefit to us today is that this remarkable locomotive would undoubtedly have been scrapped were it not for the tall tales surrounding it.

"The result of the Hetton myth is that we have an early and unique example of an industrial steam locomotive which tells us a great deal about the construction of early engines and components. What is most surprising is that the myth endured for so long and that the durability of the outmoded designs enabled the engine to continue operating for such a long time."

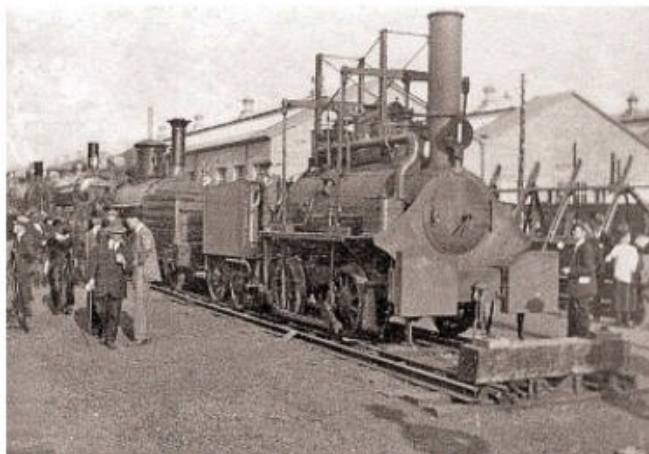
Lyon was built to an unusually antiquated design for the times,



Hetton Colliery's *Lyon* outside the Locomotion museum in Shildon. ANTHONY COULLS



Lyon photographed on June 9, 1881, during the George Stephenson centenary in Newcastle-upon-Tyne. R H BLEASDALE COLLECTION/NRM



Lyon on display at the Faverdale Exhibition in Darlington in 1925, showing No.1 on its leading bracket, its sequence number for the Stockton & Darlington Railway centenary parade. MICHAEL R BAILEY COLLECTION/NRM

with vertical cylinders, set into the boiler crown, and a vertical motion. This arrangement may have helped give the myth of the engine's early history more plausibility as it looked similar to older, Stephenson engines. However, although it was built in 1849, the locomotive nonetheless represents the ultimate version of the Stephenson-built Killingworth locomotives.

The locomotive on display today is formed of parts from three main eras, with major modifications carried out in 1882, and replacement buffers fitted in the 1960s. The original wooden tender was completely replaced in 1882 and only the frame and wheels remain from this vehicle with heavy modifications carried out by the LNER in 1925.

One of the key breakthroughs came when the team discovered that the technology needed to make long sheets of wrought iron plate used in *Lyon's* boiler did not exist before the 1840s, ruling out an earlier construction date.

The team also found evidence of a serious accident and a major repair to the front cylinder which would have ordinarily been sufficient to see the locomotive written off. However, the extensive and uneconomic repair, suggests the 'celebrity' status of the engine was sufficient to have saved it from the scrapyard.

Head of Locomotion Dr Sarah Price said: "It's not every day that we have the chance to learn more about the stories of the early locomotives in our collection and I am really grateful for Michael and Peter for leading this project.

"Visitors have really enjoyed seeing them at work, asking questions and finding out more about the engine and the investigation.

"There are several other engines in the collection we would love them to have a look at and I hope we will be able to work together again soon. The findings of the Hetton project will help inform the way we tell the story of the early railways as we develop the wider Locomotion site in the coming years."

The report includes recommendations to prepare the locomotive for the upcoming bicentenary of the Hetton Railway in 2022, which includes budget for the safe removal of asbestos, allowing a programme of renovation and the reassembly of connecting rods. Due to its age and mechanical condition, the locomotive will not be able to return to steam.

Significance

Andrew McLean, the NRM's head curator, said that *Lyon* is "an incredibly significant survivor in the history of railways in the North East."

He added: "*Lyon* is going to be one of the great attractions at Locomotion. We have a new building going up in the next two to three years to display more of the collection."

The study by Michael and Peter built on earlier doubts as to the truth of the Hetton myth, explored by Michael Rutherford in 1995 and Jim Rees in 2001.

Michael and Peter aim to publish the full results in a paper at the Seventh Early Railway Conference to be held in Swansea in 2021.

The last project of this type involving the NRM took place 20 years ago when Michael worked on an investigation into the early history of *Rocket*. The results were published in the book *The Engineering and History of Rocket*.



Class 08 diesel No. 13265 makes history as it passes Corwen signalbox on July 6. GEORGE JONES

Diesel shunter makes Llangollen Railway history after lockdown

By Robin Jones

BUILDING work on the Llangollen Railway's new Corwen terminus resumed on July 6 after easing of lockdown restrictions – and saw the historic first movement of a locomotive over the full length of the extended heritage line in 55 years.

Following the lockdown closure, members of the volunteer workforce assembled to begin preparations for the restart of building work to complete the platforms.

However, during an engineering possession of the line, a contractor's weed-killing train operated along the length of the railway. Class 08 No. 13265 preceded the weed-killing vehicle and ran through the station to the end of the line at Green Lane. In doing so, it became the first locomotive to run the full length of the line from Llangollen to Corwen since the line was closed due to flooding in December 1964, prior to formal closure in January 1965.

General manager Liz McGuinness said the event was a "momentous occasion" following the completion of the trackwork. Construction of the new station at Corwen is now expected to be completed this summer, she added.

Project leader Richard Dixon-Gough said: "Another

milestone was reached after all the frustrations of the lockdown period, which has delayed completion of the works by at least four months. Fortunately, during the shutdown, the works site has survived quiet well, but the need now is to try and catch up with the planned laying of the 40,000 pavers for the platform surface.

"The dry weather during the lockdown period would have been ideal for the work by a contractor once the base layer of fine limestone sand has been spread and the project members now hope for a further spell of fine summer weather so that work can proceed."

The hired weed-killer vehicle is an adapted Land Rover Defender additionally fitted with rail wheels to run on the track with spraying apparatus in the cargo space. It allows for rapid spraying of the lineside that has seen significant weed growth and which needs to be brought under control before a train service can run again.

It is one of many items requiring the attention of heritage railways, as specified by the Office of Road and Rail, to ensure they are fit to resume operations.

The station, built under the banner of Corwen Central, will featured on the running-in board as plain Corwen, following the removal of the temporary Corwen East stop last year.



The Land Rover Defender road-rail vehicle is seen at Glyndyfrdwy level crossing, where it made a U turn to reverse direction. GEORGE JONES

Now-historic Cleethorpes seaside railway images resurface during lockdown

By Robin Jones

SOME of the earliest photographs of one of Britain's oldest-surviving seaside miniature lines – the Cleethorpes Coast Light Railway (CCLR) – have resurfaced more than 70 years after they were taken by a photographer using the same roll of film as he used for his honeymoon snaps.

Lincolnshire Coast Light Railway (LCLR) volunteer Peter Balderston has uncovered pictures taken in 1948/1949 by his father, Mr CS Balderston, of Grimsby, not long after the line was opened.

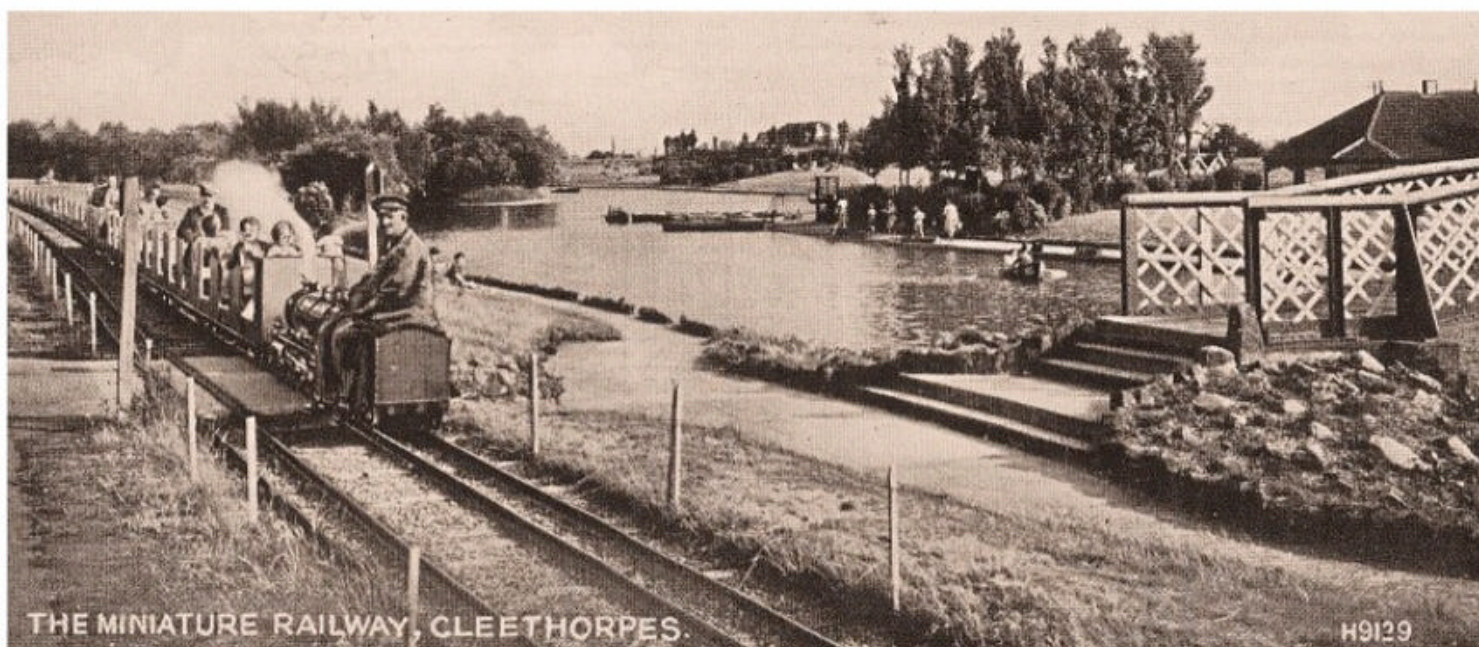
Originally known as the Cleethorpes Miniature Railway, it was a 10¼in-gauge line built by William Botterill, of Peterborough, and run by his firm, Botterill's Miniature Railways Ltd.

Opening on July 16, 1948, at first it ran for just 300 yards. A year later, the line was relaid to double track.

Rediscovery

During the course of carrying out a lockdown search while tidying drawers and files to see what was at the back of them (*HR* Issue 269), CCLR director Peter Bryant rediscovered a 'Dead Sea Scrolls'-type series of pictures of former neighbour the LCLR from 1962, two years after that line began operations as the world's first heritage railway to be built on a green field site.

He sent them to the volunteers based at the LCLR's current home at Skegness Water Leisure Park, asking whether they would check their old files for any photographs of his line from the 1950s and 60s when it ran



A sepia postcard from 1952 showing the Cleethorpes Miniature Railway running past the Boating Lake footbridge. CHRIS BATES COLLECTION

as the Cleethorpes Miniature Railway. They did – and they have also come up trumps.

The former Cleethorpes Borough Council took over the line in the winter of 1958/59.

In the 1960s, the line used battery locomotives, and in 1972 it was regauged to the rare 14¼in and extended in both directions.

During 1974-76, Peter Balderston was a driver on the line during his summer holidays from university.

His own views taken around that time include a diesel-hydraulic scale replica of A3 Pacific No. 4472 *Flying Scotsman*, built by Artisair in 1975, with the engine in the tender, and which ran on the line.

Previous owner Chris Shaw bought the railway from the council in 1991, rebranded it as the CCLR and regauged it to 15in, similar to contemporaries such as the Romney, Hythe & Dymchurch and the Ravenglass & Eskdale railways, and purchased steam locomotives.

Friendship

Other rediscovered photographs came from fellow volunteer David Enefer, who for many years also drove on the CCLR.

A third LCLR volunteer, Chris Bates, turned up a sepia postcard from 1952, having acquired it when writing the book *Railways of North Lincolnshire* with fellow enthusiast Martin Bairstow.

LCLR spokesman John Chappell

said: "We've been delighted to help our friends and neighbours in the north of the county to showcase their early days. It's a sign of the friendship between Lincolnshire's unique heritage railways."

Peter Bryant added: "Photographs of the old Cleethorpes Miniature Railway are surprisingly hard to come by, so we're very pleased our friends at the LCLR have been able to find these and share them with us. Our railway has evolved considerably throughout its 70-year history and it is fascinating to see changes in these photos."

On July 4, the CCLR was among the first wave of heritage lines to reopen after lockdown, also having stringent social distancing measures in place.



Crowds admiring the Cleethorpes Miniature Railway in the late 1940s. CS BALDERSTON



Twin tracks on the Cleethorpes Miniature Railway in the late 1940s. CS BALDERSTON



Steam on the Cleethorpes Miniature Railway in 1949. CS BALDERSTON



The diesel-hydraulic *Flying Scotsman* approaches the Cleethorpes Miniature Railway's original Thrunscoc terminus; the track to the right led to storage sheds for the locomotives and carriages. PETER BALDERSTON



Peter Balderston was a student summer-time driver on the miniature railway in 1974-76, when he photographed one of the Severn Lamb Rio Grande steam outline locomotives at work: P BALDERSTON.



The 1975-built replica of *Flying Scotsman* at work on the Cleethorpes Miniature Railway, during the period it was run by the local borough council. The locomotive was said to have been not very effective, but after ending up on the Saltburn Miniature Railway it was modified in that line's workshop to run successfully. In 2011 it was renamed *Saltburn 150* in honour of the town's anniversary celebrations. PETER BALDERSTON

"Our railway has evolved considerably throughout its 70 year history and it is fascinating to see changes in these photos."



David Enefer's wife June, baby Frances and one of two Rio Grande-style steam outline locomotives in 1981. DAVID ENEFER



Personal protective equipment to the fore as the crew of steam outline 0-8-2DH *Ceawlin* – on loan from the Longleat Railway – prepare for the first departure on Saturday, July 4. CCLR

Fast forward to the present day, and 1959-built Guest Engineering 0-6-0DM *Rachel* hauls the Cleethorpes Coast Light Railway's newly restored rake of Alan Keef carriages on a trial run in the week up to reopening on July 4. *Rachel* is best known for running between 1961-84 on another classic seaside line, the Fairbourne Railway. CCLR



Will an Underground train operate again to Ongar?

By Robin Jones

A REDUNDANT Isle of Wight tube train may be given a third lease of life back in service on a former part of London Underground.

The newly-formed London Transport Traction Group (LTTG) wants to acquire one of the soon-to-be-withdrawn 1938 tube stock units from the Island Line and run it on the Epping Ongar Railway (EOR).

While the electrified rails from the heritage line were lifted following its purchase by Pilot Developments in 1998, the group aims to run the selected unit under battery or other internal power, rather than operate it as locomotive-hauled stock.

Island Line has six Class 483 units, but just one is now in regular use, with one recently taken out of service and the others used to scavenge for spare parts.

The aim is to save one of the two complete trains, subject to the cost of shipping it to London.

A group statement said: "The preservation of a Class 483 unit is the reason why the group was established in the first instance. Negotiations are currently ongoing.

"We are now working with the EOR to provide a place for a preserved unit to operate in an appropriate environment. As well as telling the story of the Class 483 units and the 1938 stock, this will celebrate the EOR's tube heritage and provide exciting new opportunities for both organisations."

Introduction

Underground tube trains were famously introduced to the Isle of Wight following the withdrawal of steam traction and the closure of the Ryde to Shanklin line on New Year's Eve 1966.

While the line was closed, the trackbed in Ryde Tunnel was raised to reduce flooding and decrease gradients. The tunnel ceiling was left 10in too low for standard national network vehicle types to clear and so

the tube stock with its lower height was chosen.

The units were refurbished between 1989-92 and recategorised as Class 483. However, in September 2019 it was confirmed that a £26 million investment in the island's railways would see five Class 484 replace the life-expired Class 483s, which had become unreliable. The new trains are being built by Vivarail as third-rail units using Underground D78 stock bodyshells. The track will be upgraded, too.

The northernmost section of the Central Line from Epping to Chipping Ongar had been seen as uneconomic from the late 1960s, and even at its highest point of 1971, only 650 passengers used it each day. When the intermediate station of Blake Hall was closed in 1981, it was handling only six passengers a day. The section finally closed on September 30, 1994.

Following the sale to Pilot, which had said it would reintroduced commuter services, the line

reopened between 2004-7 with a volunteer-run Class 117 DMU service between Ongar and Coopersale.

A change of ownership in 2007 led to the line being restored as a heritage steam railway.

Links

The last Underground train used on the branch, a three-car 1960 stock unit, has been preserved by Cravens Heritage Trains. It returned to the line in 2014, to mark the 20th anniversary of the line's closure by the Underground.

An EOR spokesman said: "Given our strong links with the Underground, we're very excited about the possibility of seeing a unit like this run under its own power.

"We have had informal discussions with the LTTG and look forward to seeing more details soon.

"Though we are some way away, the concept of bringing tube rolling stock back to our line is something that we support – after all we did just that in 2014!"



One of the Island Line's Class 483 tube trains on Ryde Pier in 2014. JOHN K THORNE

Moseley trust launches appeal for new shed

THE Moseley Railway Trust, which has one of Britain's biggest collections of narrow gauge industrial locomotives and rolling stock, has launched a public appeal for funds to assist with the construction of a new £85,000 building to house it.

When it took over the Apedale Valley Light Railway, one of the trust's first actions was the construction of a large storage building which was completed in 2008.

Since then the collection has grown significantly, not only with the acquisition of new items but also with the restoration of

others which now need to be protected from the weather, in particular, a notable collection of wooden-bodied First World War wagons.

The trust has decided to build a second large storage shed the site, with four tracks inside, for 2ft, 2ft 6in and 3ft gauge vehicles.

Planning permission for the 30ft by 85ft shed has been granted, and the trust is now close to placing a contract with a preferred supplier for the work.

In addition to the building there are also associated costs, such as groundworks and



An artist's impression of the proposed second collection shed for the Moseley Railway Trust at Apedale. MRT

trackwork to reach the shed. Accordingly, the trust is seeking public donations to assist with this cost.

Donations can be made at www.avlr.org.uk

Prince of Wales appeal turns to turbo-generator

By Robin Jones

THE project to build Britain's most powerful express passenger steam locomotive – Gresley P2 2-8-2 No. 2007 *Prince of Wales* – has launched the latest of its fundraising clubs.

The Turbogenerator Club has been set up as an appeal to raise £40,000 to fund the first of the two turbo-generators needed to power the modern electrical system necessary for No. 2007 to operate on Network Rail main lines.

In August 2018, the trust placed a £350,000 order for a state-of-the-art electrical system designed by Rob Morland and Alan Parkin. Based on that which has operated successfully for the past 12 years on A1 Peppercorn Pacific No. 60163 *Tornado*, it includes systems which generate and store electricity, together with lighting and instrumentation systems.

Also included are all current railway safety and communication systems, plus new systems that will soon be needed on the national network.

Power will be generated by The A1

Steam Locomotive Trust's new design for an axle-driven alternator, based on an off-the-shelf truck product, and the new turbo-generators, based on the German design fitted to *Tornado*.

Each of the two turbo-generators will have an output of around 25A at 27V DC (675VA). In order to keep on schedule to complete No. 2007 within the next three years, the trust needs to have the two turbo-generators delivered to Darlington Locomotive Works in 2020.

Supporters

The aim is to raise at least £40,000 with The Turbogenerator Club from 40 supporters each donating £1000 plus Gift Aid (in up to four payments of £250).

Special benefits for members include the opportunity to buy a ticket (the seat already reserved) on one of the first trains hauled by No. 2007, reasonable access to the locomotive at all times, a special supporters' day with *Tornado*, a first choice of components to sponsor as a dedicated donation, and invitation to the first official run of the new turbo-



Above: New P2 No. 2007 with nameplate outside Darlington Locomotive Works. Right: A 3D CAD depiction of the P2's turbo-generator assembly. BOTH: A1SLT



generator, an exclusive certificate signed by the electricals design team and a limited edition brushed steel turbo-generator coaster.

Trustee Mark Allatt said: "We are delighted with the level of support that the project to build Britain's most powerful steam locomotive has received since its launch. Thanks to our supporters' continued generosity, almost £3 million has now been donated or pledged – 60% of the required £5 million – equivalent to the entire build cost of our first new steam locomotive No. 60163 *Tornado*."

"We recently turned our attention to the state-of-the-art electrical system, which is essential if No. 2007 *Prince of Wales* is to operate on Network Rail main line routes."

"The original LNER Class P2

locomotives were not fitted with any electricals and so fitting this system unobtrusively to a 1930s design presents a number of engineering challenges.

Target

"We now need to raise a further £40,000 through The Turbogenerator Club over the next few months. I would encourage all steam enthusiasts who haven't yet contributed to this exciting project to help us to meet these deadlines by becoming a member of The Turbogenerator Club or a 'P2 for the price of a pint of beer a week' covenantor."

→ To become a member of The Turbogenerator Club, email: enquiries@p2steam.com, telephone: 01325 460163 or visit www.p2steam.com for more information.

Bodmin panniers pass steam tests despite Covid-19 lockdown

THE Bodmin & Wenford Railway (BWR) has welcomed its inclusion in the new second round shortlist for the government's £500 million Restoring Your Railway Fund.

As reported last issue, the shortlist of 50 published on June 30 followed the launch of the 'Beeching reversal' fund by Transport Secretary Grant Shapps in late January. The BWR has made two applications, one for the reopening of the Boscarné-Wadebridge line and the other for the provision of enhanced services between Bodmin and Bodmin Parkway.

BWR plc director Nick Wood, who has led on the submissions, said: "The return of the railway to Wadebridge has been the long-held ambition of the BWR for over 20 years."

"A lot of work has been carried out by consultants, as well as our own volunteer staff over that time, to assess the viability of reinstating train services to and from Wadebridge and the practicalities of doing so while retaining the integrity of the Camel Trail."

The bids for funding are now being assessed by experts. Those schemes considered to be suitable will be awarded up to £50,000 towards further studies being undertaken to help assess the practicalities and appropriateness.

If successful, this award will allow the BWR to continue with



GWR 0-6-0PTs Nos. 4612 and 6435 were steam tested outside Bodmin General shed on July 9. BWR

engineering, environment and flood risk investigations as well as studies into passenger demand, train frequency and the tourism potential.

In 2016 an Outline Business Report, prepared by Eden Consultants and jointly funded by Cornwall Council and the BWR, reported that the railway contributes £2.5 million to the local economy and anticipated more than £5 million of annual benefit to Wadebridge and the surrounding areas.

The railway had decided not to run

services this summer because of the effects of the coronavirus lockdown. To cover its day-to-day running costs because of the loss of income from ticket sales, an emergency fundraising appeal has been launched at www.crowdfunder.co.uk/bwrbackontrack

However, both of the line's GWR 0-6-0PTs Nos. 4612 and 6435 were successfully steam tested on July 9 after lengthy overhauls which were interrupted by the lockdown. Since the lockdown was eased, two BWR fitters assisted by Leaky Finders Ltd of

Hele, near Exeter have had the locomotives up and running again, and load test trains completed the process.

As reported last issue, both panniers are available for hire, should any other railways be interested.

→ West Somerset Railway chairman Jonathan Jones-Pratt's WR 0-6-0PT No. 9466, which had been on loan to the Gloucestershire Warwickshire Railway only for its hire period to be cut short because of the pandemic, has now gone on loan to the Ecclesbourne Valley Railway.

The Colonel helps out

THE Colonel Stephens Society has made grants to venues in a bid to help them through the Covid-19 crisis.

The Ffestiniog & Welsh Highland Railways and the Kent & East Sussex Railway have each been given £1000, the Welsh Highland Heritage Railway, East Kent Railway and the Colonel Stephens Museum at Tenterden £500 each.

County gets its smokebox

THE smokebox for new-build GWR 4-6-0 No. 1014 *County of Glamorgan* has been delivered to the Didcot Railway Centre.

Manufactured by Locomotive Maintenance Services Limited of Loughborough, its delivery had been delayed by the closure of the centre during lockdown. It has been temporarily fitted to the frames, but is due to move shortly to Heritage Boiler Steam Services Ltd at Liverpool, where it will be riveted to the completed boiler.

Gaunless bridge goes home

GEORGE Stephenson's Gaunless Bridge, the world's first iron railway bridge, is to be moved from the National Railway Museum in York for permanent display at the Locomotion museum in Shildon, near its original Stockton & Darlington Railway site, it was announced on July 29. Locomotion head Sarah Price said it is "of tremendous significance for the North East."

Network Rail volunteers assist Wicksteed Park line

By Robin Jones

NETWORK Rail engineers are helping to get Wicksteed Park's 2ft railway ready for passengers once again – after volunteering to do essential track repair and maintenance work free of charge.

Around 20 volunteers began work in late July, aiming to complete the work within days so that passengers can be taken around the park near Kettering again.

The park is owned by Wicksteed Charitable Trust, which has funded a new much-streamlined company, Wicksteed Trading Ltd, which is working towards a full reopening of its attractions next spring for the venue's centenary.

Ben Darling, Network Rail's distribution and plant section



Network Rail staff volunteering on the Wicksteed Park railway. NR

manager for the East Midlands route, who lives in Kettering, answered the trust's call for volunteers to help. Network Rail encourages workers to take volunteer leave, so that they can spend time supporting charities and other organisations.

Ben and his wife Gemma were among the volunteers helping with

work on the track, which includes lifting a section and repairs to one of the curves, needed because of the length of time the track has been out of use.

Ben said: "As a local resident, the Wicksteed Park railway project means a lot to me and I'd like to thank everyone with their help so far."

Wicksteed Park managing director Lee Scragg said: "We are incredibly grateful to Ben and his team, as without them we would not have been able to complete this work and get the trains which people love so much up and running again so quickly."

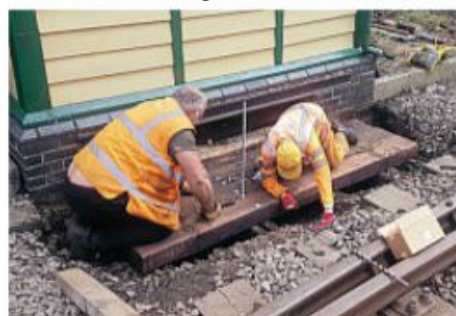
Opened in 1921 by industrialist Charles Wicksteed, what is said to be Britain's oldest theme park has had its own railway since 1931.

County School in the sights of returning Mid-Norfolk Railway volunteers

MID-NORFOLK Railway volunteers have returned to work on several projects following the easing of Covid-19 restrictions – and have been completing signalling work that will enable the line to extend to its long-isolated outpost of County School station.

A small group of signalling team volunteers has been working on the railway's Dereham North signalbox, the structure of which has stood at the end of Platform 1 at Dereham station since 2007, following its recovery from Lowestoft.

The team have installed the signalling frame and associated infrastructure ready to commission it as a working 'box. Mid-Norfolk Railway Preservation Trust chairman Charlie Robinson said: "This is another important step along the road to our eventual aim of



Preparing Dereham North signalbox for recommissioning. MNR

reopening the line to County School station."

The main running line currently reaches the level crossing at North Elmham, and this work will allow the railway to begin the process of restoring the signalling on the line north from Dereham.

Other jobs being carried out by volunteers include the refurbishment

of Bridge 1683 just north of Hardingham station, where the need to replace 2.5-ton wooden waybeams was identified by a route inspection last year.

Beginning on July 10, the permanent way team plus volunteers from the railway's other teams, removed the rails and ballast before then removing the life-expired beams.

Once the beams were out, the exposed metal work of the bridge was inspected and the ironwork treated. The new beams were then installed, set in a special preservative resin and new rails relaid. Specialist plant was needed for the second part of the project which was carried out by Sonic Rail Services, a regular contractor for heavy infrastructure work on the railway.



The Statfold Barn Railway was the July 13 setting for 30742 Charters' first photographic event after lockdown and featured soon-to-be out-of-ticket Bagnall 4-4-0T No. 2820 of 1945 *Isibutu*. The re-created scenes had a nod to the Irish narrow gauge, albeit two thirds of the 3ft gauge, with *Isibutu* similar in appearance to the Cavan & Leitrim Railway's *Lady Edith*. A vintage Mack truck also appeared. MARTIN CREESE

New cylinder block for J72 Joem?

THE North Eastern locomotive Preservation Group is seeking approval from its membership, via a special general meeting, to commission a replacement cylinder block for the worn-out example on J72 No. 69023 *Joem*.

The opportunity to replace the damaged and previously repaired block will form part of an ongoing £230,000 overhaul, which it is hoped will leave the 0-6-0T in need of little attention at its next two 10-year overhauls.

Once the J72 is finished, the group's finances will be stretched by a major overhaul for K1 2-6-0

No. 62005 due next winter.

At Grosmont, the group's J27 0-6-0 No. 65894 was prepared by the skeleton shed staff for use on the North Yorkshire Moors Railway's Covid-19 compliant shuttle services which began on August 1, passing a steam test in readiness.

However, Q6 0-8-0 No. 63395, is unlikely to be needed to meet traffic requirements this year and so the opportunity is being taken for it to be stripped down for a postponed boiler lift and inspection that will extend its 10-year overhaul cycle, allowing it to potentially run until 2028.



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Artist's impression of
Spirit of Sandringham



Sir Lamiel ‘back on the main line in 2023’ after overhaul

By Robin Jones

GREAT Central Railway-based Southern Railway Maunsell N15 King Arthur 4-6-0 No. 777 *Sir Lamiel* is to be overhauled to main line standards under an agreement reached between owner the National Railway Museum and the Loughborough-based 5305 Locomotive Association.

Work on overhauling the locomotive, which last steamed in August 2017, is due to start at the GCR later this year and is scheduled to be completed in 2023.

Once the overhaul is finished, a second, five-year loan agreement will be negotiated to enable *Sir Lamiel* to be based at the GCR and to begin both main line tours and a schedule of appearances at heritage lines across the country.

During the overhaul, *Sir Lamiel* will be based at Loughborough, with work carried out by the 5305 Locomotive Association's engineering team.

Identity

The overhaul will also see the locomotive regain its BR identity as No. 30777 and repainted in lined-out BR Green with early crests on the tender, replacing the current Southern Railway malachite green.

Initial mechanical assessments have confirmed *Sir Lamiel's* suitability for overhaul and the locomotive's condition will be regularly assessed and appropriate repairs



N15 4-6-0 No. 30777 *Sir Lamiel* is pictured in steam outside the National Railway Museum in York on August 16, 2006. NRM

or replacements carried out as the overhaul progresses.

The association will finance initial work on the engine before launching a public fundraising campaign to raise the remaining £80,000 required.

Association chairman Alan Berck-May said: "We're really proud to continue our association with *Sir Lamiel* and look forward to working with colleagues at the NRM and the GCR as we undertake the overhaul."

GCR managing director Michael Gough said: "*Sir Lamiel* has a memorable history at the Great Central and I am delighted that 5305 has been able to conclude a deal with

the NRM that suits everyone. Once its restoration is complete, No. 30777 will have a significant part to play in our home fleet, as well as its visits to other railways and the main line and I eagerly look forward to the day when it is steaming between Loughborough and Leicester once again."

Partnership

NRM director Judith McNicol said: "The 5305 Locomotive Association has a very strong track record of caring for *Sir Lamiel* which stretches back almost 40 years and I look forward to working with them and the Great Central

Railway as the project progresses."

Robert Urie had designed the N15 two-cylinder 4-6-0 express passenger locomotives for the LSWR, and the first emerged from Eastleigh Works in August 1918.

The Southern Railway's new chief mechanical engineer Richard Maunsell was authorised to construct further N15s to meet an urgent demand.

His team improved Urie's basic design, and a batch of 10 emerged from Eastleigh Works as rebuilds of Dugald Drummond's unsuccessful LSWR G14 and P14 4-6-0s.

However, a lack of capacity at the works saw a batch, including *Sir Lamiel*, which entered service in 1925, outsourced to Glasgow's North British Locomotive Company.

The N15s were the first locomotives in Britain to be fitted with smoke deflectors.

The Southern Railway publicity department gave them names relating to Arthurian legends; *Sir Lamiel* of Cardiff was a minor knight of the Round Table.

Sir Lamiel operated on the Bournemouth and West of England services for most of its working life. It was withdrawn from traffic in 1961.

In the heritage era, it was stored at Fratton, then Stratford and Ashford, before being adopted in 1978 by the Humberside Locomotion Preservation Group, which first returned it to steam in 1982.

Activity abounds on Middy, despite closure

WHILE the Mid-Suffolk Light Railway is to remain closed until further notice because of the pandemic, several volunteer-led projects are continuing under social distancing guidelines.

Better visitor facilities are being provided at Dovebrook, including a footbridge to the picnic area. The route of the old footpath across the line has also been approved by

Mid-Suffolk District Council, so work on the planned extension of the railway can continue.

Work on the restoration of Hudswell Clarke 0-6-0ST No. 1604 is proceeding faster than anticipated as a result of the line's boiler contractor's other work being delayed by coronavirus considerations. No. 1604 is expected to be ready to run at the 70th anniversary of closure celebrations in 2022.

Also, the railway acquired a piece of its own history after a Kenton station running-in board became a permanent part of its collection. After closure in 1952, the board was taken to the Museum of British Transport in Clapham, and then to the National Railway Museum in York. It was loaned back to the Wetheringsett site in 2012 and after three decades of negotiations, it has now been purchased.

Kenton was the only station on the Mid-Suffolk Light Railway to have two running-in boards. MSLR



Cash boost for Bennerley viaduct restoration work

A PLAN to convert the deck of Bennerley viaduct on the Derbyshire-Nottinghamshire border into a pedestrian and cycle route has been given a £100,000 boost by Broxtowe Borough Council.

Specialist Ackroyds is working on the restoration of the wrought iron structure – which has 16 lattice work deck spans – and its brickwork. An access ramp to the viaduct's deck will be built from the Erewash Canal towpath and the council money will go towards the installation of a new deck, allowing people with all levels of mobility to cross the county boundary 60ft above the Erewash valley.

The viaduct was constructed between May 1876 and November 1877 as part of the Great Northern Railway Derbyshire Extension, which was built in part to exploit the coalfields in the two counties.

The council was an early supporter of the campaign to save the viaduct from demolition after BR closed the line in 1968. The new grant has come from unallocated section 106 funds, which are received by councils from developers through the planning process.

The Grade II* listed structure, which is similar to Melton viaduct near Okehampton, was sold to Railway Paths Ltd in 1998.



Saturday, July 4, saw passenger trains return to the Romney, Hythe & Dymchurch Railway following the easing of lockdown. Dave Paxman 4-6-2 No. 2 Northern Chief (left) is passed by 4-8-2 No. 5 Hercules. STEVEN TOWN/RHDR

GC Grand Union canal bridge ready to carry trains

By Robin Jones

A MAJOR step in the reunification of the two heritage era Great Central Railways (GCR) was achieved in early July.

The 18-month programme to refurbish the bridge which was built in the late 1890s to carry the GCR's London Extension over the Grand Union Canal at Loughborough has been completed.

The elegant cast-iron bridge, which last carried a train in 1972, has been overhauled and fully restored.

Work on the structure was expected to be completed earlier in the year, but was delayed first by winter storms and then the Covid-19 lockdown. However, the project was finished over two days following the resumption of work in the first week of July. Some minor work remains to be carried out on the Loughborough landmark, together with a final inspection to

ensure it is fit to carry trains again. The contractors developed an innovative approach to the repairs. This meant work could be carried out with only one closure of the canal, which took place last November and December to avoid disruption to pleasure boats.

Phase

The bridge is the second of seven phases of work on a chain of planned infrastructure to reconnect the Great Central Railway with its northern neighbour the Great Central Railway (Nottingham), thereby creating an 18 mile steam highway between the outskirts of that city and Leicester. The link was removed by BR after the line closed in 1969.

Already a new bridge has been built over the Midland Main Line at Loughborough.

Andy Fillingham, chairman of the Friends of the Great Central Main

Line (FoGCML), said: "Once again we have to say a very big thank you to everyone who has supported the appeal to reunify the railways, particularly the crossing the canal campaign. What we have all achieved together is amazing and shows how people power is getting the two railways reconnected.

"We are now raising money for the next stage of the Great Central Railway Reunification project. Installing two more bridges that are needed is expected to cost £3 million.

"Despite the lockdown and uncertain times, supporters from across the East Midlands and further afield have been very generous and we have now raised £170,000. The total is climbing all the time. We are delighted to have some good news to share about the canal bridge in these difficult days.

"We can't continue to build until

we have raised the majority of the money, but we hope that everything that has happened so far will inspire people to find out more, get involved and donate."

Replacement

Meanwhile, the railway has begun work on a complete replacement of the life-expired Bridge 341 north of Quorn & Woodhouse station, a project which it is believed will cost a six-figure sum.

A 10mph speed limit has been imposed on the bridge for several months.

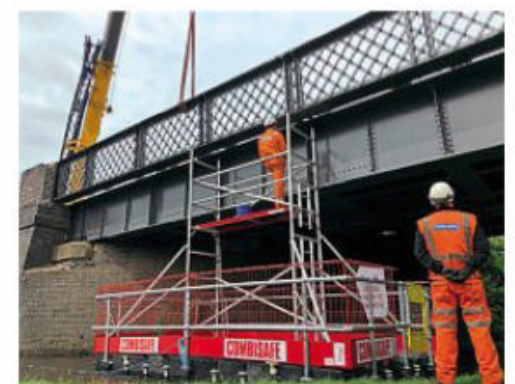
GCR staff have already been removing coping stones ahead of the project – for which a contract has been awarded and final negotiations were taking place as we closed for press.

→ If you would like to help the Reunification project, visit www.gcrailway.co.uk/unify



Right: Loughborough's Grand Union Canal bridge side panels being replaced on July 3. The GCR's locomotive sheds can just be seen behind the crane. FoGCML

Left: A close up of the new metalwork on the bridge. FoGCML



The first of the restored side panels is installed on the bridge. FoGCML

Branch line totem takes pole railwayana position at LSK

A BR(E) totem sign from the Hertfordshire station of Hadham went under the hammer for £1900 at a Lacy Scott & Knight railwayana and model train sale in Bury St Edmunds on June 27. Situated on the 14-mile St Margarets to Buntingford branch, the station was opened by the Great Eastern Railway in July 1863. It closed to passengers in November 1964 and to freight 10 months later.

The totem's realisation was beaten by the leading railway model, an exhibition quality 5in gauge live steam 0-4-0T in LMS livery that went for £2500, behind which at £1400 came a part-completed 7¼in gauge live steam model of Stephenson's 0-2-2 *Rocket*.

One of the lots in the auction was an 80-year-old O-gauge electric train set that had a royal connection. The set, comprising a New York Central Railroad

locomotive, wagons, track and other fittings, was presented to a young David Madden by the Duchess of Windsor, formerly Wallis Simpson, as a gift at a Christmas Day party in 1941.

The presentation was in the Bahamas, where the Duchess's husband, the former Edward VIII, who had abdicated in 1936 to marry Mrs Simpson, was Governor. David's mother Evelyn worked at a dance studio in the Bahamian capital Nassau, and included with the train set was a photograph of a wide-eyed and awestruck David being given the present by the Duchess at Government House.

The set, made by Louis Marx & Co of

New York and still in its original box, went under the hammer for £380. Prices exclude buyer's premium of 20% (+ VAT).

A feature of Lacy Scott & Knight's current auctions is that, in addition to online, commission and telephone bidding, they are held in front of a live audience in the hall, unlike many other auctions, and also allow viewing in the two days leading up to the sale.

The company's Oliver Leggett said: "We fully comply with all the coronavirus guidelines, including social distancing, limited capacity and seats evenly spaced, and we also continue to distribute full colour catalogues."

Left: Happy Christmas: a young David Madden is presented with an electric train set by the Duchess of Windsor at a party in Government House, Nassau, the capital of the Bahamas, on Christmas Day 1941. The O-gauge set was made by Louis Marx & Co of New York.

Below: Royal gift: The 80-year-old electric train set presented to David by the Duchess of Windsor in 1941 that sold for £380 at a Lacy Scott & Knight auction on June 27.
LACY SCOTT & KNIGHT



Negatives achieve positive results in SRA postal sale

A total of 250 black and white negatives in four lots sold for a combined £1490 in Sheffield Railwayana's postal auction that ended on June 16. The leading lot at £430 was for 60 negatives of mostly Eastern and Southern Region locomotives taken in the mid-1950s, followed at £380 by 50 station views in the 1950s/60s.

Third came 80 negatives of Eastern, London Midland and Southern Region engines in the early-1950s (£350), and in fourth place were 60 negatives of Southern Region locos in the mid-1960s that went for £330.

The auction comprised 812 lots and was run by Brian Moakes on behalf of Great Central Railwayana, of which Sheffield Railwayana is a part. Prices exclude buyer's premium of 15% (+ VAT).

Memories of the Golden Age of railways rekindled

Two models of coaches by Golden Age of Swanage topped the charts in a Vectis online, telephone and postal sale on June 26, headed at £520 by an OO-gauge five-car EMU Pullman set which included coaches *Doris* and *Hazel*.

At £500 came O-gauge single Pullman coach *Loraine*, its price matched by a Bassett-Lowke three-rail electric LMS No. 6232 *Duchess of Montrose*, also in O-gauge. Prices exclude buyer's premium of 25% (inc VAT).

Railwayana Auction Calendar

■ August 7-21

Great Central Railwayana (internet, email, telephone and postal)

■ August 21-September 4

Great Central Railwayana (internet, email, telephone and postal)

■ August 22

Lacy Scott & Knight, Bury St Edmunds (railwayana and models)

Legendary loco lights up Great Central's second mini auction

A nameplate *King Leodegrance* from No. 73118, one of the Southern Region Standard Class 5MTs that adopted the names of withdrawn King Arthurs, lit up Great Central's second 'mini' auction with a realisation of £6300.

The 4-6-0, built at Doncaster in December 1955 and withdrawn from Guildford (70C) in July 1967, was in 1960 given the name, albeit not the actual plate, of No. 30739, which had been taken out of service in May 1957. King Leodegrance was the father of Queen Guinevere in Arthurian legend and thus the father-in-law of King Arthur.

Several totem signs also ventured into four-figure territory, led at £2300 by Taynult, from a Scottish Region station opened by the Callander & Oban Railway in July 1880 and still

open today. Two others in this category, each at £1150, were Western Region Acocks Green & South Yardley – a lot of letters just squeezed on to one line by BR – from the Birmingham Snow Hill to Leamington route, and BR(S) Three Bridges, a former LBSCR station on the Brighton main line that was the location of shed 75E.

Falling just short of four figures was a 'Next train for Liverpool Street' LNER/BR(E) enamel sign (£920), behind which came cabside numberplate 7777 from a GWR 0-6-0PT built by Armstrong Whitworth & Co in December 1930 (£860), and a cast letters on wood nameboard from Byfield signalbox on the Stratford-upon-Avon & Midland Junction Railway (£820).

Further down the pecking order

came the smokebox numberplate from Class 9F 2-10-0 No. 92045 (£760), a February 1955 Crewe product that was withdrawn from Birkenhead (8H) in September 1967. Following was a pair at £720 each – a collection of Isle of Wight paperwork comprising tickets, labels and a share certificate, and a Tyer's No. 6 single line tablet Wolferton-Dersingham on the King's Lynn to

Hunstanton branch that closed in 1969. Prices exclude buyer's premium of 15% (+ VAT).

The auction, which ran from June 12-26, was the second of Great Central's series of fortnightly 75-lot internet, email, telephone and postal sales that due to the coronavirus pandemic have replaced the auction house's live events at Stoneleigh.



House clearance unearths enamel collection in barn

A collection of 10 BR station enamel signs from the 1950s and 60s that were found in a barn during a local house clearance sold as a single lot for £550 at a collectors' auction held by W&H Peacock in Bedford on July 3.

Another collection, of 11 enamel and cast iron plates, including a worksplate and shedplate, went under the hammer for £450. The worksplate was from preserved LMS 'Black Five' No. 45231, which was built by Armstrong Whitworth & Co in August 1936 (works No. 1286) and lasted until the very

last day of BR steam in August 1968. The 4-6-0 ended its days allocated to Carnforth, and a shedplate (11A) from that depot was among other items in this lot.

Just behind at £420 came an LMS hawkkey sign from the Lancashire station of Kirkham and Wesham, opened by the Preston & Wyre Railway in July 1840 as simply Kirkham, renamed in 1906, and still open today, 180 years after it welcomed its first train. Prices exclude buyer's premium of 17½% (+ VAT).



Long-titled 1p ticket for a short third-class journey sells for £310

THE highest realisation in a Great Central ticket postal auction that ended on June 30 was £310 for a ticket issued by the snappily named East & West Junction & Stratford-upon-Avon Towcester & Midland Junction Railways for a journey of less than two miles between the Warwickshire stations of Bidford and Broom Junction.

The East & West Junction Railway opened its first section, between Fenny Compton and Kineton, in

June 1871, while the Stratford-upon-Avon Towcester & Midland Junction Railway launched a goods service in April 1891 and passenger trains in December the following year.

A feature of the third-class ticket, which cost 1½d (1p) for the one-way journey and carried the full title of the issuing railway, was that Stratford-upon-Avon was erroneously printed Stratford-on-Avon. The price excludes buyer's premium of 10% (+ VAT).

A sign of the times as totems, targets and a hawkkey lead the way

SOUTHERN Railway, LMS, and BR Southern, Midland and Western Region station enamel signs came out in force in Great Central's third fortnightly mini auction that ended on July 10, with the charge being led at £4100 by a totem from Chapel-en-le-Frith Central.

This BR(M) station was opened by the Midland Railway between Derby and Manchester in February 1867 as Chapel-en-le-Frith, had 'Central' added by the LMS in June 1924, and was closed in March 1967 after serving the Derbyshire town for almost exactly 100 years.

Behind were an LMS hawkkey sign from Hest Bank, on the West Coast Main Line between Lancaster and Carnforth, that opened in September 1846 and closed in February 1969 (£2300), and a Southern Railway target sign from the Sussex coastal station of St Leonards Warrior Square that went for £2100.

Below came a second SR target, Feltham, the west London location of shed 70B (£1900), and two further totems, BR(S) Clapham Junction, which fetched £1850, and BR(W) Newton Abbot at £1200.

The only interloper into the upper reaches of the enamel sign-fest was nameplate *Caxton Hall*, which was making its auction debut and sold for £3000. It was carried by No. 5922, a May 1933

Swindon product withdrawn from Oxford (81F) in January 1964 and named after a 19th century Grade II-listed building in central London that from 1933-78 was home to a register office used by many celebrities, including Billy Butlin, Elizabeth Taylor, Peter Sellers, Roger Moore, Joan Collins and Ringo Starr.

Another GWR four-figure realisation was £1550 for smokebox numberplate 9014 from a 'Dukedog' 4-4-0 that emerged to traffic in August 1937 and was one of the last of the class to be withdrawn, in October 1960 when a resident of Croes Newydd, Wrexham (84J).

An overseas success was a French smokebox roundel from a Société Nationale des Chemins de Fer (that's SNCF to you and me) steam locomotive (£1100). Prices exclude buyer's premium of 15% (+ VAT).

Great Central director and auctioneer Mike Soden said: "Enamel signs are certainly flavour of the month, and it is also worth noting that the number of bidders has increased at each of the first three of our mini auctions, and each has also attracted new bidders. I

would expect these new-style sales to keep going until at least December, which is probably the earliest we would be able to hold our first post-lockdown live sale at Stoneleigh."





HERITAGE RAILWAY

THE BRIGHTER STEAM NEWS MAGAZINE

Summer steam is back with a vengeance and means every minute of it. Passing the quintessential Torbay panorama of Goodrington Sands, GWR 2-8-0T No. 5239 *Goliath* heads a Dartmouth Steam Railway service to Dartmouth on Saturday, July 18. In 2015, the locomotive was withdrawn for overhaul which was carried out at the East Somerset Railway, where it returned to steam late last year. CHRIS SLACK PHOTOGRAPHY



Hopes for the *Duke* to return in 2021 with performance improvements

By Gareth Evans

PROGRESS continues to be made on No. 71000 *Duke of Gloucester*, which is currently under overhaul for main line service at Tyseley Locomotive Works (TLW). It is now hoped that the Pacific will return to traffic next year, the Covid-19 lockdown having held up the project somewhat.

Trevor Tuckley, chairman of BR Class 8 Steam Locomotive Trust, told *Heritage Railway*: "Fingers crossed, we hope the *Duke* will be running during the second half of 2021."

Asked about the latest developments, Trevor said: "The support crew team leaders have returned to Tyseley and created a Covid-19 safe working document and issued it to all members of the support crew. Members of the team at TLW have completed the welding up of the driving wheel bores, which were moved to Boro Foundry at Lye, near Stourbridge for re-boring.

"The cannon boxes have been completed at Metalock Engineering in Coventry and returned to Tyseley for the manganese liners to be matched and fitted. The cannon boxes sit between the wheels to carry the bearings.

"The wheels returned to Tyseley on July 16 for final fettling. Along with the cannon boxes, they will soon be moved to South Devon Railway Engineering at Buckfastleigh to await the arrival of the tyres and stub axles from South Africa. This will be followed by the reassembly of the crank axle."

As for other progress, Trevor said: "The ash pan is being rebuilt to ensure that all mating faces are airtight including the hopper and damper doors. The surface machining of the centre cylinder is also in hand so that when this is done and the air pump refitted, the boiler can be returned to the frames."

Upgrades

The opportunity is also being taken during the current overhaul to implement improvements, which it is hoped will maximise uptime.

When the first of the BR Standards, No. 70000 *Britannia*, was introduced in 1951, it was intended that a complete range of easily maintained, go anywhere, steam locomotives would be produced, which would provide the traction for BR until wholesale electrification could be introduced. Closer examination of the 12 classes, totalling 999 locomotives, shows that many variations existed. The design work was split between Derby – wheels, bogies, trucks, tyres, axles, springs and tenders; Doncaster – valve gear, cylinders, connecting and coupling rods; Swindon – boilers, smokeboxes and steam fittings; and Brighton – brakes and sanding gear.

"One thing that was common was that



Above: Members of the team at Tyseley Locomotive Works have completed the welding up of the driving wheel bores. TREVOR TUCKLEY



Left: The cannon boxes have been completed at Metalock Engineering in Coventry and returned to Tyseley for the manganese liners to be matched and fitted. TREVOR TUCKLEY

those with single slide bars recorded excessive piston ring wear. The *Duke* was no exception," explained Trevor.

"We therefore decided to carry out a detailed investigation to see if we could make any design changes which would improve the situation."

With the exception of the 9Fs, all Standard locomotives with a front pony truck had the ex LMS/GWR style double slide bars. The locomotives with a front bogie had the former LNER/Southern style of single slide bars. These single slide bars were not attached to the rear covers of the cylinders, unlike the double slide bar types, but were supported by a large bracket from the frame. A batch of 5MT locomotives fitted with Caprotti valve gear did, however, have their single slide bars attached to the rear cylinder covers.

"It was thought that this might reduce the amount of piston ring wear," added Trevor. "There were 30 of these locomotives with 10 being sent to the Scottish Region (St Rollox); 10 to the Midland (Leicester); and 10 to the Western (Shrewsbury). We have been able to find shed records for those that went to Scotland where they had both the Caprotti and Walschaerts variants – with the Caprotti showing a slight improvement when compared with the conventional type. The conventional ones were recorded as requiring new rings at around 8000 miles, while the Caprotti ran for 11-12,000 miles. Piston ring wear was not reported as a problem on the similar, in many respects, Bulleid locomotives."

On that basis, a comparison was

made between Merchant Navy Pacific No. 35028 *Clan Line* and the *Duke*.

"The *Duke's* slide bar overhang at the front is 10 inches longer than *Clan Line's*," said Trevor. "Four inches of this was to accommodate the longer piston stroke. The additional six inches was to facilitate ring changes as the piston rod could be uncoupled from the crosshead, the front cylinder cover removed, and the piston drawn forward while the slipper plate remained in the slide bar, to enable the piston rings to be changed. Clearly, this is an advantage in terms of time required to fit new rings."

Cylinders

"During its operation in the heritage era, the *Duke* required the outside cylinder rings changed every 6-7000 miles, but the centre ones lasted more than 25,000. The centre cylinder has a much more robust arrangement, which makes it far more akin to the double slide bar fixings. The Bulleids had three piston rings per cylinder, whereas the Standards had only two."

A finite element analysis of the slide bar and supporting bracket has been carried out. "The data was shared and discussed with Tyseley and others whose input was valued," continued Trevor.

"In their experience, it was felt that the design of the lubrication system used on the Standards was inferior to that used by the old LMS.

"With the previous information as a basis, it was decided that the following changes would be made to the cylinder arrangements on the *Duke* during his

current overhaul. A new design of piston head and rod would be introduced. The existing arrangement consists of a rod, which is friction welded to a piston head. This means that any wear of the piston head requires it to be built up with weld and re-machined. This is not considered to be a very satisfactory solution as the weld produces an extremely hard surface which, if bits break away, scores the bore of the cylinder.

"The new assembly will have separate rods and heads, which enables the use of different materials for each. The rods will be steel, which will have their ends threaded so that cast iron heads can be secured with a nut. The new heads will have three piston rings. Any future wear of the piston heads will only require the heads to be replaced – a more satisfactory and cost-effective solution.

"The cylinders have all been re-bored, with the outside ones having additional lubrication provided. It was not possible to carry out the lubrication modification to the centre cylinder due to its location between the frames. As the centre cylinder did not display anything like the same amount of ring wear as the two outside ones, it was decided to accept this situation.

"Because the revised design of piston rod and head require new front and rear cylinder covers, to accommodate the extra length as a result of the securing nut, it was decided to provide fixings to the rear covers which will enable the slide bars to be secured to the cylinders. This will provide additional support to the slide bar bracket and remove any possibility of the slide bar flexing at its extremities.

"We believe that these modifications will improve the life of the piston rings along with the steam tightness of the cylinders and hence the efficiency of the *Duke*. We believe that the modifications we are making to the *Duke* during this current overhaul are probably in line with the ones Riddles would have made had he been allowed the time to fine tune him and achieve his objective of producing the final, most advanced, efficient, powerful express steam locomotive to ever run on BR."

Finally, Trevor said he wished to place on record his thanks to all who continue to support the *Duke*. "Despite coronavirus, we've now got in excess of 400 members – and including Gift Aid, our annualised income is £84,500 per annum. We are most grateful to our members and supporters for their ongoing donations and assistance."

→ Donations can be made online at www.theduke.uk.com/ or sent by post to: The Duke, Aurora House, Deltic Avenue, Rookley, Milton Keynes, MK13 8LW.



No. 70000 *Britannia* hauled the first main line steam charter following the easing of Covid-19 restrictions. The Pacific worked the 'The Fellsman' Saphos excursion from Crewe to Carlisle, via Blackburn and Settle. The train is seen at Grosby Garret as the crew prepared the fire for the stiff climb to Aiss Gill summit. The wreath was in memory of Jim Smith, the highly respected driver and inspector who, as reported last issue, died on June 27. MAURICE BURNS

Tornado on course for September's 'The Aberdonian'

THE A1 Steam Locomotive Trust (A1SLT) has confirmed that its Peppercorn Pacific No. 60163 *Tornado* is on track for returning to main line action in September, when it is booked to haul a series of tours in Scotland and England.

With the easing of the Covid-19 lockdown, the A1SLT personnel have been returning to their duties – the initial task on the Pacific being to conduct a boiler washout and A exam. These are

required as the locomotive hasn't run in a while and to prepare it for a move to Carnforth to undertake planned maintenance on the support coach. This is primarily around the bogies and the A1SLT expressed its thanks to West Coast Railways for undertaking this work.

The 4-6-2's first excursion post-lockdown, 'The Aberdonian', is due to depart Edinburgh Waverley for the Granite City on September 3 and 10.

On Saturday, September 12 the 'Queen of Scots' is booked to run from York to Edinburgh and Stirling. *Tornado* is due to haul the return leg from Stirling to York.

Echoing the Beatles hit, 'Take a Ticket to Ride' takes the A1 into Liverpool's Lime Street station for the first time on Saturday, September 19. Starting from Darlington, the A1 also picks up in Thirsk and York. Negotiating the stiff climb of Copy Pit, it is sure to be popular with

those who enjoyed 'The Mad Hatter' tour last year.

Saturday, October 3 sees 'The Easterling' departing King's Cross for Lowestoft. Bookings should be made through the Railway Touring Company.

In a separate development, the A1SLT has opened an online shop at www.a1steam.com/shop/ offering a range of merchandise, from pens to fleeces and models.

Four 'Belles' for *Princess Elizabeth*

PROVIDING the public decide to add a touch of luxury to life to counter the daily constrictions of lockdown, the 'Northern Belle' offers relief from the unseen threat of coronavirus.

Add to the fact that Stanier 4-6-2 No. 6201 *Princess Elizabeth* has been rostered to work the first four 'Belles' from Preston to Carlisle will make for memorable occasions for both passengers and photographers alike.

Known as 'Spirit of Travel', the trains are routed via Lancaster and allow for a short break on arrival at Carlisle, before returning over the Settle and Carlisle line, then continuing via Hellfield and Blackburn.

Departure dates are Saturdays August 29, September 19, October 3 and October 17 at 10am.

In addition to being worked by a royal locomotive, the rake of Pullman-style carriages will include *Duart*, a coach which was used as part of the Royal Train occupied by the Queen.

"Of course I will be delighted to see 'Lizzie' in action," said owning group chairman Clive Mojonier. "I hope the trips will be well supported."

In addition to the four trains detailed, a 'Northern Belle' programme to other destinations is planned to continue through the autumn with diesel haulage.

Pathfinder pulls out of August excursions

By Cedric Johns

GLOUCESTERSHIRE-BASED Pathfinder Tours has abandoned plans to run trains in August because of the current confusion over operating standards, especially those relating to the use of masks by passengers.

The changes mean that the 'Blue Boys Merry Mixer' trip planned for August 15 will now not run until January 30. Likewise the 'Galloway Fifties', starting from Tame Bridge Parkway for Carlisle on August 22 has been postponed until June 5, 2021.

However, Peter Watts and his team are optimistically looking forward to September to get wheels turning.

On Saturday, September 5, the 'Non Mazey Day Cornishman' – another redated train, featuring a pair of Class 50s – is due to depart Birmingham New

Street for Penzance.

On Friday, September 11, the 'Cambrian Coast Express 2020' is booked to leave Bristol Temple Meads for Pwllheli. Motive power is expected to be a DB Cargo Class 67 to Shrewsbury and return – and Network Rail Class 97/3s thereafter.

Saturday, September 19 hopefully sees the 'Cambridge & Norfolk Explorer' head from Eastleigh to Norwich, hauled by a pair of DRS Class 37s throughout.

On Saturday, October 3, the 'Cambrian Freighter' is due to begin its trip from Banbury Appleby, via Birmingham New Street, Wolverhampton and Wigan North West.

The Pathfinder office is not open on a day-to-day basis and therefore would-be customers are advised to address enquiries by email to office@pathfindertours.co.uk

RTC plans 'Cumbrian Mountain Express' opening

THE Railway Touring Company (RTC) remains hopeful that it can cover its August day excursions with steam traction.

The plan includes all trains listed in RTC's current brochure starting with an old favourite, the 'Cumbrian Mountain Express'.

Following its usual format the 'Express' departs Euston on Saturday, August 8, with Class 86 No. 86259 *Les Ross* heading the train to Carnforth, where steam comes on for the remainder of the outbound trip to Carlisle. The 'Express' returns south via the Settle and Carlisle line.

On Sunday, August 16, another RTC annual, 'The Waverley' leaves York calling at Leeds en route for Carlisle returning by way of Appleby and the Settle and Carlisle line.

Itineraries

The 'Cotswold Venturer' on Saturday, August 22, is booked to depart Paddington for Worcester, picking up at Slough, Reading and Didcot.

Sunday, August 23 sees 'The Waverley' follow the same itinerary as that advertised for the departure dated August 16.

On Saturday, August 30, another 'Cumbrian Mountain Express' starts out of Euston as programmed for the August 8 trip.

The same day, the 'Royal Duchy' takes to the rails for the first time this year bound for Plymouth and Par. Departing Bristol Temple Meads, the 'Duchy' calls at Yatton and Taunton.

The 'Cumbrian Mountain Express' and 'Waverley' will be worked by one of West Coast's Carnforth-based engines, while LMS Coronation Class Pacific No. 46233 *Duchess of Sutherland* is booked for the Paddington-Worcester trip and the 'Royal Duchy'.

Flushing on the four foot

By Cedric Johns

MAIN line trains still flushing lavatory waste onto the four foot have come into focus yet again, with the RMT rail union saying that the continuing use of old-fashioned passenger rolling stock left track workers at risk in the coronavirus crisis. However, changes are afoot – and a way forward has been agreed.

The issue affects both scheduled public service operators and rail tour promoters using BR Mk.1 and Mk.2 carriages, plus second generation DMUs – and to a lesser degree, heritage railways using similar rolling stock.

Eight main line operators have a dispensation from new rules requiring lavatory waste to be flushed into retention tanks. These include operators

such as GWR, Transport for Wales, Cross Country and West Midlands Trains.

No mention of rolling stock used by charter trains was made. The Government reported that about 350 carriages still discharge waste into the tracks, the total amounting to 2.5% of the fleet, but not including ex-BR stock.

Mick Lynch of the RMT said: "Promise after promise and deadline after deadline has been missed to end this practice once and for all."

The Office of Rail and Road's communications manager Robert Crawford said: "As far as the heritage sector, there is no deadline agreed for the fitment of Controlled Emission Toilets."

"However, we do expect operators to manage the risk such as minimising the number of toilets in use on individual

railways and over time, explore the potential to adopt main line standards.

"The charter operators West Coast, Vintage Trains and Locomotive Services Limited have entered into a network change agreement with Network Rail and are in the process of arranging funding and fitment on their coaching stock."

"This is a direct agreement with the Network Rail charters team who are setting the terms and conditions for funding and fitment by 2023."

Funding has always been the stumbling block. Five years ago when the subject of retention tanks was raised, it was estimated that it would cost £10,000 per coach, and therefore a 10-car train would cost the owner £100,000, with the likelihood of fares being raised.

'Jacobite' up and running

FOLLOWING the Scottish Government's easing of restrictions for non-essential travel, West Coast Railways' (WCR) Fort William to Mallaig 'Jacobite' opened its virus-hit season with the first journeys operating on Wednesday, July 15.

However, the start could have been delayed even further after heavy rainfall caused a serious landslip at Lochailort, which closed the line a week or so before.

According to Network Rail, more than 1800 tons of aggregate was used to repair the damage with in excess of 100 yards of track being relaid.

Network Rail Scotland route director Liam Sumpter said: "With the easing of the lockdown and the reopening of the tourism sector, it was vital that we completed the repairs quickly to help support the local economy in the West Highlands. The line had been extensively damaged and our engineers have been working around the clock to reopen the railway for our customers."

Having been given line clearance, WCR then had to deal with logistics of assembling locomotives and stock at Carnforth in readiness for the journey north to Fort William.

The move was split into two parts,



LNOR K1 2-6-0 No. 62005 and 'Black Five' No. 45407 *The Lancashire Fusilier* pass Greenholme on July 11, while heading from Carnforth to Carlisle on the first stage of the journey to Fort William, in readiness for the delayed start of 2020 Jacobite season. DALE SMALLIN

NELPG's K1 2-6-0 No. 65002 and 'Black Five' 4-6-0 No. 45407 *The Lancashire Fusilier* heading nine vacuum braked coaches from Carnforth on July 11, but only as far as Carlisle. The engines and carriages spent the night there before moving on to Fort William the following morning.

On the Monday, 'Black Five' No. 44871 and a Class 47 diesel left Carnforth hauling a support coach, eight air braked coaches and a GUV. This ensemble worked directly over the 300 miles to the West Highlands. The positioning journeys normally take nine to 10 hours to complete.

Railtour passengers 'won't travel' if they have to wear masks – Steam Dreams customer survey reveals

A SURVEY of regular passengers carried by Steam Dreams (SD) has shown that the vast majority of people contacted said that they were not prepared to travel on a railtour wearing a face mask.

As a result, SD chairman David Buck has cancelled plans to run trains in August. "We are taking each month as it comes and reviewing the situation before making decisions," he said.

Anticipating little change in the short-term, he is nonetheless planning to promote festive trains in December.

"We are going to use the Windsor route for a number of Santa specials and operate six or seven Christmas diners which will run around the London area," he added.

Having completed its extended winter maintenance programme at Southall, B1

Class 4-6-0 No. 61306 *Mayflower* was set to travel to Didcot on Thursday, July 23. In addition to giving the engine a useful run out after months of inactivity – it last worked a train eight months ago.

The real purpose of the trip was to collect the Mk.1 coach recently purchased from the Great Western Society, which used it as a support coach for No. 6023 *King Edward II*.

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MAIN LINE ITINERARY



West Coast Railways' 'Jacobite' season is in full swing, with trains running daily between Fort William and Mallaig. LMS 'Black Five' 4-6-0 No. 45407 is pictured arriving at Glenfinnan with the morning train on July 15. DALE SMALLIN

August

9 'English Riviera Express'

Bristol Temple Meads, Kingswear & return.

Steam-hauled throughout.

Loco: TBC. ST

11 'The Dalesman'

Chester, Carlisle & return.

Steam hauled: Carnforth, Carlisle, Preston.

Loco: TBC. WCR

12 'Devonian Express'

Cardiff, Plymouth & return.

Steam-hauled throughout.

Loco: TBC. ST

13 'Scarborough Spa Express'

York, Wakefield, Scarborough & return.

Steam hauled: York, Scarborough & return.

Loco: TBC. WCR

14 'Mayflower 400: London to Southampton'

London Victoria, Southampton & return.

Steam-hauled throughout.

Loco: No. 61306 *Mayflower*. SD

15 'The Lakeland'

Wolverhampton, Carlisle & return.

Steam-hauled throughout.

Loco: TBC. ST

16 'The Waverley'

York, Carlisle & return.

Steam-hauled throughout.

Loco: TBC. UKRT

18 'The Dalesman'

York, Carlisle & return.

Steam hauled: Hellifield, Carlisle.

Loco: TBC. WCR

19 'The Fellsman'

Crewe, Carlisle & return.

Steam-hauled throughout.

Loco: TBC. ST

20 'Scarborough Spa Express'

York, Skipton, Scarborough & return.

Steam hauled: York, Scarborough & return.

Loco: TBC. WCR

22 'White Rose'

Wolverhampton, York & return.

Steam-hauled throughout.

Loco: TBC. ST

22 'The Cotswold Venturer'

London Paddington, Worcester & return.

Steam-hauled throughout.

Loco: No. 46233 *Duchess of Sutherland*.

UKRT

23 'Cathedrals Express'

London Paddington, Winchester return.

Steam-hauled throughout.

Loco: No. 61306 *Mayflower*. SD

23 'The Waverley'

York, Carlisle & return.

Steam-hauled throughout.

Loco: No. 60103 *Flying Scotsman*. UKRT

25 'The Dalesman'

Chester, Carlisle & return.

Steam hauled: Carnforth, Carlisle, Preston.

Loco: TBC. WCR

26 'The Fellsman'

Crewe, Carlisle & return.

Steam-hauled throughout.

Loco: TBC. ST

27 'Cathedrals Express'

London Paddington, Stratford-upon-

Avon & return.

Steam-hauled throughout.

Loco: No. 61306 *Mayflower*. SD

27 'Scarborough Spa Express'

York, Wakefield, Scarborough & return.

Steam hauled: York, Scarborough & return.

Loco: TBC. WCR

29 'Cathedrals Express'

Stratford (London), Lincoln & return.

Steam-hauled throughout.

Loco: No. 61306 *Mayflower*. SD

29 'The Cumbrian Mountain Express'

Crewe, Carlisle & return.

Steam-hauled throughout.

Loco: TBC. UKRT

29 'The Lakeland'

Dorridge, Carlisle & return.

Steam-hauled throughout.

Loco: TBC. ST

30 'The Royal Duchy'

Bristol Temple Meads, Par & return.

Steam-hauled throughout.

Loco: No. 46233 *Duchess of Sutherland*.

UKRT

September

1 'The Dalesman'

York, Carlisle & return.

Steam hauled: Hellifield, Carlisle.

Loco: TBC. WCR

2 'The Fellsman'

Crewe, Carlisle & return.

Steam-hauled throughout.

Loco: TBC. ST

3 'The Aberdonian'

Edinburgh Waverley, Aberdeen & return.

Steam-hauled throughout.

No. 60163 *Tornado*. A1SLT

3 'The Dorset Coast Express'

London Victoria, Weymouth & return.

Steam-hauled throughout.

Loco: No. 46233 *Duchess of Sutherland*,

No. 31806. UKRT

3 'Cathedrals Express'

London King's Cross, York & return.

Steam-hauled throughout.

Loco: 'Black Five' TBC (outward),

No. 61264 (return). SD

5 'The Cheshireman'

Norwich, Chester & return.

Steam-hauled: Norwich, Chester, Peterborough.

Loco: No. 46233 *Duchess of Sutherland*. UKRT

5 'Cathedrals Express'

London Euston, Carlisle & return.

Steam-hauled: Carnforth, Carlisle, Preston.

Loco: TBC. SD

5 'Welsh Marches Express'

Liverpool Lime Street, Cardiff & return.

Steam-hauled: Crewe, Cardiff.

Loco: TBC. A1SLT

6 'The Waverley'

York, Carlisle & return.

Steam-hauled throughout.

Loco: TBC. UKRT

Tour promoters

A1SLT	A1 Steam Locomotive Trust
	01325 488215
PT	Pathfinder Tours
	01453 835414
RTC	Railway Touring Company
	01553 661500
SD	Steam Dreams
	01483 209888
ST	Saphos Trains
	0800 038 5320
UKRT	UK Railtours
	01438 715050
WCR	West Coast Railways
	01524 737751

The information in this list was correct at the time of going to press. We strongly advise you confirm details of a particular trip with the promoter concerned.

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76 029 £1050	LOUGHBOROUGH JUNCTION £340	ROYAL OAK WARSHIP CLASS £10,600	1013 £2500
40 016 £1500	WESTGATE-ON-SEA £800	Cottam Power Station £2800	Merchant Venturer £1500
81 011 £580	SMITHAM £420	Ironbridge Power Station £2700	RESISTANCE WARSHIP CLASS £7000
31 017 £620	CARNOUSTIE £1800	Resurgent £1300	COUNTY OF DORSET £15,000
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03 050 £600	BRIDGE OF WEIR £1200	John H Carless V.C. £3000	CRANBROOK CASTLE £8,000
45 058 £700	QUEEN'S PARK £400	Conidae £2100	John Peel £1600
20 197 £250	TAPLOW £870	High Willhays £4200	Teesside Steelmaster £3500
03 397 £620	TROWBRIDGE £650	Whatley £3600	Voice of the North £2200
	WICK LYBSTER £300	James Kennedy G.C. £2500	Arnold Kunzler £1300
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4th Online Auction Date to be announced for early Autumn 4th Online Auction.

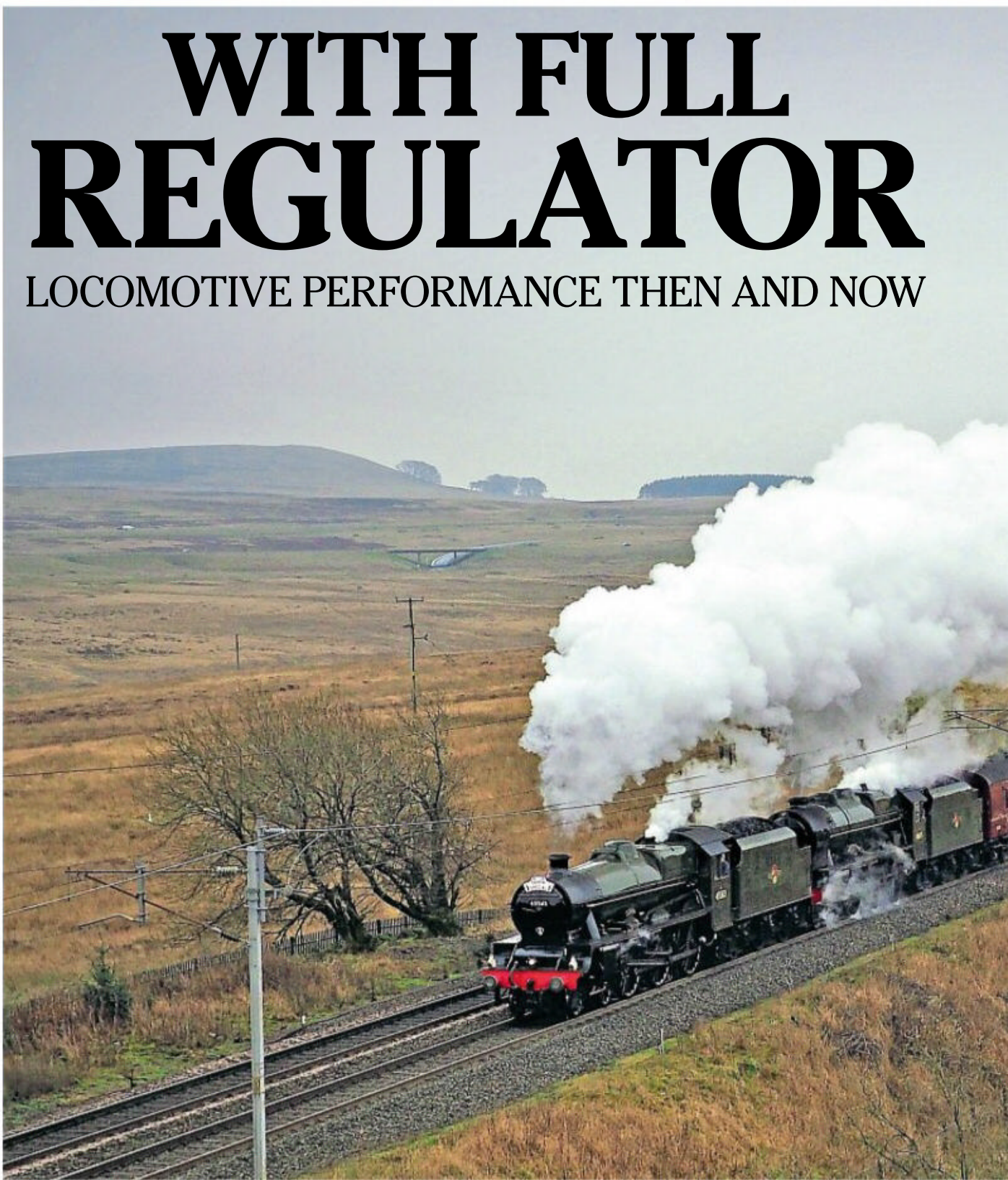
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TABLE ONE: CARLISLE TO HELLIFIELD

Date	Saturday, March 14, 2020				
Train	2.12pm Carlisle to Euston				
Loco	LM Class 5XP 4-6-0 No. 45699 (as 45562)				
Load	11 coaches, 405½ tons tare 435 tons gross				
Driver	Mick Rawling				
Fireman	Martin Soames				
Recorder	A Smeaton				
Position	2nd coach				
Weather	Cloudy and dry, rain from Ais Gill				
	miles	sched	mins	secs	speed
Carlisle	0.00	0.00	00	00	right time
Petteril Bridge Jct.	0.81	8.00	03	47	15
MP 306	1.96		06	56	25/26
Scotby	2.61		08	29	24½
Cumwhinton	3.81		11	20	26½
Howe & Co Sidings	4.96	14.30	13	32	39½
Cotehill	6.96		16	50	34/32
Low House	8.27	18.30	19	07	41
MP 299	8.96		20	00	52½/53½
Armathwaite	9.85		21	01	49
MP 296¾	11.21		22	31	55½
MP 295¼	12.71		24	18	47½/61
Lazonby	15.36	26.30	27	17	57½/61½
Little Salkeld	18.26		30	12	57
Langwathby	19.69		31	51	49/55½
MP 286	21.96		34	25	55
Culgaith	23.37	35.30	35	49	56½
New Biggin	24.61		37	19	51
Kirby Thore	25.96	38.30	38	52	54
Long Marton	27.76		40	48	58/59½
Appleby	30.73	47.00	45	23	
	0.00	0.00	00	00	1½ mins early
MP 275	2.24		05	07	52½
Griseburn	5.24		09	35	30½/30
Crosby Garrett	7.49		13	43	37½
MP 269	8.24		14	51	43½/45
Kirkby Stephen	10.68	16.00	18	53	28½
MP 266	11.24		20	03	30½
MP 265	12.24		22	10	26½/20½
MP 264	13.24		24	42	21½
MP 263	14.24		27	02	32½/33
MP 262	15.24		28	55	29
MP 261	16.24		31	06	26½
MP 260	17.24		33	27	24½
Ais Gill	17.49		34	02	28
Lunds	19.39		36	49	54/58½
Garsdale	20.55	29.30	38	04	56/54½/57
Dent	23.84		41	58	36*
Blea Moor Tunnel S	27.93		47	16	50
Blea Moor SB	28.74	39.00	48	24	39*/31½
Ribblehead	29.99	42.00	50	31	40½
Selside	32.44		53	11	65½/63
Horton-in-Ribblesdale	34.74		55	21	64½/66
Helwith Bridge	36.74		57	11	65/66
Stainforth Sdg	38.99		59	13	65½/66/60
Settle	40.74		60	51	62½
Settle Junction	42.74	55.30	62	48	64
Long Preston	44.74		65	01	43½
MP 231¾	45.49		66	47	10*sigs/15½
Hellifield Up Loop	45.91	61.00	69	10	6¾ mins late

* brakes or speed restriction



Don Benn reports on recent excellent locomotive performances by LMS ‘Jubilee’ Class 4-6-0 No. 45699 *Galatea* from its Carnforth base over Shap and Ais Gill and also on a heavy train returning from Scarborough.

I HAVE previously reported on the performance of the LM 5XP 4-6-0 which thinks it’s a class 7, namely No.45699 *Galatea*. I use the LMS classification of 5XP, though BR had the Jubilees as 6P/5F. Records of more fine runs by this rejuvenated locomotive have been sent to me by Sandy Smeaton and David Bradbury, without both of whom the content of my column would be very thin. Indeed, Sandy was on the last steam-hauled charter before

lockdown was imposed, the ‘Cumbrian Coast Express’ which turned out to be a ‘Cumbrian Mountain Express’, on Saturday, March 14. There were in fact no fewer than three other charters on that day, but none involving steam haulage and the Branch Line Society ran one the next day, the last of all before charters ceased until the Saphos July 15 ‘Fellsman’.

Stamina

In its early days at Carnforth, *Galatea* was a lacklustre performer. The reasons weren’t entirely clear, but what it didn’t have was any stamina. What is known is that the modifications to the grate, ashpan and damper had a detrimental effect on the amount of primary air reaching the fire which could have been a major reason why it couldn’t deal with a big fire needed for its duties from Carnforth. Add to that the vagaries of coal and you get an outcome such as 91 minutes 20 seconds Carnforth to Carlisle on October 23, 2013 with 13mph over Shap and 98 minutes 53 seconds on February 1, 2014 with 12mph over Shap, compared with the normal 70-75 minute range now.

“I don’t know exactly what was done to the locomotive to improve the draughting, but what is clear is that *Galatea* is now a splendid reliable performer. Perhaps the group of dedicated and hard working firemen at Carnforth learned how best to fire this narrow firebox engine, something which many didn’t back in the days of steam when a ‘Black Five’ was often preferred to a ‘Jubilee’.”



Left: LMS ‘Jubilee’ Class 4-6-0 No. 45699 *Galatea* running as No. 45562 *Alberta* double-heads ‘Royal Scot’ Class No. 46115 *Scots Guardsman* on the 10.57am Lancaster to Carlisle West Coast Railways Santa special on November 24, 2019. The train is seen climbing Shap at Salterworth. SANDY SMEATON

TABLE TWO: HELLIFIELD TO CARLISLE

Date	Tuesday, August 28, 2018				
Train	8.34am York to Carlisle				
Loco	LM Class 5XP 4-6-0 No. 45699 <i>Galatea</i>				
Load	11 coaches, 402 tons tare 425 tons gross				
Driver	Mick Rawling				
Fireman	Frank Chippendale				
Recorder	A Smeaton				
Position	2nd coach				
Weather	Dry with occasional sun				
	miles	sched	mins	secs	speed
Hellifield Down Loop	0.00	0.00	00	00	67 mins late
Long Preston	1.10		03	35	38
Settle Junction	3.10	7.00	05	57	60½
Settle	5.10		08	10	48
Stainforth Siding	6.85		10	41	36½
MP 239	7.60		12	01	31½
MP 240	8.60		13	59	29½
Helwith Bridge	9.10		14	59	31
MP 241¼	9.85		16	22	38
Horton-in-Ribblesdale	11.10	17.00	18	23	36
MP 243	11.60		19	14	35/36½
MP 244	12.60		20	56	35½
Selside	13.35		22	16	32½
MP 245½	14.10		23	42	31
MP 246	14.60		24	41	30½
MP 246½	15.10		25	41	29½
Ribblehead	15.85	25.00	27	10	31
MP 248	16.60		28	44	26½*
Blea Moor	17.10	29.00	29	53	25½
Blea Moor Tunnel S	17.85		31	40	25½
Blea Moor Tunnel N	19.41		34	43	40/44
Dent	22.00		38	39	30*
MP 255	23.60		41	00	50/52½
Garsdale	25.29	43.00	42	55	55½/59½
MP 258	26.60		44	18	54½
MP 259	27.60		45	25	52½
Ais Gill	28.35		46	16	54
MP 261	29.60		47	33	62½/55
Mallerstang	31.60		49	36	62½/59½/65
MP 265	33.60		51	33	61/56½
Kirkby Stephen	35.19	55.00	53	10	60/64½
Crosby Garrett	38.35		56	15	60
Griseburn	40.60		58	25	64/66/62½
Ormside	43.60		61	13	66
Appleby	45.85	70/90	63	27	57/59/56½
MP 279	47.60		65	13	63½/64½
Long Marton	48.80		66	21	58½
Kirkby Thorne	50.60		68	19	53½
New Biggin	51.95		69	50	55
Culgaith	53.29	100.00	71	13	62
Langwathby	56.88		74	53	54½/54
Little Salkeld	58.30		76	23	60½/62
Lazonby	61.20	108.00	79	18	56/58
MP 295	63.60		82	03	44
MP 297	65.60		84	18	57½/58
Armathwaite	66.71		85	31	50½/56½
Low House	68.29	117.00	87	17	52/48
Cotehill	69.60		88	47	57
Howe & Co. Siding	71.60	121.00	90	45	64
Cumwhinton	72.75		91	53	59½/63½
Scotby	73.95		93	03	57
Petteril Bridge Jct	75.75	138.00	95	50	18½*
London Road Jct	75.99	140.00	96	32	23½/24
Carlisle	76.70	143.00	99	06	23 mins late

* brakes or speed restriction



On a bitterly cold May 27, 2015, driver Gordon Hodgson brings LMS ‘Jubilee’ Class 4-6-0 No. 45699 *Galatea* past Blea Moor on the 8.08 am Lancaster to Carlisle ‘Fellsman’. SANDY SMEATON

TABLE THREE: CARNFORTH TO CARLISLE

Date	Saturday, February 24, 2018				
Train	7.10am Euston to Carlisle				
Loco	LM Class 5XP 4-6-0 No. 45699 <i>Galatea</i>				
Load	11 coaches. 405 tons tare 430 tons gross				
Driver	David Blair				
Firemen	Frank Chippendale				
Recorder	A Smeaton				
Position	8th coach				
Weather	Sunny with cold SE wind				
	miles	sched	mins	secs	speed
Carnforth DGL	0.00	0.00	00	00	2½ mins early
Carnforth	0.34	3.00	02	00	18½
MP 7	1.09		04	11	26½/26
MP 8	2.09		06	26	28
MP 9¼	3.34		08	55	33
Yealand MP 9½	3.59		09	21	35½
Burton and Holme	4.84		11	01	54
MP 13	7.09		13	17	64½
Milnthorpe	7.63		13	47	62½
Hincaster Junction	9.59		15	46	58
MP 16	10.09		16	17	57½
MP 17	11.09		17	20	58½
MP 18	12.09		18	23	54½
Oxenholme	13.20	19.00	19	40	52
MP 20	14.09		20	43	49
MP 21	15.09		22	01	45½
Hay Fell	16.59		24	08	40
Lambrigg	18.34		26	53	35
MP 25	19.09		28	15	32
Grayrigg Summit	20.09		30	16	29½
Low Gill	22.09		33	01	54
Dillicar	24.09		35	00	68½
MP 31½	25.59		36	16	72½
Tebay	26.30	35.00	36	53	68½
MP 33	27.09		37	35	65
MP 34	28.09		38	35	54½
Scout Green	29.24		40	00	42
MP 36	30.09		41	22	35
MP 37	31.09		43	15	29½
MP 37¼	31.34		43	46	28
Shap Summit	31.59		44	18	28½
Summit Sign	31.70		44	32	31½
Shap Old Station	33.81		47	14	62½
Harrisons Sidings	35.75		48	57	75
Thrimby Grange	37.09		49	59	79½/71½
MP 45	39.09		51	36	74½/77½
Clifton	41.09		53	11	72/69½
MP 48½	42.59		54	27	73/71½/73½
MP 49	43.09		54	52	71½
Penrith	45.34	57.00	56	46	67½
MP 53	47.09		58	15	70½
MP 55	49.09		59	55	75½
Plumpton	50.09		60	43	74½/71
Calthwaite	52.48		62	41	76½
MP 60	54.09		63	58	71½/69½
Southwaite	55.84		65	28	70/70½/69½
Wreay	58.28		67	34	71/72½
Upperby	62.09		71	18	46½*
Carlisle	63.14	77.00	74	28	5 mins early

* brakes or speed restriction



Above: No. 45699 *Galatea* is seen at Preston on ‘The Tin Bath’ charter from Sheffield via Copy Pit on February 14, 2016. SANDY SMEATON

5XPS WHALLEY TO RAMSGREAVE (MP13¼)						
Date	Loco	Load	Time	Speeds		Notes
				Max	Min	
17.2.18	45699	11	8m 01s	48½	23	
18.5.19	45690	11	8m 04s	51	26½	
13.7.19	"	11	8m 27s	44½	25½	
23.6.18	45699	11	9m 21s	51	19½	
13.10.18	"	11	10m 44s	48½	15	
14.3.20	"	11	15m 09s	48	10½	
15.7.17	45690	12	21m 06s	13	8	Leaking tubes & slipping
14.10.17	"	12	22m 23s	50½	~	Slipped to a stand x 3

5XPS ORMSIDE (MP275) TO AIS GILL (MP259¾)						
Date	Loco	Load	Time	Speeds		Notes
				Max	Min	
26.5.15	45699	8	21m 40s	50	37½	
13.7.19	45690	11	22m 32s	56	29	
9.8.15	"	11	22m 41s	57	35	
18.5.19	"	11	23m 59s	54½	31½	
17.2.18	45699	11	24m 55s	53	29	
27.11.18	"	11	25m 58s	53	29	
14.3.20	"	11	28m 55s	52½	24½	20½ leaving Birkett Tnl
25.8.15	"	11	30m 26s	52	18½	
15.7.17	45690	12	31m 36s	52	17	Loco had leaking tubes
14.10.17	"	12	34m 53s	47	22½	20½ leaving Birkett Tnl
23.6.18	45699	11	34m 59s	55½	21½	19½ leaving Birkett Tnl

I don't know exactly what was done to the locomotive to improve the draughting, but what is clear is *Galatea* is now a splendid reliable performer. Perhaps the group of dedicated and hard working firemen at Carnforth learned how best to fire this narrow firebox engine, something which many didn't back in the days of steam when a 'Black Five' was often preferred to a 'Jubilee'. On this last steam charter before lockdown, Martin Soames was firing to Mick Rawling on the southbound section from Carlisle, details of which are shown in Table One.

No. 45699 had the usual load of 11 coaches for 435 tons full and was running as green No. 45562 *Alberta*, which was the last Jubilee to run in service in the days of steam, being withdrawn from Leeds Holbeck on November 4, 1967. The running to the Appleby water stop was pretty standard for the course in 45 minutes 23 seconds and indeed, almost identical throughout to the run with 7P No. 46115 *Scots Guardsman* with the same crew and same load on February 8 (as reported in *Heritage Railway* issue 265).

Timings

Overall, the Royal Scot's time was 45 minutes dead with Cumwhinton passed in 11 minutes 6 seconds at 28mph, compared to 11 minutes 21 seconds at 26½mph with the 'Jubilee'. As I alluded to earlier, this 'Jubilee' is certainly punching above its weight. Up to Ais Gill though, *Galatea* was slower, struggling around the Birkett tunnel area, but recovering well to the summit. Maybe the trainee fireman was involved here – see Sandy's comment later.

Sandy takes up the story of this last day of a steam charter for four months: "Departure from Carlisle was on time and we passed Cumwhinton at 26½mph and topped the minor summit at Cotehill at 32mph. The maximum before the climb to Baron Wood was 55½mph, with the minor summit passed at 47½mph. Long Meg site was passed at 61½mph, the maximum before Appleby, followed by a minimum of 49mph at Langwathby. We stopped at Appleby for water in 45m 23s from Carlisle, a comfortable 1½ minutes within the schedule.

“Speed fell just below 30ph at Grayrigg and reached 72½mph before a very good climb of Shap with a minimum of 28mph. After 79mph at Thrimby Grange, the rest of the descent to Carlisle was subdued compared to the normal dash, though the train was running early and the overall time of 74 minutes 28 seconds gained two and a half minute on the schedule and arrival was five minutes early.”



Fireman Bob Bullock is seen on No. 45699 *Galatea* at Carlisle while working the ‘Cumbrian Mountain Express’ to London Euston via the Settle and Carlisle line on February 17, 2018. DON BENN



No. 45699 Galatea running as No. 45562 Alberta arrives at Carlisle with the 'Cumbrian Coast Express' from London Euston on March 14 – the last steam-hauled charter before lockdown was imposed. SANDY SMEATON

"The re-start was slightly early with 52½mph reached on the fall to Ormside viaduct. The 1-in-100 climb to Griseburn brought us down to 30mph, recovering to 45mph at Crosby Garret tunnel. The next two sections of 1-in-100 brought us down to 28½mph at Kirkby Stephen and then 20½mph leaving Birkett tunnel. The Mallerstang respite allowed speed to rise to 33mph, then falling to a minimum of 24½mph on the toil up to Ais Gill Summit. Garsdale was passed 8½ minutes down on schedule and despite a fast run down from Ribbleshead we stopped in Hellifield loop eight minutes over the schedule, but only 6½ late. After Ais Gill, the leaden sky produced the promised rain. The time from MP275 (Ormside) to MP259¾ (Ais Gill) was 28m 55s.

"After watering, we left Hellifield seven minutes late and rumbled down to Clitheroe, passed a minute early, having gained eight minutes on the schedule. There is little scope to charge Whalley Bank due to the 45mph line limit and Whalley station was passed at 48mph. However, speed fell off quite quickly and had fallen to 20½mph at Langho and then to a nail-biting 10mph entering Wilpshire tunnel. However, the 5XP plodded on with the speed varying slightly with the minor gradient changes and, despite the slow climb, Ramsgrave was passed seven minutes within the schedule and on time.

"Two signal checks before getting into Preston were caused by the 6.04pm Preston-Glasgow service train, which should have started from Manchester Airport at 5.07pm, occupying Platform 6, so we eventually stopped in Preston 16 late through no fault of the locomotive. At Preston, I got the chance to ask Mick if the pressure was low on Whalley Bank and with a smile, he replied that they had a trainee on the footplate. 'She'll learn....' he said. Flung in at the deep end indeed!"

Set out on page 56 are summaries of various climbs with 'Jubilees' in recent years, again courtesy of Sandy Smeaton. These make interesting reading, showing perhaps that No. 45690 Leander is equal or maybe superior to Galatea.

Table Two shows the running of West Coast Railway's 'The Dalesman', the 8.34am York to Carlisle from Hellifield to Carlisle on Tuesday, August 28, 2018. I have only once travelled on 'The Dalesman' and to do that I had to drive to Stevenage in order to catch a train to Leeds in time to board the northbound service and rely on a tight

connection to get back to Stevenage in the evening.

On the 2018 run, things weren't going according to plan as Class 37 diesel No. 37669 failed at Apperly Bridge on the section from York, causing a 67 minute late departure from Hellifield, though this pretty well guaranteed a clear road through to Carlisle even with the Appleby stop omitted, which it was. This was a fine run throughout without the need for the engine to be worked flat out. The climb to Ribbleshead produced around 1100 equivalent drawbar horsepower and a minimum of 29½mph before the restriction over Dandry Mire viaduct resulted in the engine being eased somewhat. The overall time of 99 minutes six seconds for the 76.7 miles gave a gain of 44 minutes on the schedule and an arrival just 23 minutes late. Water conversation would perhaps have been the primary concern of the experienced footplate crew of Mick Rawling and Frank Chippendale.

Load

The same fireman was on the footplate with David Blair for the northbound 'Cumbrian Mountain Express' from Carnforth to Carlisle on February 24, 2018, the details of which are shown in Table Three.

With the usual load of 11 coaches for 430 tons, the driver was perhaps slightly cautious as he is not usually associated with charters on the west side of England. Speed fell just below 30ph at Grayrigg and reached 72½mph before a very good climb of Shap with a minimum of 28mph. After 79mph at Thrimby Grange, the rest of the descent to Carlisle was subdued compared to the normal dash, though the train was running early and the overall time of 74 minutes 28 seconds gained two and a half minutes on the schedule and arrival was five minutes early.

My best with Galatea was an exceptional 69 minutes 53 seconds the week before the run in Table Three. The driver was Mick Rawling and the fireman Chris Holmes, who always gave a good account of himself and knew exactly how to fire a Jubilee. Sadly, he has now left West Coast Railway. This was out of the top drawer and I was privileged to have been there (as reported in issue 239).

On the other side of the country, No. 45699 also appears on West Coast's 'Scarborough Spa Express' from time to time. I have yet to travel on one of these,

TABLE FOUR: SCARBOROUGH TO YORK

Date	Thursday, August 31, 2017
Train	5.15pm Scarborough Spa Express
Loco	LM Class 5XP 4-6-0 No. 45699 Galatea
Load	13 coaches, 481½ tons tare 515 tons gross
Driver	Mick Kelly
Firemen	Pete James
Recorder	David Bradbury
Position	8th coach

	miles	mins	secs	speed
Scarborough	0.00	00	00	R/T
Falsgrave SB	0.34	01	49	18½
MP 40	2.06	05	30	40
Seamer	2.89	06	35	45½
MP 36	6.06	09	52	62½/61½
Ganton LC	7.64	11	23	63½
Weaverthorpe SB	9.23	12	49	66½
East Heslerton LC	11.06	14	27	69½/67½
MP 30	12.06	15	20	68
MP 28	14.06	17	04	70
Knapton LC	14.55	17	30	68½
Low Scampston LC	15.39	18	14	67½
High Scampston LC	15.84	18	38	68
Rillington LC	16.54	19	14	70
MP 25	17.06	19	41	71
Malton	20.91	24	11	*
Castle Howard	26.29	32	05	41
Kirkham Abbey	27.06	33	10	45/42½
Howsham LC	28.71	35	22	47½/52½
Barton Hill LC	30.46	37	29	49
MP 10	32.06	39	33	45
Flaxton LC	32.80	40	28	51
Strensall LC	35.46	43	23	56/58
Haxby LC	37.84	45	51	56
Bootham LC	40.43	48	51	55/15* sigs
MP 1	41.06	50	53	29
York	42.06	55	10	

net time 52¾ minutes

*brakes or speed restriction

so the log in Table Four is courtesy of my correspondent David Bradbury and shows a good performance with a very heavy 13 coach, 515 ton load on the section from Scarborough to York.

Mick Kelly and Pete James were on the footplate. Adverse gradients in this direction are slight throughout apart from a short 1-in-272 climb to from Barton Hill, the main problem on these trains being getting a clear road into York. I really must try one of these trains as getting to and from York is relatively straightforward, though this will have to wait until next summer now when hopefully the virus will perhaps have been tamed.

In the last issue the run with No. 48151 from Weymouth to Westbury was on July 9, 2011 and not as shown. Next time will be a miscellany of runs from the past, both recent and from the days of steam. **HR**



No. 45699 Galatea is pictured at Carlisle on March 25, 2015 getting ready to reverse to Upperby after working the 'Pendle Dalesman' from Preston via the Settle and Carlisle line. SANDY SMEATON

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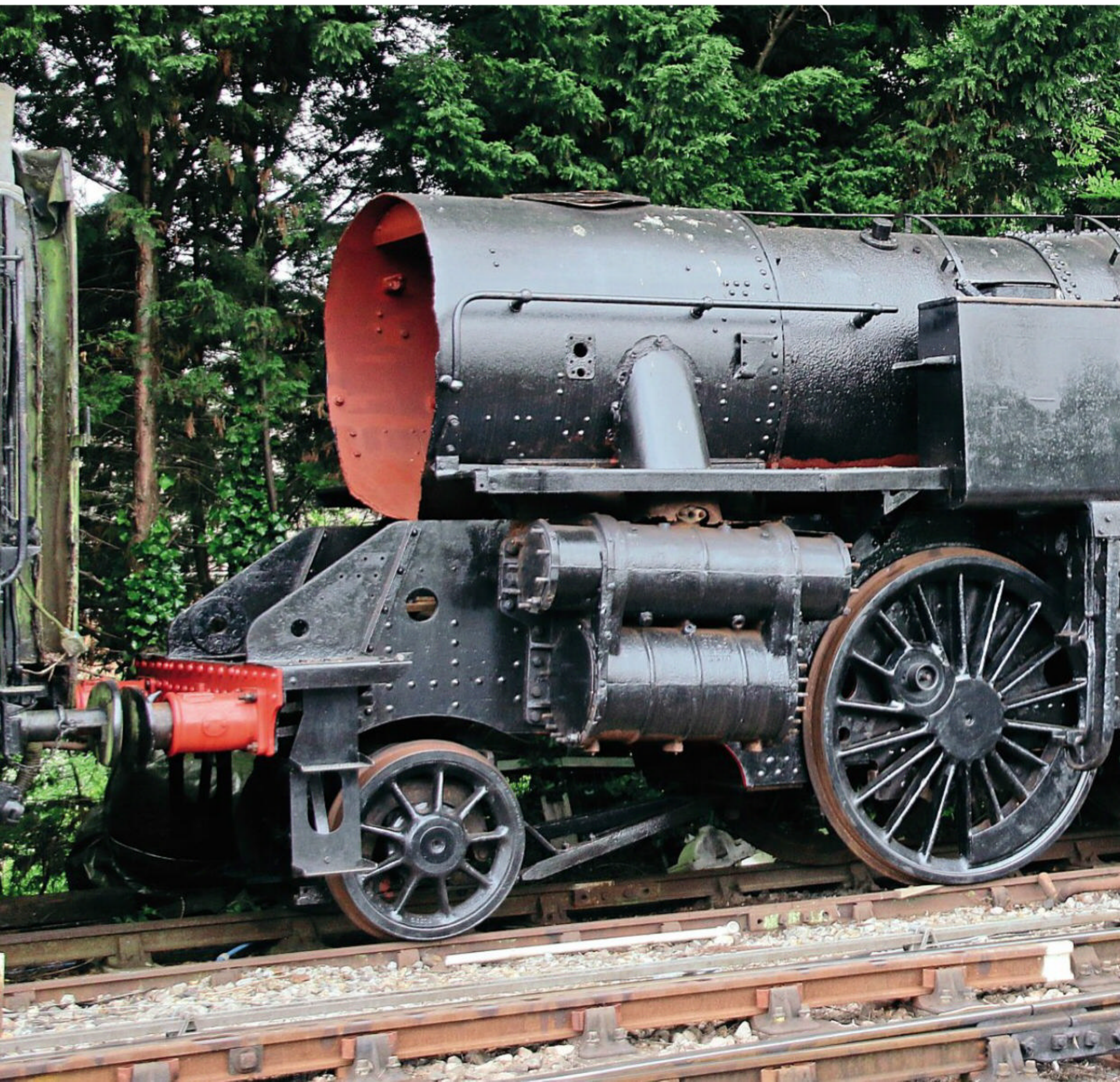
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A STANDARD TANK FOR THE WATERCRESS LINE!

BR 4MT 2-6-4T No. 80150, formerly a member of the Barry Ten collection, is undergoing restoration at the Mid-Hants Railway. **Gareth Evans** learns about the locomotive's history – which included working trains over what is today the Watercress Line – and how a group of friendly supporters are, bit by bit, returning the Standard to its former glory.



The Mid-Hants Railway's (MHR) Alresford headquarters is home to a rateable buffet and a well-stocked gift shop. When you arrive at the attractive period station, a black tank locomotive across the tracks may catch your eye. It's not 'just' any engine, however – it's a lucky survivor, which has acquired quite a following of supporters, and might be described as a 'feel good' project, which will be invaluable for the railway in the fullness of time. What's more, it actually worked on the MHR in the days of steam – so it's historically appropriate too.

While BR 4MT No. 80150 remains one of two unrestored examples of the 15 surviving Standard Four 2-6-4Ts (see panel on page 61), moves are afoot to return fire to its belly by a team of friendly MHR volunteers.

The Friends of 80150 group was set up in late 2016 with the aim of conserving and restoring

the locomotive, which began in early 2017. Since then, members have been transforming it from a rusting hulk, painting, acquiring and manufacturing a host of components ready for when it can take its turn inside Ropley Works. Rather than a generic appeal for 'x' thousands of pounds, the group's approach has been one of bite-sized chunks with targets for particular components.

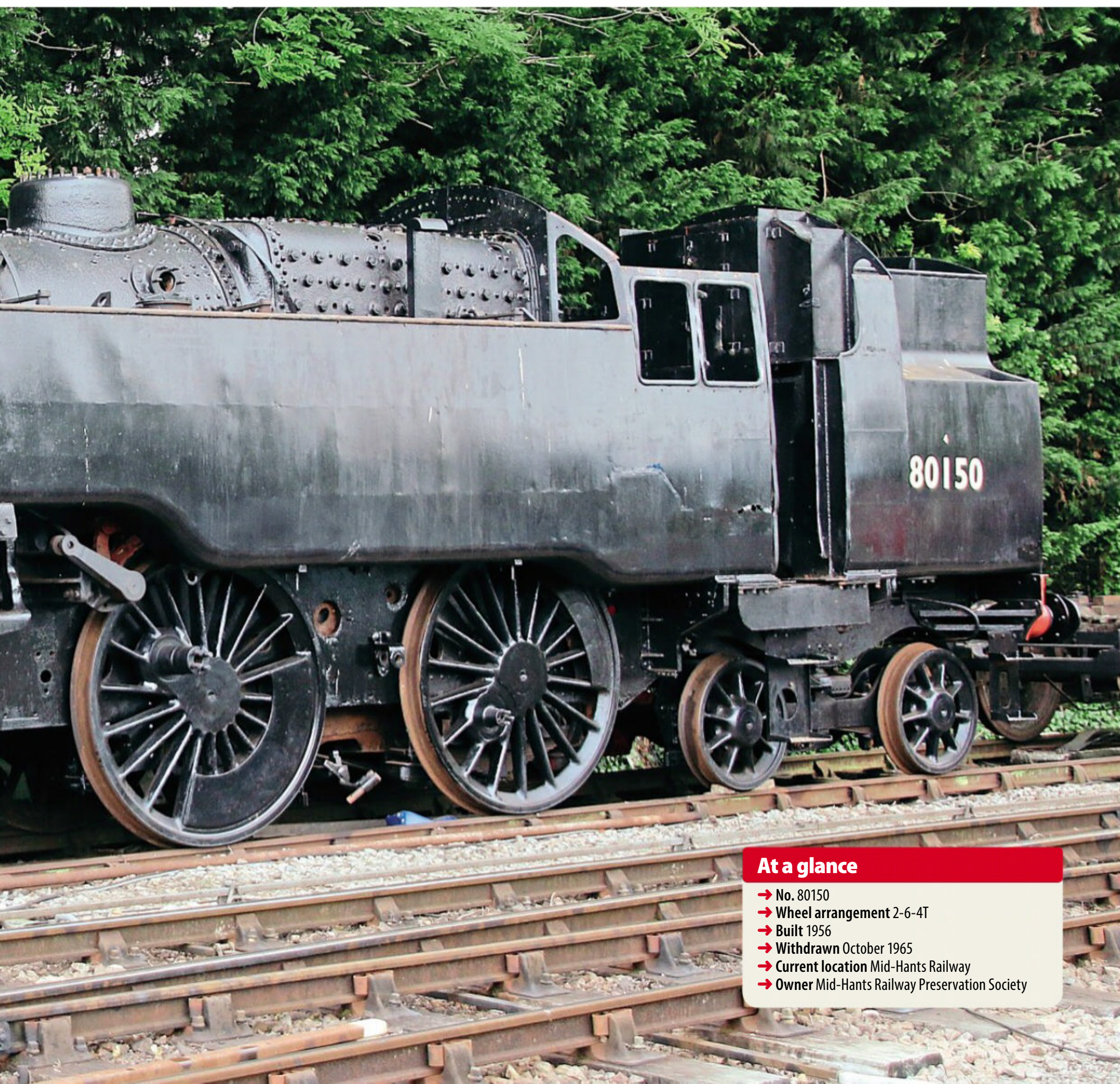
I first met members of the 80150 group at the MHR's autumn 2018 gala weekend. Their sales stand in Ropley Works viewing gallery was buzzing – a team of chatty faces was selling donated goods and merchandise ranging from mugs to T-shirts and hats, branded 'A Standard 4 the Future'. Their enthusiasm was infectious and the public appeared to be responding accordingly – so perhaps it's little wonder that the locomotive is attracting a healthy amount of interest.

No. 80150 Technical specification

Coal capacity 3.5 tons
Water capacity 2000 gallons
Cylinders 2
Cylinder size 18in x 28in
Driving wheel diameter 5ft 8in
Fire grate 26.7 sq ft
Tractive effort 25515 ibf at 85% boiler pressure
Valve gear Walschaerts
Total length 44ft 10in
Weight in working order 86 tons

Below: BR 4MT 2-6-4T No. 80150 is seen across the tracks at Alresford station on June 2, 2019. The worst of the weather is normally kept out by tarpaulins.

 GARETH EVANS



At a glance

- No. 80150
- Wheel arrangement 2-6-4T
- Built 1956
- Withdrawn October 1965
- Current location Mid-Hants Railway
- Owner Mid-Hants Railway Preservation Society

HISTORY

Part of the last batch of five Standard 4 tank locomotives to be built, No. 80150 emerged from Brighton Works in December 1956. Spending its short working life under BR ownership based on the Southern Region, it entered traffic at Brighton after it was built, before moving to Eastleigh shed in September 1963.

Withdrawn on October 17, 1965, it was sold for scrap to Woodham Brothers at Barry. Arriving in south Wales in January 1966, it remained there for many years.

By the late 1980s, most of the steam locomotives at Barry had been rescued for preservation. There were fears that the remaining locomotives might be cut up for scrap. It was also realised that none of the steam engines which had been at Barry had been preserved in Wales. A number of people, led by Robert Adley MP and the Barry Steam Locomotive Action Group, decided that it was fitting for a steam centre to be established in south Wales, where former Barry locomotives could be restored and displayed.

The National Heritage Memorial Fund provided a grant to acquire 10 locomotives, which were representative of the types that operated in Wales. The locomotives were purchased and placed in the ownership of South Glamorgan County Council. They were not however, the last locomotives to leave the yard – nine departed later, including No. 80072, No. 34046 *Braunton* and No. 5553, which have returned to action.

“Initially we found great joy in small victories; when we oiled the doors of the crew lockers and they swung open, it was almost as if we could feel a very faint pulse. So we pressed on; grinding off rust and flaking paint and with no particular plan, we painted ever greater areas of the side tanks, bunker and anything else visible that we could reach. Then a very strange thing happened – people actually liked what we were doing.”

While preparations were made to set up a Wales Railway Centre in the Welsh capital, the locomotives were transported to Cardiff in February 1988. There, they were placed under the care of the erstwhile Butetown Historic Railway Society (BHRS), based in the Grade II*-listed Taff Vale Railway station of Bute Road (now Cardiff Bay). Some light cosmetic work was carried out.

Unfortunately, the scheme to establish a Wales Railway Centre did not come to fruition and the locomotives remained in an unrestored state at Bute Road.

In 1994, the BHRS became the Vale of Glamorgan Railway Company and, at the invitation of the Vale of Glamorgan Council, the group moved to Barry Island.

The Barry Ten were moved and stored inside the former National Welsh bus depot on Broad Street, Barry, which had been acquired by the Vale of Glamorgan Council in 1993. According to the August 1994 issue of *The Railway Magazine*, No. 80150 moved to the depot on June 13, 1994. Thankfully, the bus depot

survives as a living museum, being home to Cardiff Transport Preservation Group's collection of vintage buses and coaches.

Following local government reorganisation in 1996, the locomotives passed into the care of the Vale of Glamorgan Council and Cardiff City Council. The Barry Ten were moved for further storage in a warehouse on the Atlantic Trading Estate at Sully, near Barry.

The locomotives' next move took them to the former BR steam shed at Barry, which had latterly been an EWS (English Welsh & Scottish Railway) depot and wagon works, which had closed in September 1999. Today, it is used by the Barry Tourist Railway.

The transfer of the locomotives to the former 88C shed took place between August 29 and September 5, 2002, taking them close to the old Woodham's yard. Having been hidden from view for many years, the Barry Ten were on public display for the Waterfront Festival on September 13-15 that year. Your writer remembers seeing them in the metal – it was quite a surreal experience.

On January 7, 2005, the Vale of Glamorgan Council announced that the way had been cleared for projects involving the Barry Ten following the approval of the trustees of the National Heritage Memorial Fund and the two local authorities.

With the dispersal of the Barry Ten, No. 80150 moved to the MHR, arriving at Alresford on January 19, 2011.

RESTORATION

Explaining the story behind The Friends of 80150 group, its leader Martin Orford said: “The acquisition of No. 80150 came about following a swap with the Vale of Glamorgan Council for the old Bricklayers Arms turntable, which we'd acquired but never installed.

“Not much then happened for a few years and the locomotive was stored out of sight at the end of the Alresford Down siding, though ownership was transferred to the MHR Preservation Society from the operating company MHR Ltd.

“Having photographed No. 80150 back in the early 1980s in Woodham's yard, for some reason I'd always followed its fortunes from afar and I often said that if I won the Lottery, I'd buy it. Of course, I would have to start buying Lottery tickets first...

“The group came about after a chance conversation with one of the Loco Wednesday Gang volunteers back in late 2016. I mentioned that I thought it was a shame nothing was happening with No. 80150 and he said ‘well why don't you do something then?’

“So we did. A proposal went in to the MHR Preservation Society about what we wanted to do and there were no objections, so it was game on. Initial steps were very tentative. I'm no engineer and neither were most of the people who volunteered to help, but having symbolically uprooted the buddleia bush from what was left of the cab, we set to work.



In the days of steam, No. 80150 is seen at Weymouth. TRANSPORT TREASURY



No. 80150 is pictured at Woodham's Barry scrapyard in July 1986. BRIAN SEFTON/ SEFTON STEAM ART



No. 80150 is seen with BR 9F No. 92245 while stored at Bute Road, Cardiff. AMY CHRIS ADAMS

Initially we found great joy in small victories; when we oiled the doors of the crew lockers and they swung open, it was almost as if we could feel a very faint pulse. So we pressed on, grinding off rust and flaking paint and with no particular plan, we painted ever greater areas of the side tanks, bunker and anything else visible that we could reach. Then a very strange thing happened – people actually liked what we were doing.

“When we asked for donated goods for a gala sales stand, the books and railwayana flooded in and suddenly we were in business.

“It quickly became clear that if we were going to conserve No. 80150 properly, it would be imperative to replace the cab roof and while a temporary cover could probably have been achieved, it would not have been as effective as replacing it with the genuine article. Our supporters thought so too and the cab roof appeal reached its target in only 10 weeks!

“All these locomotives have survived the scrapyard and somehow are still here in the 21st century, so we need to do the best we can for them. They’re a bit like stately homes – while you’re the custodian, you have to do everything you can to hand them over to the next generation in the best possible condition – preferably in working order!”

Asked why No. 80150 is suitable for the MHR, Martin replied: “No. 80150 spent its entire working life in the south of England, being shedded first at Brighton and latterly at Eastleigh. It would have worked on our line many times and Bob Cartwright, still a Mid-Hants driver (see panel), remembers working the van trains with it from Alresford with the watercress for market.

“For John Uphill, now chief engineer at the Lynton & Barnstaple Railway, it was the first locomotive he ever fired as a lad starting work at Eastleigh, so we have friends who knew this

Other surviving BR 4MT 2-6-4Ts

Of the 15 BR 4MT 2-6-4Ts to be preserved, only two members of the class are yet to run in preservation – Nos. 80100 and 80150.

- No. 80002 Keighley & Worth Valley Railway. Displayed at Oxenhope Exhibition Shed
- No. 80064 Bluebell Railway. Displayed at Sheffield Park
- No. 80072 Llangollen Railway. Awaiting overhaul
- No. 80078 Mid-Norfolk Railway. Operational
- No. 80079 Severn Valley Railway. Displayed in The Engine House, Highley
- No. 80080 East Lancashire Railway. Operational
- No. 80097 East Lancashire Railway. Operational
- No. 80098 Midland Railway – Butterley. Under overhaul
- No. 80100 Bluebell Railway. Awaiting restoration from ex-Barry condition.
- No. 80104 Swanage Railway. Operational
- No. 80105 Bo’ness & Kinneil Railway. Under overhaul
- No. 80135 North Yorkshire Moors Railway. Under overhaul
- No. 80136 North Yorkshire Moors Railway. Operational
- No. 80151 Bluebell Railway. Operational

engine well. We have been a bit cheeky and dubbed it ‘The Watercress Loco’ but it does actually fit the bill. As coal becomes scarcer and presumably more expensive, I believe that Class 4 locomotives will become ever more valuable to our steam railways.”

PROGRESS

“I won’t deny that coronavirus has interrupted our continuous upward progress – it has disrupted all heritage railway activities throughout the country,” explained Martin. “Therefore, our first priority now is to do everything we can to secure the future of the Mid-Hants Railway; it’s our line and we have to do that first.

“I took a few ‘lockdown projects’ home, so I’ve been restoring a couple of old gauge glass protectors which were donated by my friends at the Lynton & Barnstaple Railway and a piece of the running board. It’s not much, but

Railwayman’s reminiscences

Mid-Hants railway volunteer Bob Cartwright remembers working on the locomotive while it was in British Railways service – actually on what is today’s Watercress Line.

“I started on the railways in 1962,” recalled Bob. “At that time, an awful lot of young guys like me wanted to become engine drivers – and I am possibly one of the few who actually did.

“You can always tell an old steam man – not that there are many of us still around now – because nine times out of 10 he’ll have an old cloth on him to use. Sometimes I even find myself with a cloth on top of the gearstick in my car! That’s the habit you got into – using a cloth to ensure you didn’t get burned.”

Bob added: “I have a little bit of history with this engine. Towards the end of the watercress business with the railway before it all went on the road, I came here one day with this engine to collect the watercress van to take it back to Winchester to be taken up to London.”

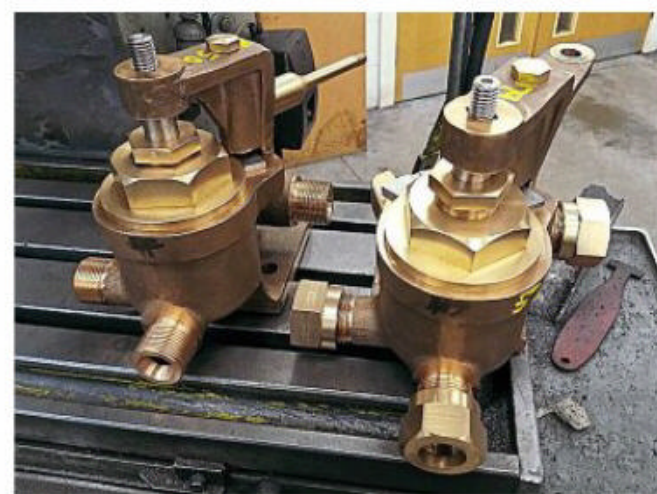


Right: Friendly faces. Volunteers Mike Usher, Martin Orford and Bob Cartwright stand in front of No. 80150. RICHARD BRYAN



Above: Perhaps the wording incorporated into The Friends of 80150 group logo says it all...

Right: This Self Cleaning plate is the first part to arrive for the new smokebox. One of the group's supporters has been working on it at home during the Covid-19 lockdown. MARTIN ORFORD



Above: Wherever possible, new components are being manufactured alongside those for other locomotives, reducing costs for all. New cylinder cock actuating valves for No. 80150 and fellow MHR Preservation Society-owned locomotive, BR 4MT 4-6-0 No. 75079 are seen in November 2019. RICHARD BRYAN

at least the project didn't stop.

"Once we have reopened, I would hope that working parties on Nos. 80150 and 34058 will resume before the end of summer and we will start looking to buy and make more parts. Being the railway's least complete locomotive, No. 80150 is well down the repair queue for Ropley Works, but that doesn't stop us making and collecting components to make its eventual overhaul as straightforward as possible.

"If the finances were available, it would be great to get the tanks or maybe the bunker repaired off site in the coming years."

Asked what parts are on the group's shopping list, Martin replied: "We've already raised the money for a new chimney and we had secured the loan of a pattern and found a supplier who could cast it when the lockdown intervened. Therefore, that will be the first item, together with the damper handwheels, which are being cast to complete that assembly. The smokebox door is already on order and we are looking at how to get the various fittings for that. We will in due course need a new smokebox and ring in order to fit it, as the front end of the existing smokebox was badly cut while it was in the scrapyard.

"We really have no idea what became of the

smokebox door and ring; maybe someone's got them in a container somewhere. They may not be in very good condition anyway, so we have a new door on order and are researching how to get the ring done in association with the Gloucestershire Warwickshire Railway-based No. 76077 group, which needs one for its locomotive."

The cab roof also vanished during the 2-6-4T's time at Barry scrapyard. "We think that some of them were removed to access the boiler cladding to see if there was any asbestos lagging to remove," said Martin.

"BR was using glass fibre by the mid-1950s, so they wouldn't have found any, but the roof was then probably scrapped.

"I would like to get a regulator/dome cover made too, unless anyone has got one suitable for an 80000/75000 locomotive in a container somewhere which we could buy. Other items are being fabricated whenever we can double up with parts for No. 75079, so a new Duplex Valve is on the way and various parts for the regulator assembly, among other things."

RESOURCES

On that note, Martin was keen to stress his gratitude to other locomotive groups, both on and off the Watercress Line.

"Members of the MHR-based No. 75079 group have taken an interest in what we're trying to do since day one – their help has been pivotal to the project.

"Our two groups dovetail together well; while we are the noisy self-publicists, they are the quiet skilled engineers!

"So while our campaigning raised the money for the cab roof, it was the skill and patience of the 75079 group which fitted it out with ventilator hatches and made it ready for fitting to the locomotive, which we hope to achieve as soon as possible. The 75079 group continues to do so many good things for our project behind the scenes and we could not possibly do any of this without them."

Martin added: "The BR Steam Locomotive Owners Group members have also been very helpful to us with drawings and patterns and via them we have met others who can help us with getting new parts made. In particular, the Toddington Standard group, which manages No. 76077, have been really helpful.

"Towards the end of last summer, the MHRPS asked us to take on SR Rebuilt Battle of Britain Pacific No. 34058 *Sir Frederick Pile* as a second project for conservation. We made good progress initially until a very wet autumn and winter, followed by the Covid-19 pandemic put the brakes on our plans. 'Sir Fred' suffered the misfortune of its restoration stalling due to the death of its owner and champion Mike Vout. Mike generously gifted No. 34058 to the MHR and when we are able to, we would like to do the best we can for his old locomotive, which was once a regular performer on the 'Atlantic Coast Express'. Like No. 80150, it is a locomotive with bags of potential."

SUPPORT

In addition to invaluable financial donations from well-wishers, the Friends of 80150 group has benefited from running a sales stand at events, which helps to raise the locomotive's profile.

Martin said: "Since my background is in the music business, I love branded merchandise, so the first thing I bought for our sales stand was a batch of 80150 T-shirts with an eye-catching logo. Beanie hats, bags, polo shirts and all manner of other items soon followed and could be seen on many a smartly dressed enthusiast around the steam railways of Britain.

"We don't make an enormous amount of money on merchandise; certainly not enough to make a decent dent in the restoration fund, but it sends an important message to all that



Tasks completed on the last working party on No. 80150 before the Covid-19 lockdown included refitting part of the running plate. Les Wateridge and Mike Savage are seen at work on March 17, 2020. RICHARD BRYAN



The locomotive's original cab roof disappeared during No. 80150's time at Barry scrapyard. Its replacement is seen at Ropley Works. MARTIN ORFORD

the project is active and upwardly mobile."

Asked about opportunities for volunteers to provide hands-on support, Martin replied: "Given where the locomotive is located next to busy running lines, we are unfortunately not able to welcome casual volunteers and anyone working on No. 80150 or 'Sir Fred' must hold a current MHR Personal Track Safety qualification.

"While the course for this is straightforward, it does mean that a certain amount of commitment is involved to become a working volunteer, though we do already have a pool of about 50 people we can call on for working parties.

"We can usually get between five and 10 people from that pool most weeks, which is a good number to get things done. For those who wish to follow our locomotives from home, we have a very active Friends of 80150 Facebook group with over 500 members, for which I provide regular blogs to keep everyone informed of what we're up to.

"The MHRPS Virgin Money 80150 appeal is still very much open: <http://virginmoneygiving.com/fund/80150> and I think it is very important to show our donors exactly what we are spending the money on which they have so kindly given to us."

CONCLUSION

"I think that one of the things which has attracted so many people to the No. 80150 project is that it echoes much of the original spirit of railway preservation," said Martin.

"This is all about people who may not have any kind of engineering background getting involved, learning new skills, having a go and making a difference. Watch The Titfield Thunderbolt and you'll get the general idea.

"I don't have all the answers as to how to restore a steam locomotive, but I can almost certainly speak to the right people who do. The project could really do with a chief engineer to push us on to the next level, but until that person steps forward we'll keep moving it along ourselves.

"Our first priority post-lockdown is to play our part in securing the future of the MHR and I urge people to donate to the MHRPS general appeal. Details can be found at www.watercressline.co.uk

"However, once things are back to normal, I hope people will continue to find a place in their hearts for a tatty old tank engine, unwanted by BR, passed over by enthusiasts for decades but miraculously still with us. The Watercress locomotive is truly steam's great survivor!" **HR**

Whetting appetites for the future, visiting BR 4MT 2-6-4T No. 80078 leads resident Ivatt 2MT No. 41312 alongside No. 80150 at Alresford on October 19, 2018 during the line's gala. RICHARD BRYAN

From the archives

During the course of researching this article, The Railway Magazine Archive has been an invaluable reference source. The writer thought it might be interesting to share some snippets and mentions from No. 80150's early days.

→ June 1956 issue

In a table headed 'British Railways Locomotive Construction Programme, 1956', it included a batch of 20 4MT 2-6-4Ts numbered 80131-80150.

→ March 1957 issue

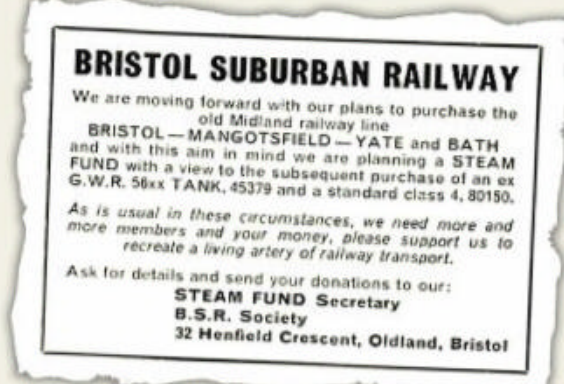
Under Locomotive Notes, Southern Region: "New standard class 4 2-6-4 tank locomotives 80150 and 80151 built at Brighton Works have been allocated to the motive power depot there."

→ March 1965 issue

Under Locomotive Notes, Southern Region: "The following engines have been put into store recently: ... 2-6-4 tanks Nos. 80014, 80018 and 80150."

→ December 1965 issue

Under Locomotive Notes, Southern Region: "Locomotives withdrawn in the Southern Region for the period to October 25 were as follows: ... 2-6-4 tank No. 80150."



This advert was published in the September, October and November 1972 issues of *The Railway Magazine* – plus January 1973. The Bristol Suburban Railway evolved into today's Avon Valley Railway (AVR). Interestingly, 'Black Five' No. 45379 was bought for AVR in 1974, before relocating to the Great Central Railway and being acquired by the Mid-Hants Railway Preservation Society, arriving at Alresford on March 1, 2002. It is currently stored under cover awaiting overhaul at the One:One Collection in Margate.



Hornby unveils all-new GWR Large Prairie tank in OO scale

HORNBY'S latest OO gauge releases includes an all-new GWR steam locomotive, fresh livery variants of its 'Terrier' models and new wagons, examples of which can be found in preservation at several heritage lines.

The long anticipated new model of GWR's Class 51xx/61xx Large Prairie includes all-new tooling; a detailed bodysheet and underframe; separately fitted detailing parts; NEM couplings; and a five-pole skew wound motor.

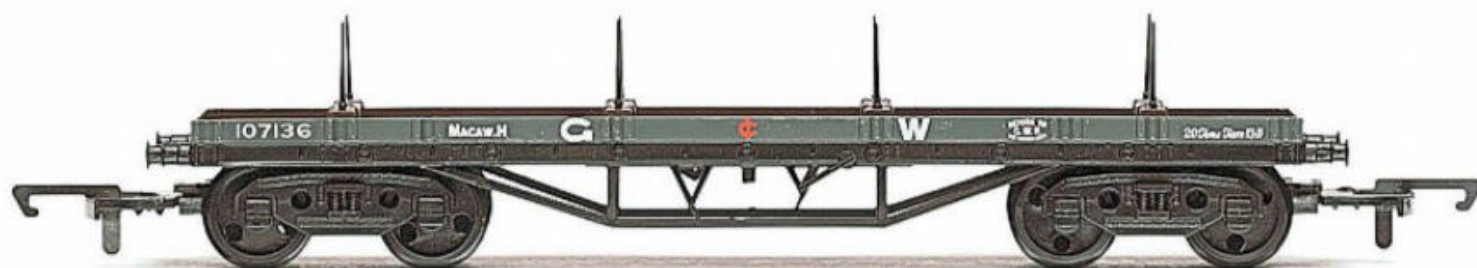
Hornby said in a statement: "It seems a long time since we visited the Didcot Railway Centre back in August 2017 to measure up No. 4144. Due to unavoidable circumstances, it has taken a little longer for the model to come to market than we would have liked. However, we are sure that you will all agree that the wait has been worthwhile and we look forward to seeing images of the models running on your layouts soon."

Available in both digital ready (with the provision of an eight-pin socket) and factory digital fitted forms, livery variants include: No. 6145 in BR black with early emblem; No. 6110 in GWR green; No. 4154 in GWR green; and preserved example No. 4160 in BR lined green with late crest.

Hornby has also produced a newly tooled model of its A1/ A1X Class



Above: GWR 2-6-2T No. 6110 is available in GWR green. **Below:** Hornby's new batch of GWR Macaw H bolster wagons.



'Terrier' 0-6-0T. The initial run has included several of the more popular liveries carried by the delightful locomotives, with accurate tooling variations reflecting the given period in their careers.

Features include separately fitted detailing parts; NEM couplings, a three-pole skew wound motor; a diecast chassis; and digital capability with a six-pin socket. Livery variants

comprise SECR green, LSWR green, LBSCR improved engine green, and SR olive green.

Set to join the line-up are *Carisbrooke* in SR malachite green with BR lettering and *Merton* in LBSCR improved engine green, produced in commemorative Hornby centenary year packaging.

Wagons are not forgotten either. While the GWR 'Macaw H' and BR

'Bogie Bolster A' are established models in Hornby's range, a new batch is now available. The detailed finish includes fine livery applications and separately applied stanchions.

Two examples can be found in the heritage sector today – at the North Yorkshire Moors Railway and Gloucestershire Warwickshire Railway.

Due to their short length, they proved to be popular with BR for conversion to crane runners. Three survive in preservation in that role – at the Gwili, Great Central and Dean Forest railways.



Left: Large Prairie No. 6145 is modelled in BR black with early emblem.



Above: 'Terrier' Leadenhall shows off the LBSCR's Improved Engine Green.

Heljan shows off decorated OO scale 'Rats'

HELJAN has whetted the appetites of heritage diesel fans with the release of decorated samples of its eagerly anticipated 4mm scale Class 25/3. Set to be available to buy in shops during the final quarter of this year, the line-up includes 'celebrity' example *Tamworth Castle*, which is preserved at the Churnet Valley Railway.

The models represent the final development of the Derby/Sulzer Type 2, covering 25/3s built between 1963 and 1967 – as well as the 'ETHEL' (Electric Train Heating Ex-Locomotives) which were converted from the locomotives in the 1980s.

The latest sample features refinements over previous engineering prototypes, including the removal of bolt heads from the windscreen frames and tail-light surrounds.

A dozen livery variants are to be produced of the all-new model. They include: BR two-tone green D7647 (small yellow panels); BR two-tone green D5244 (small yellow panels) weathered; BR two-tone green D7550 (full yellow ends); BR early blue D7661 (small yellow panels); BR blue D7667 (full yellow ends); BR blue No. 25252 (LMR); BR blue No. 25155 (WR) weathered; BR blue No. 25093 (Scottish Region/LMR); BR 'Ice Cream Van' livery No. 25912 *Tamworth Castle*; BR Railtour two-tone green D7672 *Tamworth Castle*; BR blue/grey No. 97250 'ETHEL 1'; and InterCity No. 97252 'ETHEL 3'.

A further model is being produced exclusively for TMC, depicting No. 25102 in mid-1970s BR two-tone green with full yellow ends.



A close-up showing the detail to be found on Heljan's new Class 25/3, which is due to be released in the final quarter of this year. This is a pre-production sample and may be subject to change before production gets underway. HELJAN



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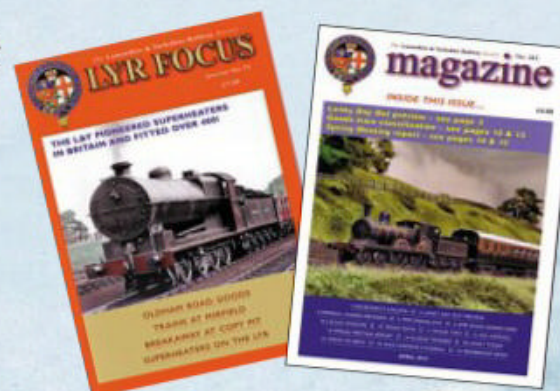
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Capital departure: LNER F6 class 2-4-2T No. 7061 on a Down suburban train. The locomotive on which the OO-gauge model is based was built at Stratford in April 1911 and withdrawn by BR as No. 67220 in July 1955. IAN LINDLEY



Labour of love: Ian Lindley at work on his OO-gauge layout that will recreate the former GER Liverpool Street to Bethnal Green stretch of main line in the 1930s. JILL LINDLEY



Liverpool Street station and the Great Eastern Hotel are the centre of pedestrian and taxi activity in this 1935 scene in miniature. IAN LINDLEY

Liverpool Street to Bethnal Green in nine years – and still counting

By Geoff Courtney

THE one-mile journey on the former Great Eastern main line between the London terminus of Liverpool Street and Bethnal Green should take about four minutes, but it has so far taken Ian Lindley nine years, and he has yet to reach his destination.

For rather than enjoying the comfort of a London Overground EMU, the 63-year-old retired town and country planning chief officer has chosen a painstaking, and at times frustrating, method of travel – an OO-gauge model layout that demands patience, skill and a financial outlay that he describes as “shedloads of cash”.

The figures behind the layout illustrate the enormity of Ian’s dream. It will measure a total length of 88ft – two sides of 32ft plus two ends of 12ft each – and a width of up to 8ft, and there will be 137 turnouts, 26 locomotives including B12 and B17 4-6-0s, D16 4-4-0s, and a variety of other tender and tank engines, 62 carriages, and more than 250 wagons. There will also be about 110 buildings built by Ian in plasticard.

Explaining the path which led to what has become a mammoth modelling project, Ian said that as a five-year-old in the early 1960s he remembers watching summer expresses on the GWR main line

south of Cheltenham Spa. “The drivers always waved,” he reminisced.

“At home, from a Hornby O-gauge clockwork tinplate, my father progressed me to electric OO-gauge, and that led to successively larger layouts and experiments with buildings and scenery. I was hugely inspired by layouts featured in magazines, and built my own versions of a couple of layouts before searching for originality.”

That search, said Ian, took 36 years and resulted in his starting work in 2011 on the layout that he is still building.

Prototype

Asked why the Liverpool Street-Bethnal Green stretch, Ian replied: “I could have chosen a simpler and smaller subject, but my wife Jill and I both recalled our separate visits to Liverpool Street before the office developments around Broad Street and Bishopsgate – memories made stronger by the murky internal atmosphere and rather confusing platform access.

“We both experienced running for trains, climbing seemingly endless steps against a tide of opposing people, crossing over bridges, down and up more steps, to arrive at a platform in time to see the train depart. We wanted to capture the character of somewhere relevant to us both.”

Ian chose to set the layout in 1935, which he says allows for a range of interesting motive power and rolling stock in a setting which had adapted only slowly over time. “I also wanted to recapture the grime of a living and working city powered by coal, which reignites childhood memories of English industrial towns before the impact of the Clean Air Act.”

Research on the layout’s urban scenery was an inspiring part of the ambitious project for Ian, due to his days as a planning officer that included economic development, landscape and open space reclamation and housing renewal, and also because of his interest in industrial and railway architecture, and the history and development of urban areas.

“For me, much of the enjoyment is hunting for old images and deciphering photos taken on a smoggy day by an indifferent camera, captured on subsequently decayed film, or printed on now yellowing magazine pages. Is it a recess, a gap between buildings, what does the Ordnance Survey map show, how could I build it? Irrespective of the time taken in research, I normally find missing information shortly after having committed to a scheme. We call it ‘Lindley’s luck.’

“However, connoisseurs must take warning. The model is only

influenced by the real thing and is not a truly accurate depiction, although I have tried, where possible and when it seems worthwhile and enjoyable, to work from original imagery as closely as I can. I have limited lifespan, funds and skills, so I have had to make adaptations and shamelessly manipulated geography and history for practical reasons.”

With the layout being in the loft of his home in the Scottish borders, Ian muses: “The Great Eastern Railway never had to contend with copious roof rafters and four right-angled bends.”

Construction

There are, he adds, hours of frustration. “Finding the bits I know I have, dropping and searching vainly for the tiniest of parts, embedding splinters in sundry parts and cutting large chunks off my fingers, and expending shedloads of cash for a space-hungry monster that, despite being built in 2ft loft rafter-length sections for easy dismantling, will be an absolute pig to disassemble.”

And how far has he to go? “I am working steadily towards Liverpool Street, where I anticipate the train shed will be a constructional nightmare, but the estimated time of arrival is a little uncertain, and so for the moment the layout is a static display. By the time I am 96, I may have finished!”

Support preservation by buying MGR coal hoppers

THE National Wagon Preservation Group (NWPG) is offering a limited edition pack of three of its flagship MGR coal hoppers in 4mm scale.

Produced by Hornby, the three models are HAA No. 354966, HMA No. 355798 and CDA No. 353224, which are based at the Chasewater Railway. The NWPG has ordered a quantity of the triple pack to sell on to

the public via social media channels and at events. They are priced at £74.95 inclusive of postage.

Owen Edwards, NWPG co-chairman, told *Heritage Railway*: “We hope that any budding modeller will support our cause and all of our hard work and purchase their pack directly from us. We have 75 units on order, so we are leaning on modellers for their

direct support. We can take payment by BACS, cheque and PayPal (there is a fee to cover theirs, which comes to £77.51 when paying).” Order via

website <http://www.nwpg.co.uk/> or direct message on the NWPG Facebook page www.facebook.com/NWPGUK/



The wagons are available in packs of three.



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Looking outside the box

Pete Kelly compares two recently released commemorative boxed sets and looks at some of the many alternatives in both period and gauge that are now becoming possible for modellers thanks to the availability of ready-to-run models.

WITH so much heritage news going on, I've kept this modelling feature about 'coming out of the box', both literally and figuratively, as brief as possible this month.

Many if not most railway modellers will decide on a particular theme for their current layout and stick to it doggedly in everything they buy thereafter. I'm no exception in this regard as I continue to build up locomotives and rolling stock for my next OO-scale project based on the LMS in the late 1930s.

Every now and again, though, something completely different comes along that I simply cannot resist, my latest such acquisitions being commemorative boxed sets of Hornby Rivarossi's HO (1:87) scale model of the Union Pacific Railroad's articulated 4-8-8-4 'Big Boy' locomotive No. 4014 (HR 2753)

In its presentation box with three first-class coaches, *Rocket* looks so tiny that admirers find it hard to believe that it is actually in OO scale, or that it is actually a working model. The bright yellow of the locomotive and coaches reflects that of the fastest horse-drawn road coaches of 1829. The simple motion is reflected faithfully.

and, in complete contrast, Hornby's (1:76) scale model of Stephenson's *Rocket* and three matching first-class coaches 'Times', 'Despatch' and 'Experience' (R 3809).

Contrast

Released last summer, the special-edition 'Big Boy' pack commemorates both the 150th anniversary of the completion of the Pacific Railroad in 1869 and 60 years since the 'Big Boy' locomotives began to be removed



from the American network in 1959 – an anniversary also marked by the restoration of No. 4014, one of eight that still exist.

The exquisite *Rocket* set, along with a 1000-piece limited edition model of 9F 2-10-0 No. 92220 *Evening Star*,

the last steam locomotive to be built by British Railways in 1960, including a cast resin miniature replica of the commemorative plate on the locomotive, both celebrate Hornby's centenary year of 2020.

The contrast in size between the 'Big Boy' and *Rocket*, which are pictured side-by-side, is profound, and would have appeared even greater if the scales had been the same.



Researched, designed and tooled at the same time as Hornby's centenary Stephenson's *Rocket* and three first-class coaches, this Liverpool & Manchester Railway third-class open-topped carriage also features etched brass components and separately fitted parts, and will be available soon.

Variety

Taking the meaning 'out of the box' figuratively, though, there's never been a more tempting time to think about something other than 'Big Four', British Railways or present-day standard-gauge main-line modelling in OO scale. A growing number of excellent ready-to-run models makes it increasingly possible to turn our thoughts not only to standard gauge pre-Grouping or industrial modelling, but even to think

Side by side

ROCKET

Builder: Robert Stephenson and Company, 1829.

Wheel arrangement: 0-2-2

Gauge: 4ft 8½ in

Driving wheel diameter: 4ft 8½ in

Weight: 4 tons 5 cwt

Fuel type: Coke

Boiler pressure: 50lb

Cylinders: Two (outside)

Cylinder diameter: 8 x 17in

Tractive effort: Unknown

Max speed: 30mph

'BIG BOY'

Builder: American Locomotive Company, 1941-1944

Wheel arrangement: 4-8-8-4

Gauge: 4ft 8½ in

Driving wheel diameter: 5ft 8in

Weight (with tender): 539 tons

Fuel type: Bituminous coal

(No. 4014 now oil-fired)

Boiler pressure: 300lb

Cylinders: Four (outside)

Cylinder diameter: 23.75 x 32in

Tractive effort: 135,375lb

Max speed: 75mph

After Stephenson's *Rocket*, things just grew and grew... but the Rainhill Trials victor would look even smaller had it been modelled to the same 1:87 HO scale of the Union Pacific's articulated 4-8-8-4 'Big Boy' giant!





Bachmann's award-winning 009-scale Baldwin 10-12-D locomotive is available in several liveries including plain black, Welsh Highland and Southern.

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Superbly detailed OO-scale industrial locomotives in a number of bright liveries, such as Hornby's newly tooled Peckett B2 Class 0-6-0 and W4 0-4-0 saddle tanks, open up all kinds of possibilities for freelance standard-gauge industrial scenes.

Imagine modelling too a narrow-gauge Welsh slate quarry, or perhaps the Welsh Highland or Lynton & Barnstaple Railway past or present thanks to the recent resurgence of ready-to-run locomotives and rolling stock in 009 scale.

Support

The 009 Society caters for every aspect of small-scale narrow-gauge railway modelling for beginners and experienced modellers alike, whether they prefer to scratch-build, kit-build or simply enjoy the increasing number of ready-made products now available, and its website tells us: "From African Garratts to Welsh Quarry Hunslets, from sleek Swiss efficiency to ramshackle railways, we cater for all aspects of small-scale narrow-gauge railway modelling in 009, Hoe, OOb3 and many other combinations."

Among last year's announcements of 009-scale locomotives were a lovely model of the Lynton & Barnstaple Railway's 1898 Baldwin 2-4-2T *Lyn* from the Danish firm of Heljan, and a standard-setting Baldwin 10-12-D which earned Bachmann Europe the 009 Society's P. D. Hancock Award for outstanding achievements in narrow-gauge modelling.

As reported in issue 268, to allow modellers to complete their Lynton & Barnstaple (L&B) locomotive fleets, four versions of the Heljan Baldwin fleet embrace L&B olive green and dark green alongside the Southern Railway Maunsell liveries of pre-and post-1932, and a fifth such model is finished in unnumbered works black for freelance modellers with 009 layouts.

The wide livery choice for Bachmann's Baldwin 10-12-D includes No. 542 in Railway



Imaginative Bachmann 009 bogie rolling stock includes this nicely finished Express Dairy van and ICI open wagon.



Hattons' forthcoming range of 'Project Genesis' pre-Grouping six and four-wheel coaches will come in a wide range of liveries – including red British Railways versions as staff mess vans or tool vans for use with a railway crane, Great Western chocolate and cream, Great Northern teak and London & North Western 'plum and spilt milk'.

Operating Division black, *Bridget* in Ashover Light Railway black, a model in the lined black of the Glyn Valley Tramway, No. 4 in Snailbeach District Railway black, No. 590 in Welsh Highland Railway lined maroon and L&B-esque E763 *Sid* in Southern Maunsell green.

009-scale bogie wagons from Bachmann range from a covered ambulance van to versions in Nocton Estates grey, Southern Railway brown, Express Dairy Company blue and Lincolnshire Coast crimson as well as a Southern Railway insulated van.

Gloucester bogie coaches are presented in Ashover Light Railway crimson and Lincolnshire Coast Light Railway blue and cream liveries, and six versions of the open bogie wagon include WD grey, SR brown and ICI red.

Also announced last year by Bachmann – although they have yet to be released – were Royal Navy Armaments Depot open wagons in Statfold Barn grey or Welsh Highland Railway liveries, RNAD flat wagons with or without planked ends, vans in RNAD grey and Statfold Barn Railway white, an RNAD enclosed-end brake van in grey and an RNAD open-end brake van in SR brown.

Perhaps the most anticipated 009 models from Bachmann, however, are the delightful 0-4-0ST Quarry Hunslets that will come in four versions, two with and two without cabs. Announced at the end of last summer, they will comprise the open-footplate *Alice* in Dinorwic Quarry red and *Nesta* in Penrhyn Quarry lined black, and the cabbed *Britomart* in Pen-yr-Orsedd Quarry blue and *Dorothea* in the red-lined dark green of Dorothea Quarry.

Range

Outstanding Tallylyn Railway-style slate wagons in packs of three, including their loads, are already available to go with them in grey or red liveries, and to make your Welsh quarry layouts complete, the Scenecraft range includes a 009-scale coal store, water tower, boiler house with chimney and tunnel portals. The slate mountain is up to you!

To join the 009 Society, go to <http://www.009Society.com/> or, if you prefer to join by post (UK only), print out and complete the application form (pdf) found on the website and send it, with the appropriate annual membership fee, to Brian Ellsmore, Membership Secretary, 009 Society, 60 Lingwood Avenue, Christchurch, BH23 3JU. UK rates are £23 for full

membership, £20 junior (under 18), and £20 senior (over 65). The society's comprehensive monthly journal, 009 News, is posted directly to each member, and society badges each cost £2.50.

Finally, few modellers in OO scale will have failed to notice the growing number of ornately liveried pre-Grouping locomotives models which have made their debut in recent years. These include the diminutive London Brighton & South Coast Railway 0-6-0 'Terrier' tanks and imposing Marsh Atlantics, Great Northern Railway Stirling 'Singles' and Ivatt Atlantics, and the anticipated Caledonian Railway McIntosh 812 Class 0-6-0 in Caledonian blue.

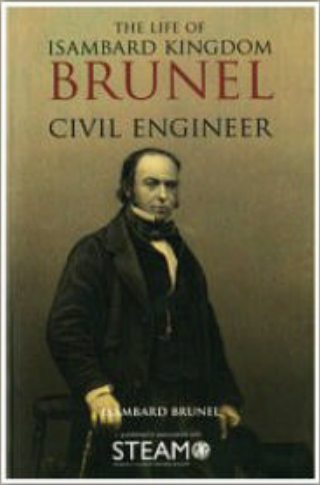
Each one makes a beautiful display cabinet exhibit, of course, but last year's surprise announcement by Hatton's of Widnes of its planned 'Project Genesis' range of four and six-wheel pre-Grouping OO-scale coaches in a wide variety of liveries (such vehicles were once the sole realm of brass kit builders) opens up previously undreamed-of possibilities for bringing these static locomotives to life on truly historic layouts.

Have fun! **HR**

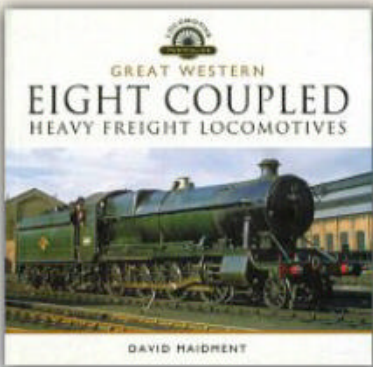
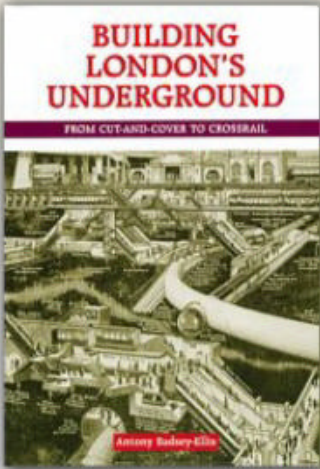
Below: These attractive Bachmann 009-scale slate wagons and their loads come in packs of three, with a choice of grey or red finish.



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Mark those answers on the grid – they could be written forwards or backwards, horizontally or vertically.

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1. In addition to painting, what other service does Steamways offer?

2. Who can you contact regarding recreating a North East legend?

3. Picking up is the aim of this Heritage Line game.

4. Whose trains are in Rugby?

5. AC Models are closed Wednesdays and which other day?

6. The Railway station makes gifts where?

7. What is the name of the 1000th BR Standard locomotive?
8. In which month is the next online auction at justaclickago?

9. Who has over 10,500 books in stock?

10. Britain's leading nameplate manufacturer is Newton?

11. In which city is Clifton Street?

12. What type of fishing can you do in the Severn?

13. Who is the Prince?

14. The world's largest bending company.

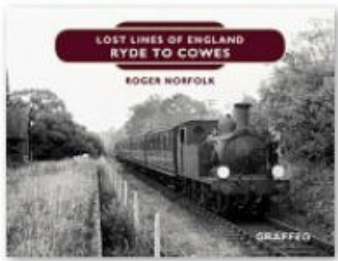
15. Read about a lost line from Ryde to?

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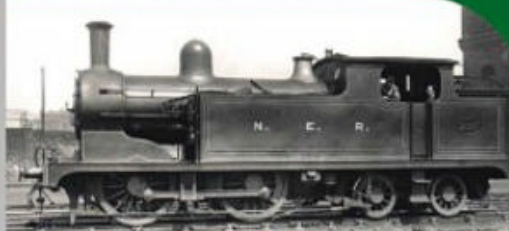
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THE MIDDLETON MILESTONES

In the third of our special features of three heritage lines which celebrate their 60th anniversary this summer, editor **Robin Jones** looks back at the dawn of the Middleton Railway, the first standard gauge outfit to run public trains in the preservation era and which had a very unorthodox start to its passenger services in 1960.

The year 1960 was a landmark one for the infant heritage sector. Three milestones saw it move forward in giant strides, each of them laying down a blueprint for the sector to follow in the decades to come.

That year, the Bluebell Railway became the first section of the closed British Railways network to be reopened by volunteers. The Lincolnshire Coast Light Railway was the first heritage line to be built by volunteers anywhere in the world on a greenfield site and as such to run public services into the bargain.

Unlike the Bluebell, the Middleton Railway was never part of the national network, but history records that it was the first operational standard gauge heritage line, beating its Sussex counterpart by several weeks – but not with steam haulage or a conventional railway carriage.

'Firsts' were nothing new to the Middleton. Founded in 1758, the Middleton Railway was the first to be authorised to be built by an Act of Parliament, the line where steam locomotives were first used successfully on a commercial basis, and today the world's oldest continuously working public railway.

Coal has been worked in the Middleton area since the 13th century, from bell pits, gin pits and later 'day level' or adits.

Charles Brandling, who inherited the Middleton estates, was in competition with the Fentons in Rothwell who had the advantage of being able to transport coal by river to Leeds. In 1754, Brandling's agent Richard Humble, from Tyneside, came up with the idea of building a

waggonway, the first of which – the following year – ran to riverside staithes at Thwaite Gate.

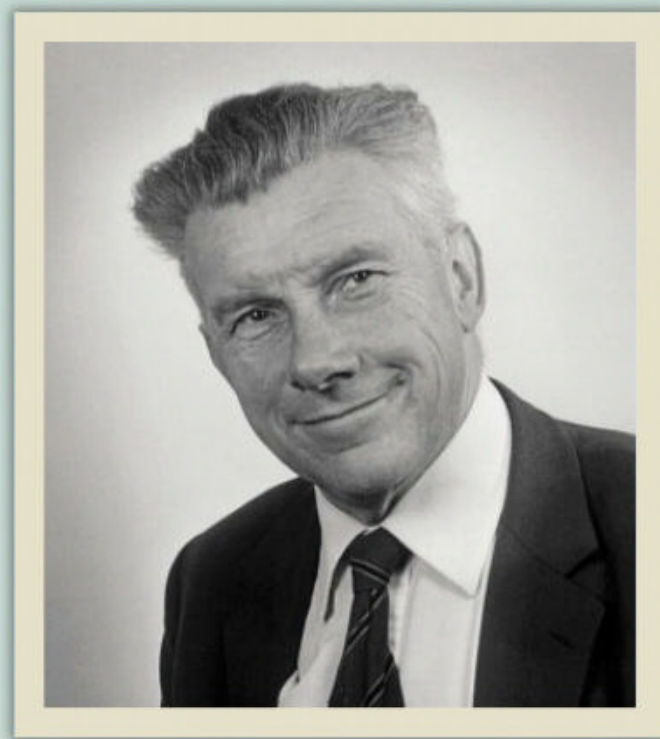
In 1757, he proposed to build a waggonway towards Leeds, and to empower the project, Brandling sought an enabling Act of Parliament. The result was the Middleton Railway, which carried coal cheaply from the Middleton pits to the staith at Casson Close, near Meadow Lane, Leeds, close to the River Aire.

The line was privately financed and operated, initially as a waggonway using horse-drawn waggons. Around 1799, the wooden tracks began to be replaced with superior iron edge rails to a gauge of 4ft 1in.

Cheap Middleton coal gradually enabled Leeds to become a centre of the many developing industries which used coal as a source of heat, for pottery, brick and glass making, metal working and brewing, or as a source of power for mill and factory engines.

In 1812, Middleton Colliery owner John Blenkinsop concluded that a steam locomotive light enough not to break the cast-iron track would not have sufficient adhesion, bearing in mind the heavy load of coal wagons and the steep gradient. So he relaid the track on one side with a toothed rail, which he patented in 1811 (the world's first rack railway, a concept later developed by the Swiss Alpine railways and in Wales, the Snowdon Mountain Railway), and approached Matthew Murray of the firm Fenton, Murray and Wood, in nearby Holbeck, to design a locomotive with a pinion which would mesh with it.

Murray's locomotive was based on Richard



Leeds University lecturer Dr Fred Youell, the founder of the Middleton Railway Trust and a pioneer of the early heritage railway movement.
MRT COLLECTION

Trevithick's *Catch-me-who-can* of 1808, which gave passenger rides pulling a carriage around a circle of track near the site of what became Euston station, but which was adapted to use Blenkinsop's rack and pinion system. It may have been named *Salamanca* after the Duke of Wellington's victory at the battle of Salamanca.

Salamanca was also the first rack-and-pinion locomotive, using Blenkinsop's patented design for rack propulsion. A single rack ran outside the narrow gauge tracks and was engaged by a large cogwheel on the left side of the locomotive. The cogwheel was driven by twin cylinders embedded into the top of the centre-flue boiler.

This locomotive was also the first to use two cylinders, which drove the pinions through cranks which were at right angles, so that the engine would start wherever it came to rest.

However, *Salamanca* became the world's first commercial steam locomotive to operate successfully and three other similar locomotives were built for Middleton Colliery, and others, to different gauges, for the Orrell and Kenton & Coxledge Colliery, making this the world's first locomotive "class."

The Middleton was also the first line to employ a train driver. The first regular professional train driver was a former pit surface labourer named James Hewitt who was trained by Fenton, Murray and Wood's test driver.

Salamanca lasted only six years before it was destroyed in a boiler explosion on February 28, 1818, killing the driver – who also became the first train driver fatality. As a result of the force

The first standard gauge public passenger train on a heritage line: 0-6-0DM No. 1697 pushing Swansea & Mumbles Railway tramcar No. 2 in June, 1960. MRT COLLECTION





The Collier, an 1813 watercolour by George Walker, is the first painting of a steam locomotive, and illustrates *Salamanca* in action on the Middleton Railway.

of the explosion, he was “carried, with great violence, into an adjoining field the distance of 100 yards,” it was reported. Future *Rocket* inventor George Stephenson claimed that the driver had tampered with the boiler safety valve, when he gave evidence to a parliamentary committee.

A second boiler explosion occurred on February 12, 1834, this time killing driver Hewitt. Blame this time fell upon a badly-worn boiler, kept going by in-house repairs which were no longer expertly carried out after Blenkinsop’s death, and the railway reverted to horse traction the following year – apart from a mile-long length cable-hauled by a stationary engine. Steam locomotives would not return to the railway until 1866 with tank engines supplied by local firm Manning Wardle.

Pioneering the heritage era

The story of today’s lynchpin of British industrial railway heritage began in 1958, the 200th anniversary of the Act of Parliament which empowered the Middleton.

On February 1 that year, the *Yorkshire Evening Post* ran a front page headline which said ‘Coal board is to abandon pre-Stephenson railway in Leeds – it’s too costly’.

Broom Pit was by then held to be “a losing concern”, the track needed heavy maintenance and was in desperate need of complete renewal, and the lease on the railway land was about to expire. It was deemed cheaper to load the coal into lorries at the pit, but residents – backed by Leeds City Council – objected loudly to lorries

going through the Belle Isle housing estate.

Saturday, June 7 that year saw the city museum open a Salute to Steam exhibition arranged in conjunction with the Railway & Canal Historical Society and the West Riding branch of the Railway Correspondence & Travel Society. That same day, about 300 members of these societies embarked on a bicentenary journey from Hunslet Moor staithes in a rake of six open goods wagons loaned by BR behind the NCB’s now-scrapped Hudswell Clarke 0-6-0ST No. 1871 of 1954 *Blenkinsop*. For safety reasons, it was followed by new prototype Fowler 0-4-0DH No. 423001 of 1957, which was advertising that company’s products.

The council and Belle Isle residents fought on in the wake of the announcement that road haulage would begin in August 1959.

A compromise solution was reached whereby the National Coal Board agreed to send some of the coal by rail and the rest by road. BR was to operate the rail traffic, and the section of the Middleton saved from closure for the purpose was relaid to its standards. The rot had set in for rail freight here: by 1967, just 3% of the weekly average shipments of 5400 tons left by rail.

In September 1959, members of the Leeds University Union Railway Society, which was looking for a site on which to preserve or even run trams, a mode of transport by then fast disappearing from street scenes everywhere, came up with the idea of acquiring a short stretch of line, or even building one. However, the university quickly gave the cold shoulder to laying track on its West Park sports ground and

the idea of students running trains.

The society then looked at the northern section of the Middleton which ran towards Hunslet staithes and the BR connection at Balm Road. Clayton, Son & Company, which was still using the line and the major owner of the section in question, agreed that the society could try out the scheme on it. The students bit the firm’s hand off! Claytons also agreed to allow the society to use a strip of land at the south end of its Dartmouth Works yard in Garnet Road, two tracks in width and over 150 yards long, where the growing collection of locomotives and rolling stock would be kept when not in use, and huts were built for indoor work or storage of equipment.

In December 1959, at a meeting of the society chaired by lecturer Dr Fred Youell, its staff president, members voted unanimously to form the Middleton Railway Preservation Society.

The society did not plan to run regular services on ‘its’ bit of the line. Instead, the students acquired several street trams from closing systems, including several from Leeds. Hunslet loaned and later sold them 1932-built 0-6-0DM No. 1697, the first purpose-built diesel to work for a main line railway company, the LMS, which ended up as the first works shunter.

In January 1960, what had in 1804 become the world’s first passenger line – the Swansea & Mumbles Railway – controversially closed in favour of motor buses. The society’s tram enthusiasts obtained that line’s Car No. 2, one of its double-deck coaches, which resembled a large electric tramcar, and which had been built



Standard gauge first: No. 1697 and Swansea & Mumbles No. 2 ready for passengers at Moor Road on June 20, 1960.

KEITH TERRY/NATIONAL TRAMWAY MUSEUM, CRICH



Above: Was this the most unusual way of delivering and reassembling a carriage in history? The top deck of Swansea & Mumbles car No. 2 is craned from the railway overbridge on June 18, 1960, awaiting lowering onto its lower deck and bogies. KEITH TERRY/NATIONAL TRAMWAY MUSEUM, CRICH

Right: Public demand: the queue for a ride on one of the first Middleton Railway services, on June 25, 1960. KEITH TERRY/NATIONAL TRAMWAY MUSEUM, CRICH





The volunteer-run freight operation saw up to three trains a day leave via the main line link, at first behind GNR J50 0-6-0Ts. Here, No. 1697 and the line's 'new' brake van are seen alongside Ardsley shed's J50 No. 68941 in January 1961. MRT COLLECTION



Bishop Eric Treacy and Gerard Fiennes name Bagnall No. 2702 of 1942 *Matthew Murray* on February 3, 1968. Needing a heavy overhaul after years out of traffic, in early 2019 the locomotive was bought by North Yorkshire Moors Railway driver Mark Richards. MRT COLLECTION



Sentinel Y1 No. 54 at Middleton Park in August, 1970. MRT COLLECTION

by Brush of Loughborough. These vehicles ran in trains of up to four units, and were the largest tramcars of their type in Britain, each seating 106 passengers.

No. 2 came to Leeds by train, the upper deck, the lower deck, and the motor bogies travelling on three separate bogie wagons and on June 18 the Hunslet diesel, polished up for the occasion, hauled these sections on to the Middleton Railway.

The tramcar was reassembled in a highly unorthodox manner. The lower deck was jacked up and the bogies fitted, but there was no crane large enough to lift up the top deck. BR decided that the only way to reassemble No. 2 was to place them beneath a bridge, and the only one suitable was the one which spanned the Middleton, half a mile from its Garnet Road base, and which carried the BR branch between East End Park and Beeston. It was arranged with the signalman on duty to ensure no BR traffic was running, and then the decks were placed beneath the bridge. The top deck was lowered onto the lower deck before declaring the bridge clear so that the branch traffic could resume.

Reopening day and beyond

Monday, June 20, 1960, saw the students run their first train. At 4.45pm, Dr Youell, wearing academic dress, took over control of No. 1697 linked to Car No. 2, which was filled with a party of children after the line offered 'free rides at your own risk' as a temporary service, which was part of the University Rag Week charity events.

In doing so, the Middleton had achieved yet another first, as it became the first standard gauge railway with services operated by unpaid volunteers, nearly two months before the Bluebell Railway's inaugural service on August 7.

During that week, Car No. 2 carried 7700 passengers between Burton Road level crossing and Parkside Great Northern Railway bridge, and a small amount from donations was made.

While steam remains the predominant image of the preservation sector, it is often overlooked by the public at large that it was 'modern traction' that launched services on two of the



NER Y7 0-4-0T No. 1310 with brake van working traffic in 1970. MRT COLLECTION

country's early heritage lines. Five years before that historic run of No. 1697 with Car No. 2, the Ffestiniog Railway ran its first heritage era public passenger train behind its 1917-built First World War Simplex petrol tractor later named *Mary Ann*.

The success of that July 20-24 first week of operations led the students to ask – why not run the line for freight, its original purpose? Approaches were made and two firms, Clayton and Robinson & Birdsell, agreed to continue to use the line, for shipments of heavy steel raw materials and scrap metal respectively. Three months later, the Middleton reopened to goods, trains being worked by students between lectures.

The students' first freight train ran on September 1, 1960, and comprised three empty four-wheel wagons to Robinson & Birdsell, two of which went out the same day loaded with scrap metal for the steelworks. Clayton's Dartmouth Works traffic started a month later. That first, week, Colonel Robertson from Her Majesty's Railway Inspectorate, who later became chief inspector of railways, visited Middleton and found that all was in order, and gave the students good advice on how best to run it.

It could be argued that the Middleton was merely carrying on as before and was not 'preservation' in the traditional sense. Yet just like their Tallylyn, Ffestiniog and Bluebell

counterparts, the students were not paid.

In January 1961, LMS brake van No. 158760 arrived for use on the freight trains and at the same time, No. 1697 was named *John Alcock* after its designer – in the presence of John Alcock himself. The 'new' brake van replaced an identical one, M357620, which had been hired from BR until the society's own vehicle was ready.

Fred Youell was the guiding influence for the railway-operating students for many years. He later became the vice-president and continued to take an active interest in the railway's life until not long before his death in 1998.

Another early mainstay was the late Reggie Lawrence, who became the society's permanent

Hudswell Clarke 0-4-0ST No. 1309 of 1917 *Henry de Lacy II* at Moor Road in 1971, with the 'new' platform. MRT COLLECTION



way expert, drew up its first rule book, and had played a key role in acquiring its first steam locomotive. LNER Y1 0-4-0VBT No. 54 (BR No. 68153). Built by Sentinel of Shrewsbury as its No. 8837 in 1933, it ended up working at Geneva Yard in Darlington, from where it was withdrawn in 1961. It was acquired with the aid of a generous loan by society president, David, Lord Garnock, No. 54 and arrived at Holbeck depot on a Lowmac for unloading. It was then 'tripped' to Balm Road and brought to Dartmouth Yard.

However, the early dream of a private tramway slowly faded away as the railway carried more than 10,000 tons of freight a year under volunteer auspices, and with renewed pressure on space at the Dartmouth works sidings, the society's collection of trams was dispersed. Most of the trams ended up at Derbyshire's Crich Tramway Museum.

The railway continued to acquire locomotives rather than trams, and in early 1968, Hudswell Clarke 0-4-0ST No. 1309 of 1917 *Henry de Lacy II* arrived from Kirkstall Forge, to which it had been supplied new. Just prior to its departure to Balm Road sidings on February 4, one of the Kirkstall Forge directors announced that it was to be donated to the Middleton.

Ceremonial honours

The previous day, the railway's Bagnall 0-4-0ST No. 2702 of 1942 had been named *Matthew Murray* after the pioneer locomotive builder. The ceremony was performed by the Bishop of Wakefield, Dr Eric Treacy, a renowned enthusiast, and Gerard Fiennes, former general manager of the Eastern Region. After the naming ceremony, Dr Treacy drove it firmly down the Balm Road branch.

By 1969, however, the days of wagonload traffic on BR was over, and the Middleton's goods traffic went into terminal decline, finally ending in 1983.

The chance came to acquire the southern part of the line. However, the serious loss of income from Clayton's goods traffic, which had just been lost to lorry transport, led to a repositioning of the railway's operations.

It was then decided to run a weekend passenger service between Moor Road and Middleton Park, and that stretch of track was overhauled and brought up to



Henry de Lacy II taking water in Dartmouth Yard in July 1978. MRT COLLECTION

passenger standards.

Henry de Lacy II hauled its first regular passenger service during the July 'Hunslet Feast' week in 1969. Those first services operated from what was known then as Tram Crossing, where today's subway under the motorway is situated. There was no platform, and passengers had to climb into the LMS brake van, often with assistance.

Sadly that year, Car No. 2, a sole complete survivor of the Mumbles line, was scrapped after it was declared unsafe and despite strenuous efforts, no other home could be found.

All was not lost from the Welsh line's latter-day heritage, however, as the front end of car No. 7 was also saved for preservation, at Swansea Museum, and is now on display in that venue's dedicated Tram Shed in the marina.

In 1981, the Middleton celebrated its 21st anniversary as a heritage line. The first major event of the year was a celebration of the life of John Blenkinsop, which included a photographic exhibition at the *Yorkshire Evening Post* building in Wellington Street and a special service at Rothwell Parish Church, where John Blenkinsop is buried. The Reverend Redhead conducted a short service, which included a reading by the then trust chairman Joe Lee, followed by wreath laying

at Blenkinsop's grave. Following lunch, a *John Blenkinsop* nameplate for Peckett 0-4-0ST No. 2003 of 1941 was unveiled.

The Middleton Railway became a market leader as an example of a private industrial line. Today it houses a representative selection of locomotives built in the Jack Lane, Hunslet area by renowned Leeds manufacturers John Fowler, Hudswell Clarke, Hunslet, Kitson & Co. and Manning Wardle.

In 2020, the railway made major plans to celebrate its years of volunteer operation, with visiting locomotives and events organised in co-operation with Leeds City Council.

However, the unexpected brought a swift end to the best-laid plans, as the entire country, indeed the world, was placed on a war footing with the Covid-19 pandemic and the ensuing lockdown.

Undeterred, as we reported last issue, despite it being closed to the public, a handful of Middleton officials privately ran a special train to mark the diamond jubilee.

Echoing that first working 60 years before, at 4.45pm on Monday, June 20, No. 1697 departed from Moor Road, waved off by Fred Youell's son Matthew, for a round trip. This time there was no behemoth tramcar behind it, but an infinitely more conventional private owner open wagon and brake van.

Fowler 0-4-0DM No. 3900002 topping and tailing with *Henry de Lacy II* at Middleton Park in August 1970. MRT COLLECTION





Hawthorn Leslie 0-4-OST No. 3860 of 1935 *Swanscombe No.6* was one of several locomotives new to the Associated Portland Cement Company of Swanscombe, Kent. They were made redundant by diesels and this example was acquired by the Middleton Railway. Seen in service near Middleton Park in July 1975, it was in service on the railway for four years before being withdrawn for an overhaul which began in 2001. In March 2019, the boiler was sent away for the replacement of the outer firebox sides. The locomotive was due to return to action on the line this year. MRT COLLECTION

While the planned June 20-21 anniversary gala was cancelled, public services resumed on August 2 following the easing of lockdown, and it is intended to hold the celebrations at a later date.

The railway's vice chairman Ian Smith said: "The Middleton Railway Trust has evolved from a very small group of students attempting something which had never been done before – the operation of commercial freight services using volunteers – into the thriving and professional tourist attraction it is today.

"All this progress has only been possible through the dedication and persistence of many people, some of whom are still with us, others who have passed away. We look forward to many more years successfully operating the world's oldest railway."

Along the railway today

The Middleton Railway's operational section begins at Moor Road, although the line physically starts with the Balm Road branch which joins Network Rail's Leeds-Sheffield route.

However, the main line connection has been bolted closed, preventing access, having not been used since 1990. This section of track, which crosses Beza Road, Tulip Street and Moor Road, is now used only during special events as the line's crossings would need upgrading for regular use.

Located few yards from Moor Road level crossing is the line's main terminus, Moor Road station, which includes the Engine House museum and workshops, along with a single platform for departing and arriving trains. The site was once a junction between the link to the Midland Railway main line via the Balm

Right:
Countryside at the edge of a big city:
Hunslet 0-6-0DM No. 1697 of 1932 repainted as LMS No. 7051 *John Alcock* heads the private diamond jubilee train on June 20. MR



Road branch and the line to Kidacre Street coal staithes near Leeds city centre.

Leaving Moor Road, a selection of locomotives and rolling stock is stored on sidings before the 263ft tunnel, the only one on the line, which allows it to pass beneath the M621 motorway. Immediately afterwards, there is the junction with the Dartmouth branch, a stub of the line that once connected various local metal industries with the national network. It is occasionally used at special events and in recent years used for training main line track workers.

After the Dartmouth branch, the line begins to enter Middleton Park. The line passes by the John Charles Centre for Sport on its right and the South Leeds Academy on its left. Here are two overbridges: one a road bridge, carrying John Charles Approach, and the second, a

footbridge linking the school and sports centre.

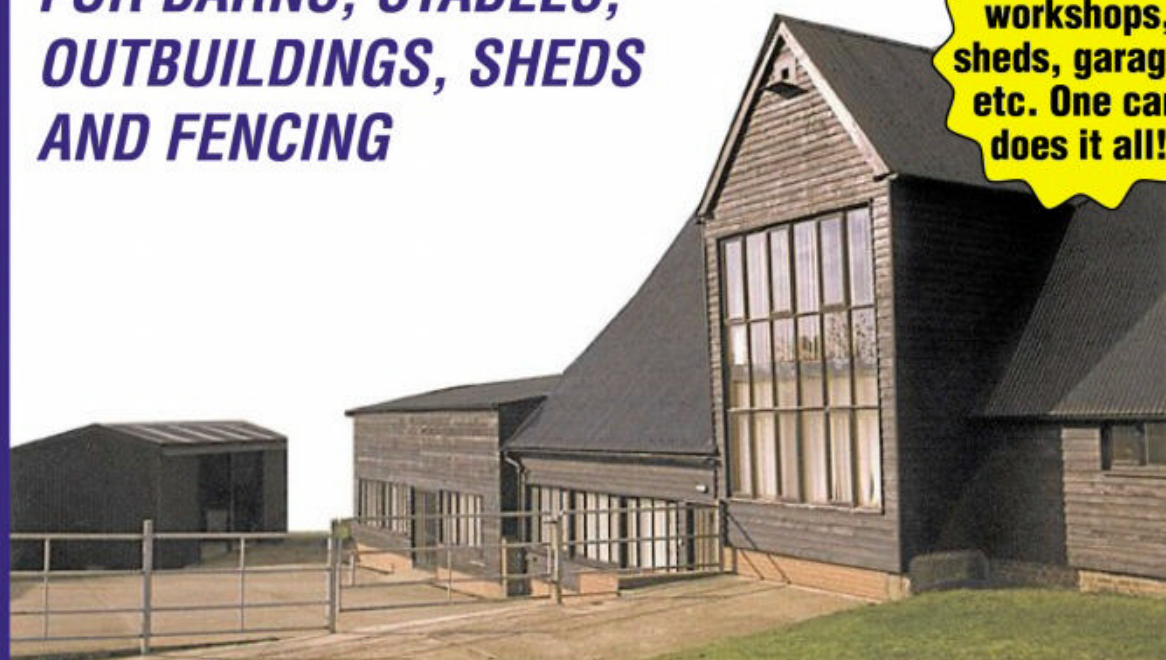
Located close to the site of Broom Pit colliery and on the edge of the park, Park Halt station is the current terminus of services at the far end of the line. It consists of a platform for Middleton Park and a run-round loop.

From here, former branches continued to Day Hole End and to West Pit via a rope-worked incline. There were also numerous waggonways from early pits in the park, the remains of which can still be seen. Extending into the park to its original starting point, a long-held ambition of the heritage line, has been discussed for many years, but would require significant earthworks and funding.

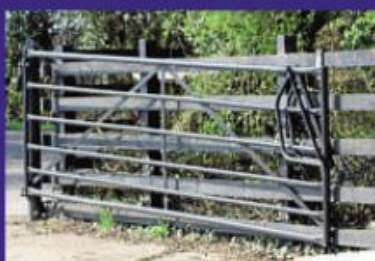
One thing is for sure: it seems all but certain that the Middleton Railway has not passed its last milestone yet! **HR**

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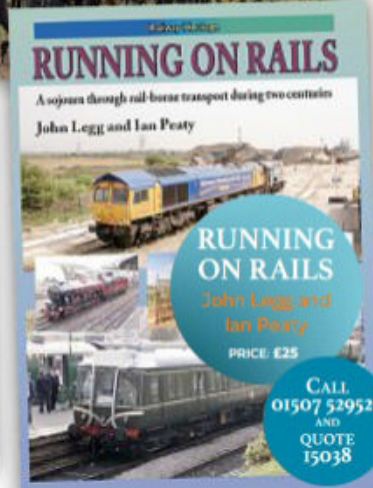
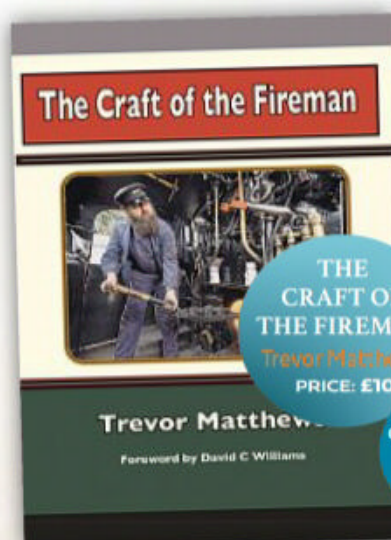
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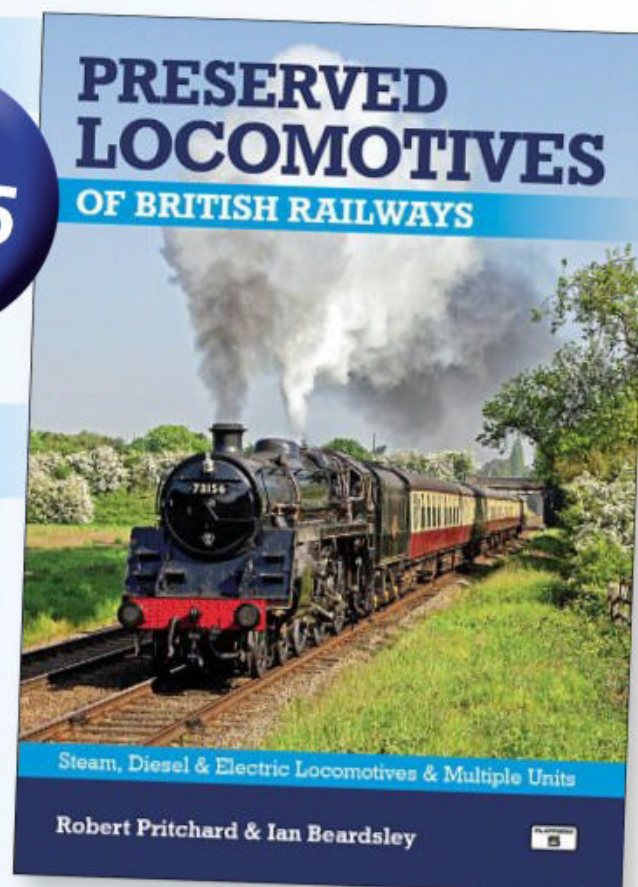
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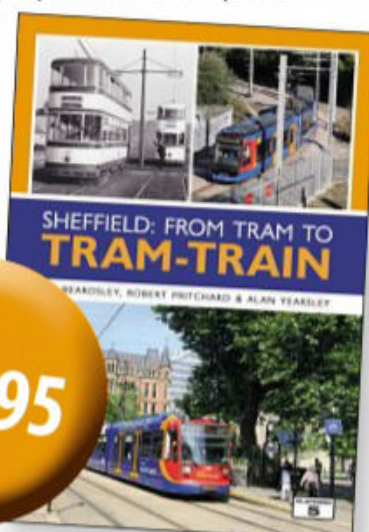


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TRACK TALK

→ More about the Keighley & Worth Valley and that classic film

Thanks for the latest *Heritage Railway* magazine. Just to add a few additional points to your fascinating article on the Keighley & Worth Valley (KWVR) and *The Railway Children* film.

Back in 1959, BR originally set out to close the KWVR branch and it was only strong lobbying by local people and the Keighley local authority that persuaded the Transport Users Consultative Committee to oppose closure and to recommend a trial diesel service.

Without this stay of closure, it is unlikely a preservation society would have been formed to save the line, and it would have gone the same way as the Holmfirth branch, which did close in 1959.

On page 45, the driver of locomotive No. 67 appears to be Richard Greenwood, and the guard in the Old Gentleman's coach is Graham Mitchell. Both played crucial roles in the running of the railway and are still around today.

Tony Cox, the person who bought Lancashire & Yorkshire 0-6-0 No. 957, only the second locomotive to be bought from BR, in 1959, is still a volunteer at KWVR as far as I'm aware.

There was a stage performance of the *Railway Children* at The Crucible, Sheffield, many years ago, probably 1980s or 90s, and a full-size mock-up of a locomotive was created.

When you saw it close up you could see how flimsy it was though!

David Smith, Sheffield

→ More new builds to re-create Victorian trains needed

WE SHOULD take our hats off to the new fledgling Southwold Railway, which has shown the heritage sector the way when it comes to constructing a new-build replica of 2-4-0T *Blyth* of the 1880s in record time, as it was expected to steam in 2021, had it not been for lockdown.

Could the heritage sector learn from this, with a North Staffordshire Railway (NSR) 2-4-0 paired up with the Knotty Carriage Trust coaching stock re-creating the Maryport & Carlisle scene in *Heritage Railway* issue 266?

Can the engineering drawings be found?

The NSR engines were sourced from various manufacturers, mainly its own works at Stoke, but also Sharp, Stewart, and Henry Dübs, later North British.

The National Railway Museum or the county records office, wherever these workshops were based, should be able to locate a set of detailed drawings.

Just how many more steam railways would benefit from a gala with a complete Victorian train?

Derrick Martin, Hornchurch, Essex

STAR LETTER

Beeching: PM Wilson was the bigger villain

I BELIEVE it was inevitable government in the 1950s, especially one devoted to reducing public expenditure, would seek to tackle the growing 'problem' of the worsening financial position of British Railways. The trouble was, they started from the wrong end.

As you rightly comment, the national network was a mess, with lines running into areas simply to put down a presence in competition with one or more other companies.

It was a 19th-century railway, being run in a mid-20th century commercial and technological environment, and failing badly.

What was missing was any attempt to relate the network as it existed, and devise a plan that ran trains where and when people actually wanted to travel on them. Likewise freight.

Let me give an example from my home town of Rugby. In 1962 – before

Beeching – what had started life as the Midland Counties Railway from Leicester was closed because of falling passenger numbers and the poor state of the infrastructure.

Alternative services were provided from Rugby Central station, a brisk walk away on the former Great Central Railway.

Closure

Then in 1966, the Great Central was closed south of Rugby Central, which retained a skeleton service to Leicester and Nottingham, and was probably the largest closure of the Beeching era.

The skeleton service lasted until 1969, when it was replaced by buses.

Since then, there has never been an adequate train service to link Coventry, Rugby, Nuneaton, Leicester and East Midlands, although a change of trains at Nuneaton – a recent

innovation – is better than nothing.

Elsewhere, it has taken a century to get a link from the north side of Manchester (Lancashire & Yorkshire), to the south side (London & North-Western), and already it is running out of capacity.

The wrong question was asked. This led to the incorrect policy being implemented, under the malign influence of Marples the road-builder. Beeching was simply a hired hand, in my view.

However, there is one other name that deserves to be called out and shamed – Harold Wilson, Prime Minister from 1964 to 1970.

He ran a successful election campaign promising to scrap the Beeching plan. In reality, most of the closures took place on his watch.

Draw your own conclusions.

Mervyn Leah, email



Passengers waiting at a snowbound Chelsfield station in the winter of 1963/64. PHILIP LANE

The Railway Children's 'real' station in the Sixties

THE July issue of *Heritage Railway* was very interesting. I was amazed to see such a prolific article on *The Railway Children*, Nesbitt and Chelsfield.

I spent most of my life in Chelsfield, and as a professional photographer began to acquire a big collection of old views of the area, as well as taking my own, especially from the air from 1965.

I am retired now to East Sussex, but go

back weekly to Chelsfield for family and friends. I have many interesting images that I know now are unique.

Regarding the article's headline photograph taken in 1968, I was given an original in 1976 from which I made a copy and produced a postcard.

That image may well have come from my copy, but I suspect there is a copy of it at York.

I enclose a shot I took while waiting for the train to London to get to my photography college in Regent Street – I just found the single negative and scanned it. I know most of the people in foreground. It can be dated from the adverts: *From Russia with Love* was on at the Embassy in the winter of 1963/64, and I saw it at the time.

Philip Lane, email

Memories recalled thanks to *Heritage Railway*

THE latest *Heritage Railway* (issue 269) has landed on my door step today – thank you for an absolutely wonderful magazine. Two features have brought back memories for me: Pete Kelly's article about the LNER A1 Pacifics and Robin Jones' feature about the 60th anniversary of the Lincolnshire Coast Light Railway (LCLR).

I immediately recognised the photograph of the signalbox on page 65 as Dukeries Junction at Tuxford, Nottinghamshire. In my younger days, I carried out most of my trainspotting there. We used to talk to the signalman when he had the time, which was not a lot! We sat on top of the grass bank opposite the 'box and in the meantime, I took some wonderful colour slides of our bikes leaning on the fence behind us and a tractor working in the field, but only took one slide of a train going by and that was LNER A2 Class No. 60536 *Trimbush* passing the 'box from about the same angle. Well, they were always going to be there weren't they and there was always tomorrow! Isn't hindsight a wonderful thing...

Turning to the LCLR article, I drove Peckett 0-6-0ST *Jurassic* from 1962 until 1965 and carried out a lot of work on the railway. I used to run that locomotive on my own until 11pm to ensure all the people got home from the Beachcomber Club and then spent the night in the bungalow which we had on site!

It was also me who designed those truss rods on the Ashover carriages as they had awful sags in them – about 4ins if I recall correctly. We jacked them



***Jurassic* at that time was painted in this Dulux paint shade, which was acquired cheaply. The photograph was taken at 6am one morning after the writer had finished polishing the brass – steam being raised gently.**

Right: Peckett 0-6-0ST *Jurassic* takes water at North Sea Lane with a hose pipe from a tap. Inside the truck is Leo Bates. On the footplate holding the hose pipe is Malcolm Gregory, who was writer's regular fireman.



up in the middle and left them over the winter. We packed them up at both ends too and every week when I went down the Humberston to check on the state of them. It was amazing how often I had to adjust the packings as the sag came out. We left the packings about 3/8ins clear at each end.

I also designed the new station building while I was apprentice at United Steel Structural in Scunthorpe. This spanned over three tracks and

at last we had a water tank, which I designed to go in the rafters. I also acquired a 250-gallon tank to go up there too, from a local farmer who seemed to sell everything.

I acquired most of the sleepers for our new line from our own Ore Mining branch.

I have lots of other stories which I won't bore you with just now. I am now a retired chartered civil engineer.

Doug Hewson, email

Birmingham Snow Hill saw the 'worst' Beeching closure

NEVER let the deliberate run down and closure of certain railways during the Beeching era be forgotten.

Of all the Beeching closures, the worst by far was Birmingham Snow Hill to Wolverhampton Low Level.

Every effort was made to force this line to close. At Wolverhampton, passengers had to pass through the parcels office to board trains and the stations along the route were allowed to get into a terrible condition, including Birmingham Snow Hill.

Because too many people were using the service, two section lines linking into Low Level and Snow

Hill were closed in 1968 – Stafford Road Junction to Low Level and Birmingham Moor Street to Snow Hill.

Diversion

To inflate the so-called loss on the line, the railcars used on the service which ran direct from Tyseley to Snow Hill were forced by the closure of a line less than a mile to then travel through Birmingham New Street and Smethwick to rejoin the Snow Hill line. There were no Sunday and Bank Holiday trains.

The Snow Hill Line Action Group bravely led by John Holland fought the the closure and managed

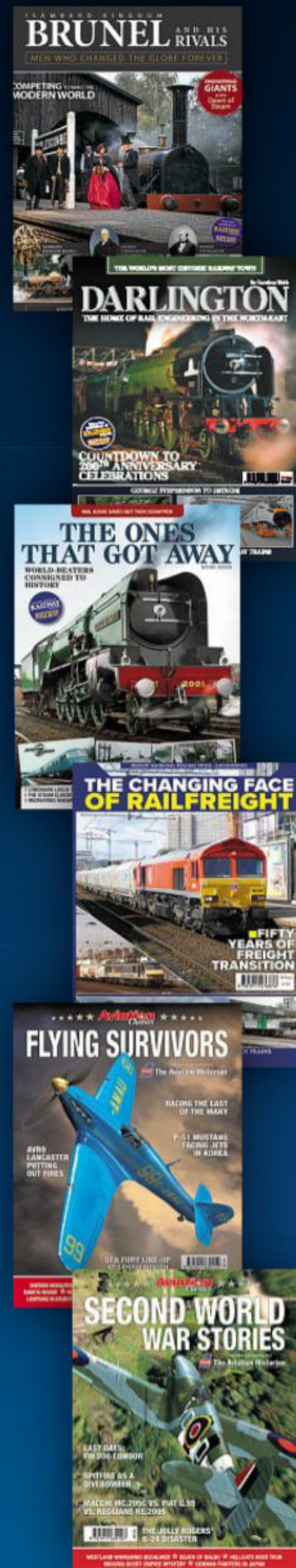
to prolong the service to 1972. Other potentially viable lines were destroyed by trains that connected with each other for years no longer doing so, and no effort made to try to turn them around.

I hope in remembering the Beeching era we pay tribute to some of those who stood up and fought closures. John Rogers of the Cambrian Coast Line Action Group, Torquil Nicholson of the Save the Kyle Line, The North Warwickshire Line Action Group, Graham Nuttall of the Friends of the Settle to Carlisle to name but a few. To them we should always pay our thanks.

Chris Magner, email

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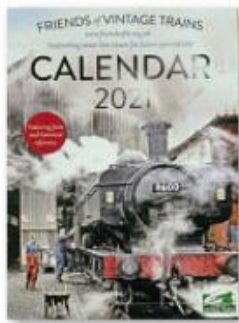
FRIENDS of Vintage Trains' members have used their enforced spare time during the Covid-19 lockdown to produce this splendid A4 size colour calendar that marks the 50th anniversary of the group's unswerving volunteer support of Tyseley's pioneering main line operations.

Members Robin Coombes, Al Wallace and Clive Hanley have taken the superb colour photographs of Tyseley's classics in action on the network, including No. 5043 *Earl of Mount Edgcombe*, No. 7027 *Clun Castle*, No. 5080 *Defiant*, and No. 9600.

Designed by Andy Wallace, the calendar goes one better than most by adding facts about the depicted locative and railway history on each month.

For convenience of ready reference, each page has a thumbnail of the months either side.

INFORMATIVE AND INSPIRATIONAL WITH IT



The Lynton & Barnstaple Railway

By GA Brown, JDCA Prideaux and HG Radcliffe (softback, Surrey Support Group of the Lynton & Barnstaple Railway Trust, <https://www.lynton-rail.co.uk>, 178pp, £12.95, ISBN 978 0 9552181 49)

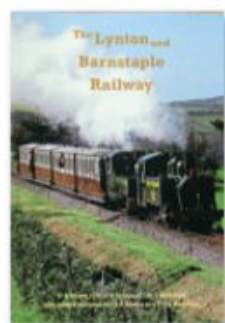
HERE is the welcome sixth edition of a ground-breaking volume that was first published in 1964, half a

century after Gordon A Brown published his *The Operation of the Lynton & Barnstaple Railway 1898-1935*.

The Surrey Group had been planning to update the much-loved book since 2018, not only with the photographs reproduced with better resolution, but with a significant update on the progress being made with the heritage railway, including its construction and inauguration, and the approval of the planning applications to extend the current running line to Blackmoor and Wistlandpound Reservoir.

The book still includes the scale drawings of locomotives and rolling stock along with track plans and building surveys, and has an updated chronology with an index added.

Sadly, Gordon, who had been chairman



The Southern around London

(softback, Transport Treasury Publishing, 16 Highworth Close, High Wycombe, HP13 7PJ, 112pp, £14.50 inc p&p, ISBN 978 1 913251 11 6).

OK, I hold my hands up, writes Geoff Courtney. Like many of my trainspotting chums in the 1950s and early-1960s, I wasn't a Southern Region aficionado.

Living near the former Great Eastern line seven miles out of Liverpool Street, we considered the depot and works at Stratford as our personal hunting ground, and revered the King's Cross, Euston and Paddington termini as true cathedrals of steam.

Conversely, I wasn't alone in regarding the rebuilt (is that a word that will upset the purists?) Merchant Navy/West Country/Battle of Britain locomotives as probably the most handsome of all the Pacifics, and my dog-eared 1959 Combined Volume shows I 'copped' every Merchant Navy and Lord Nelson, all but a handful of the Schools, and a majority of the light Pacifics and King Arthurs.

Fast forward to 2020, and through my letterbox comes newly released *The Southern around London*, with its cover adorned by No. 34087 145 *Squadron* at Herne Hill in May 1954 on a Victoria to Ramsgate express.

The Pacific may be as-built – it didn't lose its air-smoothed casing until December 1960 – but all my negative teenage thoughts of the Southern

evaporated and were replaced with a keen anticipation of steam photographed in and around our capital city.

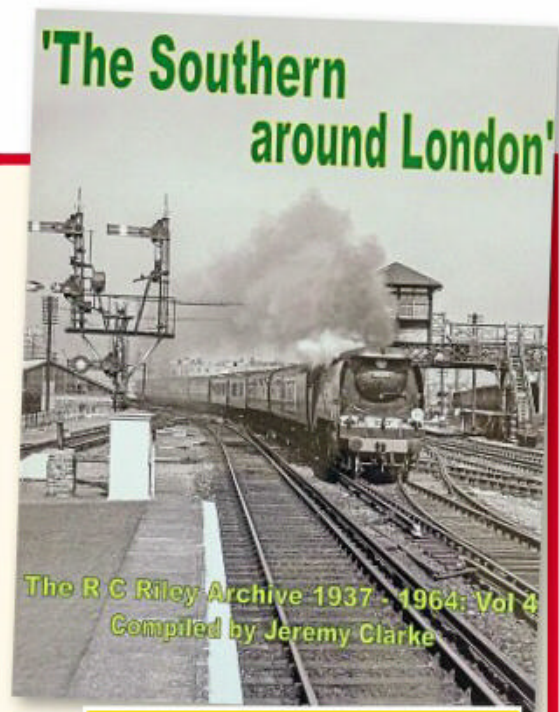
The book is the latest from Transport Treasury Publishing, and is the fourth volume of photographs taken by south London-born RC 'Dick' Riley from 1937-64, compiled by Jeremy Clarke.

One of the qualities of this publisher's books is that the captions contain a plethora of detail and historical background rather than being a mere adjunct to the image, a refreshing feature that enhances the reader's appreciation of the photographs.

And photographs are there aplenty, more than 150 all in black and white, from 0-6-0s to Pacifics and 0-4-4Ts to Atlantics.

Motive power depots are there too, including such likely suspects as Stewarts Lane and Bricklayers Arms, as well as Hither Green, Feltham, Norwood Junction and also New Cross Gate, which closed in June 1947.

This being the Southern, there's full pictorial coverage of electric multiple units, including an image of one of the EMUs at Wimbledon running parallel with Merchant Navy No. 35027 *Port Line* on a Down Bournemouth express



EDITOR'S CHOICE

in March 1957. In his caption to this image, Jeremy Clarke writes that while the Pacific was rescued from Barry, the "everyday" EMU, No. 4514, had gone by the end of 1958, adding dryly "nobody bothered to rescue that".

Stations also have their own chapter, and so too 'interlopers' such as GWR 0-6-0PT No. 4634 on an empty stock working at Vauxhall in June 1959, when helping out M7 0-4-4Ts that were by then feeling their age.

At the same station six years earlier is on-loan LNER V2 class 2-6-2 No. 60908 photographed in the summer of 1953 when all the Merchant Navies were temporarily withdrawn for their axles to be tested.

The images of the pannier tank and V2 in unfamiliar territory are examples of Dick Riley being in the right place at the right time – a talent that skilled photographers such as him honed over many years of following steam.

SOUTHERN LOCOMOTIVES IN A CAPITAL SETTING

of the LBR Association in 1997-98, died on March 7 while this new edition was being prepared, and this very welcome updated edition is dedicated to his memory.

BRINGING THE STORY UP TO DATE

Twentieth Century Posters

Original vintage posters (www.twentiethcenturyposters.com prices from £50)

THE former Head of Collections at

London Transport Museum David Bownes, who recently appeared with Tim Dunn on Yesterday TV's *The Architecture the Railways Built*, has launched a new website showing collectable vintage posters, and offering them for sale.

Twentieth Century Posters shows some fascinating railway advertising designs by legendary graphic artists such as Austin Cooper.

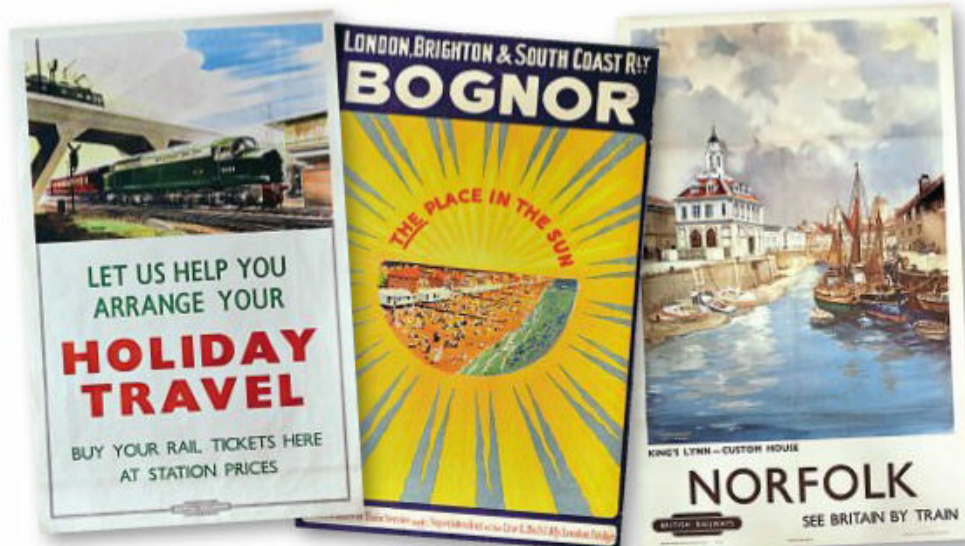
Each listing is accompanied by information about the artist and some background to the posters.

There are also some early and rare London Underground and London Tramways posters, as well as propaganda posters from both World Wars, and iconic advertising posters from giants such as Guinness and Shell-Mex.

All items are available to buy and are the real thing – commissioned, designed and printed at the stated date.

There are no modern copies or 'museum-quality' replicas.

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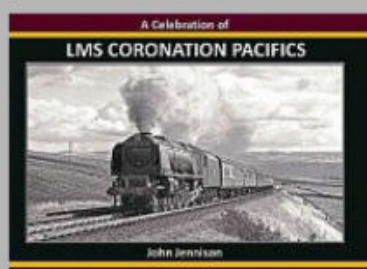
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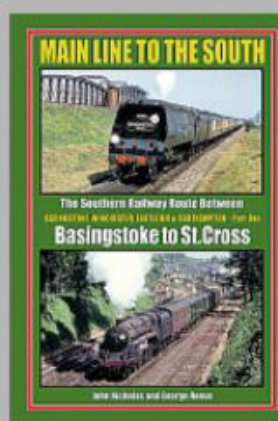
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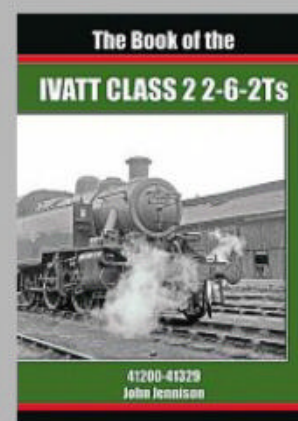
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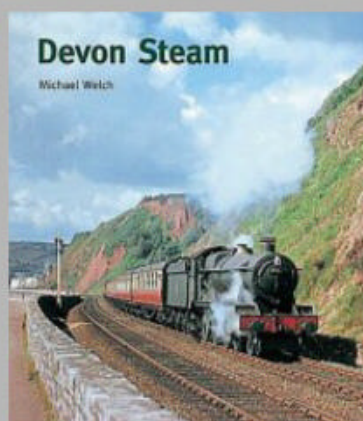
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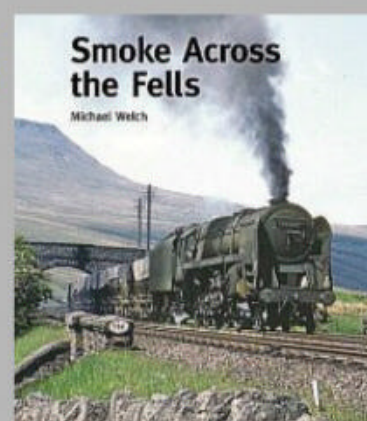
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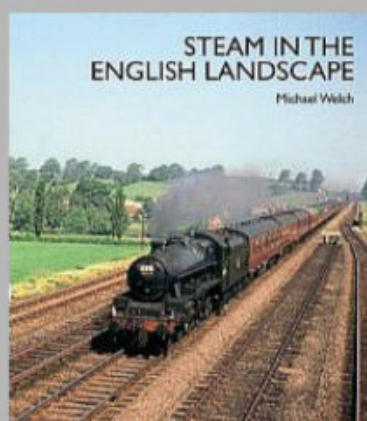
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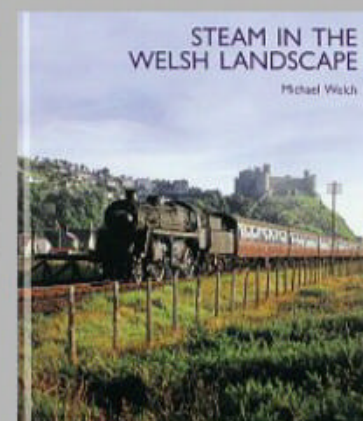
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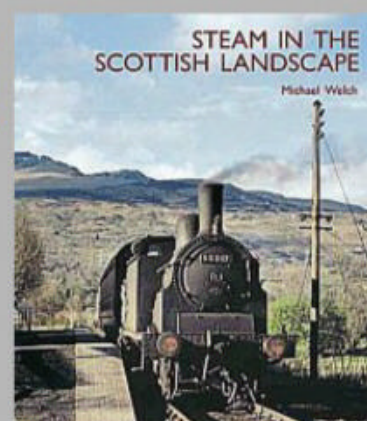
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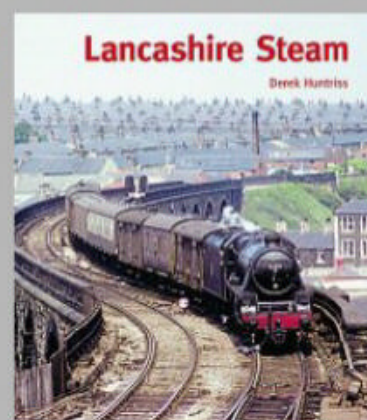
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SOUTH EAST

Amberley Museum & Heritage Centre

2ft gauge, ¼ mile.
Arundel, West Sussex.
Tel: 01798 831370.

Running: Wed-Sun.

Bluebell Railway

Standard gauge, 11 miles, footplate experience, wine and dine.
Sheffield Park,
East Sussex TN22 2QL.
Tel: 01825 720800.

Running: W/Es.

East Kent Railway

Standard gauge, two miles,
Shepherdswell, Dover.
Tel: 01304 832042.

Open: W/Es.

Eastleigh Lakeside Railway

10¼in & 7¼in gauge, 1¼ miles,
footplate experience.

Running: W/Es.

Hayling Seaside Railway

2ft gauge, one mile.
Hayling Island, Hants.
Running: W/Es, Weds.

Isle of Wight Steam Railway

Standard gauge, five miles.
Havenstreet, Isle of Wight.
Tel: 01983 882204.

Running: Daily until Oct 1.

Kent & East Sussex Railway

Standard gauge, 10½ miles,
footplate experience, wine and dine.
Tenterden, Kent. Tel: 01580 765155.

Running: W/Es, Weds, Thurs.

Mid-Hants Railway

Standard gauge, 10 miles, footplate experience, wine and dine.
Alresford, Hants SO24 9JG.
Tel: 01962 733810.

Running: TBA.

Romney, Hythe & Dymchurch Railway

1ft 3in gauge, 13½ miles, footplate experience. New Romney, Kent.
Tel: 01797 362353.

Running: Sat-Thurs.

Royal Victoria Railway

10¼in gauge, one mile.
Netley, Southampton.
Tel: 02380 456246.

Running: W/Es + sch hols.

Sittingbourne & Kemsley Railway

2ft 6in gauge, 1¾ miles.
Sittingbourne, Kent.
Tel: 01795 424899.

Running: Suns, B/Hs + Weds.

Spa Valley Railway

Standard gauge, five miles,
footplate experience.
Tunbridge Wells, Kent.
Tel: 01892 537715.

Running: Aug 15, 16, 22, 23, 29-31.

Volks Electric Railway

2ft ½in gauge, one mile.
Brighton.
Running: Weds-Suns.

SOUTH WEST

Avon Valley Railway

Standard gauge, three miles,
footplate experience, wine and dine.
Bitton, Bristol.
Tel: 0117 932 7296.

Running: W/Es.

Dartmouth Steam Railway

Standard gauge, seven miles,
wine and dine. Paignton, Devon.

Tel: 01803 555872.

Running: Daily.

Devon Railway Centre

2ft gauge, ½ mile. Bickleigh, Devon.
Tel: 01884 855671.

Running: Weds-Suns.

East Somerset Railway

Standard gauge, two miles.
Cranmore, Somerset.
Tel: 01749 880417.

Running: W/Es, Weds, Thurs.

Lynton & Barnstaple Railway

2ft gauge, one mile. Woody Bay,
north Devon. Tel: 01598 763487.

Running: Daily.

Moors Valley Railway

7¼in gauge, one mile. Ringwood, Hants.
Tel: 01425 471415.

Running: W/Es + sch hols.

Seaton Tramway

3ft gauge, three miles.
Harbour Road, Seaton, Devon.
Tel: 01297 20375.

Running: Daily.

Somerset & Dorset Railway

Standard gauge, ½ mile,
Midsomer Norton station,
Silver Street BA3 2EY.

The Embsay & Bolton Abbey Steam Railway reopened on July 25, with appropriate health precautions in place. Hudswell Clarke 0-6-0ST *Illingworth/Mitchell* is seen approaching the Low Lane overbridge at Draughton with one of the first post-lockdown services. The line will run steam trains and Dales Dining services every summer Tuesday, Saturday and Sunday and tickets must be pre-booked through embsayboltonabbeyrailway.vticket.co.uk MIKE HEATH



Tel: 01761 411221

Running: Suns until Sept 27.

Swanage Railway

Standard gauge, six miles, footplate experience, wine and dine.

Swanage, Dorset.

Tel: 01929 425800.

Running: TBA.

West Somerset Railway

Standard gauge, 20 miles, footplate experience, wine and dine. Minehead, Somerset TA24 5BG.

Tel: 01643 704996.

Running: Daily until Sept 26. The W/Es + Tues-Thurs.

EAST ANGLIA

Bressingham Steam Museum

Narrow gauge, one mile. Diss, Norfolk.

Tel: 01379 686900.

Running: TBA.

Bure Valley Railway

1ft 3in gauge, nine miles, footplate experience.

Aylsham, Norfolk.

Tel: 01263 733858.

Running: W/Es, Tues-Thurs.

Colne Valley Railway

Standard gauge, one mile, footplate experience, wine and dine. Castle Hedingham, Essex.

Tel: 01787 461174.

Running: Aug 9, 16, 23.

East Anglian Railway Museum

Standard gauge, ¼ mile. Wakes Colne, Essex. Tel: 01206 242524.

Open: Fris-Suns.

Ferry Meadows Railway

10¼in gauge, ½ mile.

Wansford, Peterborough, Cambs.

Tel: 01780 784444.

Running: Daily until Aug 30, then W/Es.

Mangapps Railway

Standard gauge, one mile. near Burnham-on-Crouch, Essex. Tel: 01621 784898.

Open: W/Es.

Nene Valley Railway

Standard gauge, 7½ miles, footplate experience. Wansford, Peterborough, Cambs.

Tel: 01780 784444.

Running: W/Es.

North Norfolk Railway

Standard gauge, 5½ miles, footplate experience. Sheringham, Norfolk NR26 8RA.

Tel: 01263 820800.

Running: Daily.

Wells & Walsingham Railway

10¼in gauge, four miles. Wells-next-the-Sea, Norfolk.

Tel: 01328 711630.

Running: Daily.

Whitwell & Reepham Railway

Standard gauge, ¼ mile. Reepham, Norfolk.

Tel: 01603 871694.

Open: W/Es.

Running: Steam first Sun of month.

HOME COUNTIES

Buckinghamshire Railway Centre

Standard gauge, ¼ mile, footplate experience.

Quainton Road, Bucks.

Tel: 01296 655720

Running: Suns, Weds in Aug.

Didcot Railway Centre

Standard gauge, footplate experience. Didcot, Oxon.

Tel: 01235 817200.

Open: Daily.

Running: Suns, Weds in Aug.

Epping Ongar Railway

Standard gauge, five miles. Ongar, Essex.

Tel: 01277 365200.

Running: Fris-Suns.

MIDLANDS

Amerton Railway

2ft gauge, one mile.

Stowe-by-Chartley, Staffs.

Tel: 01785 850965.

Running: TBA from Aug 1.

Apedale Valley Railway

2ft gauge, ½ mile.

Apedale, Newcastle-under-Lyme, Staffs.

Tel: 0845 094 1953.

Running: Sats + Aug 9, 30, 31. Sept 13.

Battlefield Line Railway

Standard gauge, five miles. Shackerstone, Leics.

Tel: 01827 880754.

Running: W/Es.

Chasewater Railway

Standard gauge, two miles. Walsall, West Midlands.

Tel: 01543 452623.

Running: B/Hs.

Churnet Valley Railway

Standard gauge, 5¼ miles, footplate experience, wine and dine. Cheddleton, Staffs.

Tel: 01538 750755.

Running: W/Es, Weds until Sept 30.



WR Manor Class 4-6-0 No. 7827 Lydham Manor heads out of Kingswear en route for Paignton on the Dartmouth Steam Railway on July 7. CHRIS SLACK PHOTOGRAPHY

Crich Tramway Village

Standard gauge, 1 mile. Crich, Derbyshire.

Tel: 01773 854 321

Running: W/Es, Tues-Thurs.

Dean Forest Railway

Standard gauge, 4¼ miles, footplate experience.

Norchard, Lydney, Glos.

Tel: 01594 845840.

Running: W/Es, Weds.

Ecclesbourne Valley Railway

Standard gauge, eight miles. Wirksworth, Derbyshire.

Tel: 01629 823076.

Running: W/Es.

Evesham Vale Railway

1ft 3in gauge, 1¼ miles. A46 north of Evesham, Worcs.

Tel: 01386 422282.

Running: W/Es + sch hols.

Gloucestershire Warwickshire Railway

Standard gauge, 14 miles.

Toddington, Glos.

Tel: 01242 621405.

Running: From Aug 15, Sat, Tues, Weds, B/Hs + Aug 30.

Great Central Railway

Standard gauge, eight miles. Loughborough, Leics LE11 1RW.

Tel: 01509 632323.

Running: W/Es until Aug 30, then W/Es from Sept 19.

Northampton & Lamport Railway

Standard gauge, two miles. Pitsford, Northants.

Tel: 01604 820327.

Running: Aug 9, 16, 23.

The details in this list were correct at the time of going to press. We strongly advise that you confirm details with the venue concerned. Pre-booking is often essential.

TBA = To Be Announced



Severn Lamb 0-6-2 No. 3 Dougal, which celebrates its half-centenary this year, heads an Evesham Vale Light Railway service in July, during the second week of reopening. The 15in gauge line began daily running on July 20. ADRIAN CORKE/EVLR

UP & RUNNING

Perrygrove Railway

1ft 3in gauge. B4228, Coleford, Gloucestershire.

Tel: 01594 834991.

Running: W/Es + sch hols.

Rudyard Lake Railway

10¼in gauge, 1½ miles. Leek, Staffs.

Tel: 01995 672280.

Running: W/Es + sch hols.

Rushden Transport Museum

Standard gauge, ¼ mile.

Open: Aug 31.

Severn Valley Railway

Standard gauge, 16 miles, footplate experience.

Kidderminster, Worcs DY10 1QR.

Tel: 01562 757900.

Running: Daily in Aug.

Statfold Barn Railway

2ft gauge, 1 miles, footplate experience.

Tamworth, Staffs B79 0BU.

Tel: 01827 830389.

Running: Aug 8, 9, Sept 5, 6, 12, 13.

NORTH WEST

East Lancashire Railway

Standard gauge, 12 miles, footplate experience. Bury, Lancs.

Tel: 01617 647790.

Running: W/Es.

Groudle Glen Railway

2ft gauge, ½ mile

Isle of Man.

Tel: 01624 670453.

Running: Weds, Suns in Aug. Suns in Sept.

Isle of Man Steam Railway

3ft gauge, 15½ miles.

Douglas, Isle of Man.

Tel: 01624 662525.

Running: Thurs-Suns until Sept 13.

Lakeside & Haverthwaite Railway

3ft gauge, 3½ miles.

Douglas, Isle of Man.

Tel: 01539 531594.

Running: Daily.

Manx Electric Railway

3ft gauge, 17 miles.

Douglas, Isle of Man.

Tel: 01624 697473.

Running: Sats-Tues until Sept 13.

Ravenglass & Eskdale Railway

1ft 3in gauge, seven miles. Ravenglass,

Cumbria. Tel: 01229 717171.

Running: Daily until Nov 1.



The Wells & Walsingham Light Railway resumed passenger services on July 4. Garratt 2-6-0+0-6-2 Norfolk Heroine is seen at Wells. The line was not running all four miles to Walsingham until at least August. WWLR

West Lancashire Light Railway

2ft gauge. Hesketh Bank, Lancs.

Tel: 01772 815881.

Running: TBA.

NORTH EAST

Appleby Frodingham Railway Preservation Society

Standard gauge, 15 miles.

British Steel Steelworks, Scunthorpe.

Tel: 01652 657053.

Running: Aug 15, 29, Sept 5, 12, 19, 26.

Cleethorpes Coast Light Railway

1ft 3in gauge, two miles.

Cleethorpes, North East Lincolnshire.

Tel: 01472 604657.

Running: Daily.

Embsay & Bolton Abbey Steam Railway

Standard gauge, five miles.

Embsay, North Yorks.

Tel: 01756 710614.

Running: W/Es + Tues.

Keighley & Worth Valley Railway

Standard gauge, five miles, footplate experience, wine and dine.

Keighley, West Yorks BD22 8NJ.

Tel: 01535 645214.

Running: Aug 19-Sept 6. W/Es + Weds, Thurs, B/H.

Kirklees Light Railway

1ft 3in gauge, four miles.

Huddersfield, West Yorks.

Tel: 01484 865727.

Running: Daily until Sept 6.

Middleton Railway

Standard gauge, 1½ miles.

Hunslet, Leeds.

Tel: 0113 271 0320.

Running: Suns in Aug + B/H.

North Tyneside Railway

Standard gauge, two miles.

North Shields.

Tel: 0191 200 7106.

Running: Aug 21. TBA

North Yorkshire Moors Railway

Standard gauge, 18 miles, wine and dine.

Grosmont, North Yorks. Tel: 01751 472508.

Running: Daily TBA.

Tanfield Railway

Standard gauge, three miles.

near Gateshead, Tyne and Wear.

Tel: 01913 887545.

Running: Aug TBA.

WALES

Bala Lake Railway

2ft gauge, 4½ miles. Llanuwchllyn,

Gwynedd. Tel: 01678 540666.

Running: Daily TBA.

Fairbourne Railway

12¼in gauge, two miles. Fairbourne,

Gwynedd. Tel: 01341 250362.

Running: Daily.

Ffestiniog Railway

2ft gauge, 13½ miles, Porthmadog,

Gwynedd. Tel: 01766 516000.

Running: Daily in Aug. Sept TBA.

Llanberis Lake Railway

2ft gauge, three miles. Llanberis,

Gwynedd. Tel: 01286 870549.

Running: Suns-Thurs until Sept 3.

Llangollen Railway

Standard gauge, 10 miles,

footplate experience, wine and dine.

Llangollen, Denbighshire.

Tel: 01978 860979.

Running: Daily.

Rhyl Miniature Railway

1ft 3in gauge.

Rhyl, North Wales.

Running: Aug 7-10. Daily Aug 14-Sept 2, then W/Es.

Snowdon Mountain Railway

800mm gauge, 4½ miles.

Llanberis, Gwynedd.

Tel: 01286 870223.

Running: Daily until Oct 25.

Talyllyn Railway

2ft 3in gauge, 7½ miles,

footplate experience.

Tywyn, Gwynedd.

Tel: 01654 710472.

Running: Daily.

Teifi Valley Railway

2ft gauge, ½ mile.

Henllan, Ceredigion SA44 5TD.

Tel: 01559 371077.

Running: From Aug 5 TBA.

Welshpool & Llanfair Light Railway

2ft 6in gauge, eight miles,

footplate experience.

Llanfair Caereinion, Powys.

Tel: 01938 810441.

Running: Daily in Aug TBA.

SCOTLAND

Almond Valley Railway

2ft 6in gauge, ¼ mile.

Livingston, West Lothian.

Tel: 01506 414957.

Running: Daily

IRELAND

Waterford & Suir Valley Railway

3ft gauge, six miles.

Kilmeadan,

County Waterford.

Tel: 00353 384058.

Running: Daily until Nov 1.



Baldwin 2-4-2 T No. 762 Lyn pulls into Woody Bay station on July 18, the first day of the Lynton & Barnstaple Railway's post-lockdown services. TONY NICHOLSON

Railway Museums

Beamish

County Durham.

The Living Museum of the North.

Open: Daily TBA.

Head of Steam

North Road Station, Darlington.

Open: Tues-Sun. Tel: 01325 460532.

Locomotion: The National Railway Museum, Shildon

Co Durham. Open: Weds-Suns until Sept 23, then Weds-Mons.

Tel: 01388 777999.

Manchester Museum of Science & Industry

Castlefield, Manchester.

Open: Weds-Sun from Aug 14.

Tel: 0161 832 2244.

National Railway Museum

Leeman Road, York. Open: Weds-Suns.

Tel: 01904 621261.

Rail Story

Ingrow, West Yorks. Open: Suns from Aug 15.

Tel: 01535 680425.

Railworld Wildlife Haven

Peterborough. Open: Daily until Sept 6, then W/Es, Weds.

Tel: 01733 344420.

Ulster Folk & Transport Museum

Cultra, Co Down. Open: Thurs-Sun from Aug 20.

Yeovil Railway Centre

Yeovil Junction, Somerset.

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GWR TOAD Brake Van and Ammunition Wagon



GWR TOAD Brake Van - Fitted kitchen and dining area, double bedroom, Freesat TV, en-suite shower room/WC, fully insulated, double glazed and heated. The fully glazed kitchen/diner area and balcony gives a panoramic view of the station platform and surrounding Rother Valley.

Ammunition Wagon - Double bedroom, en-suite shower room/WC, microwave, kettle, individual private garden. Fully insulated, double glazed and heated for those chilly winter months!

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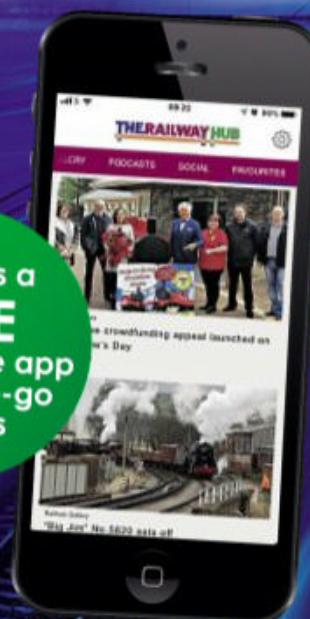
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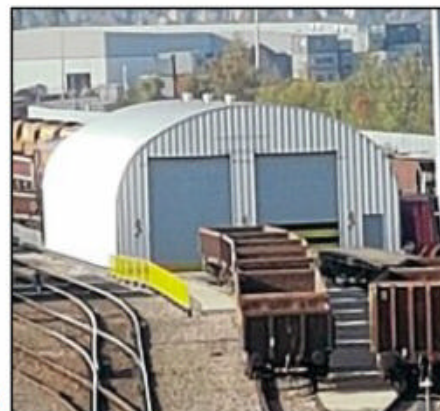
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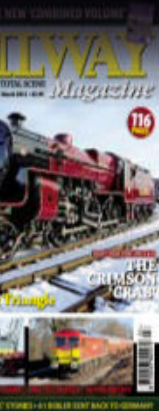
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Your lighter takes

If you've got a quirky photo, tale, poem or anything else you think might be appropriate, please email deputy editor Gareth Evans on gevans@mortons.co.uk



The sheep decided to 'call a halt' to their endeavours when they reached Pentrepiod. GARETH EVANS

Race the train!

AS REPORTED on page 18, your deputy editor enjoyed a much-needed 'steam fix' with his family in his homeland on July 11 – the first weekend residents from the other side of Offa's Dyke were permitted to cross the Anglo-Welsh border on non-essential business in almost four months.

Your deputy editor drove over the scenic Berwyn mountain range from his native north Montgomeryshire to neighbouring Meirionnydd to enjoy a trip on the Bala Lake Railway (BLR).

On the outward journey from Llanuwchllyn to Bala, two sheep decided to 'race the train', hauled by Quarry Hunslet 0-4-0ST *George B*.

At first, the 'horse power' of the locomotive appeared to be no match for 'sheep power' – but the land-based team conceded defeat against their rail-based rival at the request stop of Pentrepiod, where they are pictured.

Let's hope passengers 'flock' to the BLR – and indeed, all other heritage lines which are resuming operations after lockdown...

Our railways need all the support we can give them.

NEXT ISSUE

Issue 271 is out on September 4, 2020

HERITAGE RAILWAY

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Lego unveils a 'snappy' loco



Detail can be found aplenty, as this overall view shows. THE LEGO GROUP

LEGO is a household name for its tiny bricks, which some of us enjoyed assembling into works of art in childhood. A recent addition to the range caught your deputy editor's eye – the distinctive 'Crocodile' locomotive.

Based on Swiss Federal Railways' Class Ce 6/8 II electric locomotives, introduced between 1919 and 1927, the model is packed with a 'jaw dropping' amount of detail. It includes side rods which move as the wheels turn and retractable pantographs – plus two Lego figures, a section of display track and a plaque.

The model is part of a range aimed at adults, and can be motorised with the aid of a pack of components, which are sold separately.

Measuring 20½ins (52cm) long, 6¼in (16cm) high and 3½ins (8cm) wide, it can be assembled from 1,271 components. The UK RRP is £89.99.

The locomotives' distinctive 'snouts' arose because of the need for a powerful articulated design to negotiate tight curves – the three-part construction allowing everything to move against each other.

Motors are located on each bogie, with the centre section containing the heavy transformer and two driving cabs.

The last 'Crocodile' was withdrawn

from front line service in 1982 – nine of the 51 SBB 'Crocodiles' survive.

The precise origin of the nickname 'Crocodile' is unknown, but it certainly seems appropriate, given the locomotives' reptile-like, flexible design with snout, body and tail.

Swiss sources state the nickname was first used by railway enthusiasts, while others believe it was initially used by Märklin on its model trains in 1933.



The locomotives' three-part construction allowed them to negotiate tight curves with ease – the distinctive 'snouts' being all-too apparent in this view. THE LEGO

Modelling No. 3205

THE TWO-PAGE feature in issue 267 about GWR Collett 2251 Class 0-6-0 No. 3205 and its starring role in hauling the Severn Valley Railway's reopening train in 1970 struck a chord with reader Ken Barlow of Macclesfield, Cheshire.

He writes: "I have enclosed a photo of my model railway engine 0-6-0 No. 3205 (right) as a follow up to the good details in your magazine."

"I hope it may be of interest regarding the present overall situation."

Ken's model serves as a reminder of the 2251 Class produced in OO scale by Mainline in 1978, with an enhanced variant released



by Bachmann in 1996.

Your deputy editor's model collection includes a Mainline No. 3205, which like the prototype, he finds fascinating – perhaps because it looks different in a charming way to other GWR locomotives.

The 'real' No. 3205 is, of course, awaiting overhaul at the South

Devon Railway (SDR).

While the SDR itself has yet to resume public services in the wake of the Covid-19 lockdown, its model shop at Buckfastleigh is open for business both online and in person.

More details at www.southdevonrailway.co.uk/gifts-and-models/ or telephone 01364 643113.



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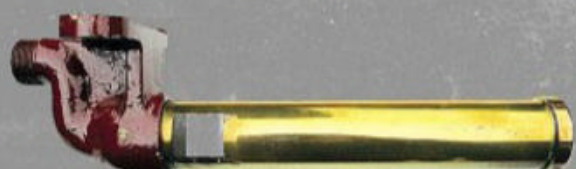
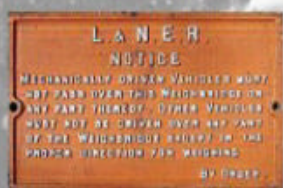
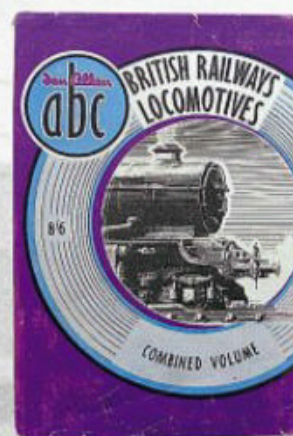
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